

**Town of Kittery
Planning Board Meeting
January 11, 2024**

ITEM 2—283 US Route 1—Master Site Plan — Preliminary Review

Action: Approve plan or continue review. Neil Hansen, on behalf of owner/applicant Two International Group, is proposing a multi-phase project to re-develop existing commercial retail facilities into a 107-unit housing complex, 119 room hotel, and 6,000 square feet commercial building intended for a restaurant, along with associated parking and utilities, located on the property of 283 US Route 1, Map 30 Lot 44, in the Route 1 Commercial (C-1) Zone.

PROCESS SUMMARY

REQ'D	ACTION	COMMENTS	STATUS
NO	Sketch Plan Acceptance/Approval	5/25/23	Accepted
YES	Planning board determination of completeness	10/26/23	Accepted
NO	Site Visit	11/9/23	Held
YES	Public Hearing	11/16/23	Held
YES	Preliminary Plan Approval	Scheduled for 1/11/24	Pending
YES	Final Plan Review and Decision		TBD

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

- DOT Traffic movement pattern.
- State Fire Marshal NFPA #13 fire protection system approval.
- DEP construction permitting and site review.
- Site Location of Development Act (SLOTA) permit

PROJECT INTRODUCTION

This is the third preliminary review for a master site development project on a single parcel containing three existing strip retail buildings and paved parking. 283 Route 1 is a corner lot along the I-95 Interstate highway, with the property abutting the Kittery Trading Post and other commercial outlet buildings.

The development plans are for three phases, one for each of the proposed uses. The first phase of the project would be to develop a 119-room hotel. The second phase would be the development of a 5-story apartment totaling 107 units, 11 of which would be affordable. The third phase is for the development of a 6,000 square foot commercial building with the intention to house a food and beverage facility at a later date. If this project is approved, a subsequent site plan will be necessary for all development not completed as part of phase 1.

Public water and wastewater transmission facilities have been reviewed and are found not to require upgrades to support all phases of this project. Access to the site would be provided via existing driveways on Wilson and Old Wilson Road, with the curb cut on the Route 1 Bypass to be closed. In addition to parking and utilities, the applicant is proposing a dog park along a portion of the property facing I-295.

Since sketch plan acceptance, the size of the proposed commercial area has been reduced from ~10,000 sq ft to 6,000 sq ft. The applicant has confirmed their intention to seek a restaurant as a tenant for the proposed commercial space should the plan be approved. The applicant has also increased the number of proposed parking spaces, including a 5th sub-floor in

38 the multi-family dwelling to provide spaces for residents. At the sketch review, the applicant was uncertain whether they
39 would be subdividing the parcel; they have since confirmed they plan to keep a single property and move forward with a
40 site plan application.

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42 The planning board voted to accept the preliminary site plan application as complete on October 26th, on the condition that
43 a full traffic study would be provided before approval. A site walk was held on November 9th, and a public hearing on
44 November 16th. A third-party engineer review by CMA was completed on October 31st, with all identified issues determined
45 as minor enough to allow conditional preliminary approval at this time. The applicant also provided more detailed building
46 elevations, landscaping designs, and a narrative expressing the intent to meet affordable housing requirements.

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48 **Since the public hearing, the applicant has submitted a complete Traffic impact analysis. During the public hearing, a**
49 **resident requested a larger vegetative screening along Route 1. The planning board suggested they would be amenable to a**
50 **modification of the size of the parking spaces along the Route 1 right-of-way to accommodate for more screening. The**
51 **applicant has requested this modification in their cover letter, as well as waivers regarding the depth of the vegetative planter**
52 **strip and front setback maximum, described further below.**

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54 **Staff recommend preliminary approval at this time, and suggest the planning board advise the applicant based on**
55 **the feedback provided and discuss the waivers now being proposed.**

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57 **WAIVERS REQUESTED**

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59 1. Modification to landscape planter strip along public road: The applicant is requesting to reduce the depth of the
60 planter strip along the Route 1 ROW from 30 feet to a minimum of 16 feet. The maximum front setback in the C-1
61 zone is 15 feet, but the minimum planter strip depth along the ROW is 30 feet. The applicant cannot meet both
62 standards as they directly conflict each other, and the current front yard setback is meant to provide parking and site
63 access for emergency vehicles. Per **§16.4.19.E.(3).(c).[5].[b]**, the planning board has the authority to modify the
64 width of the vegetative strip to the extent necessary to achieve the objective of the proposed project.
- 65 2. Modification to maximum front yard setback: The applicant is requesting the increase the maximum front yard
66 setback along the Route 1 Bypass from 15 feet to 48.5 feet. As stated above, it is impossible to meet the 15-foot
67 maximum setback and the minimum 30 foot planter strip, while also providing 5 feet of sidewalk along the Route
68 1 frontage. Per **§16.4.19.E.(2).(c)**, the planning board may allow a greater setback when public amenities are
69 proposed, “such as benches, pocket parks...or seating areas.” The applicant is providing a pocket park with seating
70 along the frontage to Route 1, and a path to connect to the proposed sidewalks.
- 71 a. The location of the parking spaces directly in front of the hotel building is due to direct feedback from
72 the planning board and fire chief during sketch review. The fire chief was most comfortable with the
73 current design as it would provide ample emergency vehicle access to the front of the building.
- 74 3. Parking space design minimum modification: the applicant is requesting to reduce the length of the parking spaces
75 along the Route 1 ROW from 19 feet to 18 feet, to allow for more vegetative screening as requested during the
76 public hearing.
- 77 4. Modification to minimum drainage pipe size: the applicant is requesting to reduce the size of the 12” drainage pipes
78 on the roof leaders. The site proposes Tree Box Filters to function based on specific outlet pipe sizing, meaning
79 they require smaller sizing. Final sizes have yet to be coordinated. This modification is only for roof leaders leading
80 to Tree Box Filters: all other drainage pipes on site are a minimum of 12”.

81 **STAFF COMMENTS**

82 Listed below are additional comments provided by staff in addition to general review of standards:
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1. The traffic impact study states collision history compiled from the Maine Public Crash Query Tool does not indicate a significant history of intersection crashes.
 2. The proposed project is expected to generate a total of 191 new trips during the morning peak, 153 trips in the weekday afternoon peak, and 91 trips during the Saturday midday peak hour.
 - a. Existing retail trips were quantified based on existing turning movement count data and credited towards site trip generation.
 - b. The applicant has stated the commercial building will likely be a restaurant. The traffic study estimated trips for the commercial building using a “high-turnover sit-down restaurant” use.
 3. The traffic analysis appears to show the intersections around 283 Route 1 will continue to operate under the same standard after construction, except the Adams Road approach to Route 101 (Wilson Road), increasing the average delay of ~5 seconds.
 - a. The applicant states the removal of the driveway entrance along route 1 will act as a mitigation effort to this impact.
 - b. The traffic analysis claims planned traffic signal improvements by MDOT at the intersection of US Route 1 and Route 101 (Wilson Road) will result in an improved level of service and/or reduction in delay overall compared to existing 2023 conditions.
 4. Due to the size of the property and the proposed scope of work, this project constitutes a Master Site Development Plan per Chapter §16.6 of Kittery Town Code and must meet ordinance requirements for any proposed project phasing.
 - a. A “phasing site plan” will be provided before final plan approval, showing which portions will be built at each phase.
 - b. Staff suggest all sidewalks and street crossing infrastructure be completed as part of phase 1.
 5. Police and Public Works staff both requested the applicant remove the crosswalk connecting the property to the abutting Kittery Trading Post, as long as sidewalks are built along Wilson Road to guide pedestrians to the intersection at the southeast corner of the lot. The applicant has stated they plan to do this.
 6. Snow storage areas are provided on the site plan. Note #13 states the property manager will be responsible for timely snow removal from sidewalks, driveway, and parking areas. All snow will be hauled off-site.
 7. During the public hearing, the planning board advised the applicant to review the landscaping chapter of the Town’s design handbook. Staff **do not** encourage applicants to refer to this, as the handbook is outdated and most species listed in that chapter are now considered invasive in Maine. After researching the native ranges of the proposed plantings in the landscape plan, staff are satisfied that the plants proposed are native to this region, and have proven to thrive in the local climate.
 8. One of the 5 stories in the multi-family dwelling is a ground-level parking area. If electric vehicle charging stations are to be built, Fire staff strongly discourage any charging ports from being installed in enclosed-ground floors.
 9. Per §16.7.11.D, the project appears to trigger requirement for post-construction stormwater management.
 10. The affordable housing narrative states their intent to provide 11 units of their housing as affordable, which exceeds the 10% minimum. The units will be tied to 80% of regional annual median income (AMI).
 - a. The applicant has stated that the affordable units will dispersed uniformly throughout the apartment to prevent segregation based on income. Staff suggest this be added as a condition of approval on the final site plan.
 - b. Per §16.5.4.I.(2), an approximate rental rate is not required before preliminary approval, so long as the target AMI percentage is provided. Staff note that Maine Housing income eligibility limit worksheets estimate the maximum gross rent for a single bedroom in Kittery tied at 80% AMI to be \$1,775, and the maximum allowable for a two bedroom to be \$2,130. This is before deduction of utility costs, which is a requirement of the ordinance.
 11. Public works request a note on the plans stating that all landscaping shown on the plan will be maintained by the private property owner, including all landscaping within the public right-of-way.
 12. Fire staff any trees planted around the buildings should strictly be ornamental, to ensure they do not grow tall enough to block emergency vehicle access.
 13. The architectural elevations appear to say the proposed multifamily dwelling is 75 feet tall. This is misleading, as that height includes elevation above sea level. The definition of building height in §16.3 requires an engineer determine the vertical measurement between the average natural grade of the land within the building footprint

(notated in the elevations as “average adjacent natural grade”), to the highest point of the roof beams in a flat roof. According to the definition, the actual building height is 50 feet.

a. The elevations also show the tops of the parapets jutting above the “top of structure” line. Parapets are excluded from height calculations, as they are above the roof beams of the building.

14. Following feedback from the planning board, the applicant has provided 3-d renderings of the proposed building, as well as “precedent images” showing the design of buildings based on previous developments.

PROJECT ANALYSIS

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.

Code Ref.	§16.4 Land Use Zone Standards	
	Standard	Determination
§16.4.19.B/C.	Permitted/Special Exception Uses	The proposed commercial uses are permitted. The proposed multi-family dwelling is a special exception use in this zone.
§16.4.19.E.(2).(a).	Lot size: 40,000 sq ft. minimum	It appears the standard is satisfied.
§16.4.19.E.(2).(b).	Street frontage: no requirements in C-1 Zone	It appears the standard is satisfied.
§16.4.19.E.(2).(c).	Front setback: 15 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.	The applicant is requesting a modification to the maximum setback, detailed above.
§16.4.19.E.(2).(d).	Rear and side setbacks: 10 ft minimum.	It appears the standard is satisfied.
§16.4.19.E.(2).(e).	Building height: 40 ft maximum NOTE: the maximum is 50 ft for multifamily dwellings on the west side of Route 1	It appears the standard is satisfied.
§16.4.19.E.(2).(f).	Imperious surface: 70% maximum for currently developed lots	It appears the standard is satisfied.
§16.4.19.E.(2).(g).	Water body setback for water-dependent uses: 0 ft minimum	Not applicable.
§16.4.19.E.(2).(k).	For 107 residential units, one of the following options are required: <ul style="list-style-type: none"> • 10 affordable units and a \$70,000 payment in-lieu • 11 affordable units 	This standard appears to be satisfied, see note §16.5.4 below for more detail.

§16.4.19.E.(2).(l)..	Mixed-use buildings must have non residential uses comprising at least 50% of the street-facing first floor	None of the buildings in the proposal are mixed-use. It appears the standard is satisfied.
§16.4.19.E.(2).(m)..	Underground utilities are required	It appears the standard is satisfied
§16.4.19.E.(3).(a).	Parking standards: parking areas must be visually screened when abutting residential properties.	The proposal does not abut any residential properties. It appears the standard is satisfied.
§16.4.19.E.(3).(a).[2]	Parking space dimensions: minimum 19' x 9'	The applicant is requesting a modification to parking space size, described above.
§16.4.19.E.(4).(c).	<p>Parking must be on-site unless meeting requirements is determined impractical.</p> <p>20% of parking associated for multifamily dwellings may be designated for compact cars (if at least 10 spaces are required)</p>	All parking is located on-site. It appears the standard is satisfied.
§16.4.19.E.(3).(b).	The proposal must meet Kittery's building design standards.	The proposed developments appear to meet the design handbook guidelines.
§16.4.19.E.(3).(c)	<p>Landscaping improvements:</p> <ul style="list-style-type: none"> • minimum 30 ft vegetated landscape planter strips between the lot and adjacent all rights-of-way. • One street tree for every 25 feet of street frontage • 10 plants per 40 linear feet of street frontage unless existing woodlands or being retained. <p>NOTE: per §16.4.19.E.(4).(d), for surface parking lots that service a multi-family dwelling and abut a street, the following conditions also apply:</p> <ul style="list-style-type: none"> • street trees must be backed by a fence. • 50% of trees and shrubs must be evergreen species • A minimum of 10% of parking area must be landscaped 	<p>The applicant is requesting a modification of the minimum vegetative planter strip width, described above</p> <p>Otherwise, standards appear to be met.</p>

§16.4.19.E.(3).(d).	Traffic circulation standards: sidewalks are required along the entire portion of the lot facing Route 1 Wilson Road, and Old Wilson Road.	The standard appears to be satisfied.
§16.4.19.E.(3).(e).	Open Space standards: 25% minimum. NOTE: For multi-family dwellings, the minimum is 15%.	The plan meets the strictest minimum requirement of 25%. It appears the standard is satisfied.
§16.4.19.E.(4).(a).[1].	Sidewalks must be installed within the right-of-way	It appears the standard is satisfied.
§16.4.19.E.(4).(a).[2].	Housing development must be connected to new and existing commercial areas through sidewalks or walkways	The site plan shows sidewalks connecting the multi-family dwelling to the proposed hotel, restaurant, and dog park. It appears the standard is satisfied
§16.4.19.E.(4).(a).[3].	On-street parking is encouraged and can be considered a part of a joint use parking plan	On-street parking is not encouraged due to the property's location to the highway. All parking requirements are met on-site
§16.4.19.E.(4).(a).[4].	Areas for services such as dumpsters and generators must be screened by a fence at least 6 feet tall	All indicated dumpster pads are proposed to have a fenced enclosure. The standard appears to be satisfied.
§16.4.19.E.(4).(a).[5].	Parking for residential units must be located so they do not face streets	283 Route 1 is a corner lot. Parking associated with the multi-family dwelling are located away from both roads to the greatest practical extent. It appears the standard is satisfied.
§16.4.19.E.(4).(a).[6].	Fixtures in a lighting plan must be cut off to prevent light trespass and meet all other photometric requirements	A photometric plan has been provided.
§16.4.19.E.(4).(e).	10 ft buffers, with a fence at least 6 feet high, are required between the following: <ul style="list-style-type: none"> • New residential uses and existing nonresidential uses • New residential uses and existing single-family uses 	The applicant is providing further vegetative screening between the proposed apartment and existing Kittery Trading Post building across Wilson Road. Adding further buffering would require removal of existing mature trees. The standard appears to be satisfied.
Code Ref.	§16.5 Performance Standards	
	Standard	Determination

§16.5.14.C	Corner Lots	The property is considered a corner lot between Route 1 and Wilson Road. Access will be through a driveway along Wilson Road, meaning this is the road it “fronts.”
§16.5.10	Essential Services	Wastewater and Water District staff have both confirmed sufficient capacity for the entire proposed development.
§16.5.25	Sprinkler Systems are required in all hotels and buildings of three or more stories	Sprinkler systems must meet NFPA standards.
§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.
§16.5.4	Affordable housing requirements	The applicant has expressed their intent to provide 11 affordable housing units rather than pay any in-lieu fee. A housing narrative has been submitted confirming this.
§16.7.11.F.(e).	A minimum of 276 parking spaces are required	The plan proposes a total of 316 parking spaces, including below ground spaces specifically servicing the residential property. The plan appears to meet ADA space requirements
Code Ref.	§16.6 Preliminary Master Site Plan Requirements	
	Standard	Determination
§16.6.1	Applicability for Master site plan: <ul style="list-style-type: none"> • The cumulative lot area is one acre or larger. • The site is designed as a cohesive development consisting of multiple buildings 	The standard appears to be met
§16.6.2.B.(5).	Preliminary master site plan must follow requirements of Site Plan review in §16.7	The standard appears to be met
§16.6.3.A	Any applicable approval from Maine DEP, DOT, and Army Corps of engineers must be obtained or in the process of obtaining	The applicant is currently working with DOT to determine their traffic movement permit requirements.

§16.6.3.B.	Improvements to infrastructure, including sidewalks, streetlights, and guard rails, must be consistent in construction details	The standard appears to be satisfied
§16.6.3.C.	Each phase of the project must include stormwater treatment adequate to treat that phase of the project.	A phasing narrative was submitted to confirm adequate stormwater capacity for each phase. A full phasing plan will be provided before final plan approval.
§16.6.3.D.	New streets in the master site plan will include provisions for adequate turnaround between project phases.	A phasing narrative was submitted to confirm adequate parking capacity for each phase. A full phasing plan will be provided before final plan approval.
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.	Not applicable
§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).	Additional submissions as required.	None identified at this time

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DISCUSSION, NEXT STEPS, AND RECOMMENDATIONS

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The purpose of a preliminary review is for the planning board to see an application in its entirety, receive feedback from the public, and further solidify their stance on any requested modifications to standards. The required traffic impact study has been submitted, and third-party engineer review has signed off on preliminary approval at this time. Staff believe the conflicting requirements regarding maximum front setback and minimum planter strip width create a significant enough constraint to warrant both modification requests, and believe approval is warranted at this time.

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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 preliminary site plan by Neil Hansen, on behalf of owner/applicant Two International Group.

T5037-003
December 28, 2023

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

**Re: Request for Preliminary Site Plan Review
Proposed Mixed Use Development, 283 US Route 1, Kittery, ME**

Dear Jason,

On behalf of 283-360 Kittery, LLC (owner) and 283 Route 1, LLC, C/O Two International Group (applicant), we are pleased to submit one (1) set of hard copies and via the online portal the following revised materials to support a request to meet with the Planning Board (PB) for Preliminary Site Plan Review at their next scheduled meeting for the above referenced project:

- One (1) full size & eight (8) half size copies of the Plan Set, last revised December 28, 2023;
- Affordable Housing Letter of Intent, dated December 28, 2023;
- Traffic Impact Analysis, dated December 28, 2023

PROJECT SUMMARY

Existing Conditions

The proposed project is located along US Route 1 on property identified as Map 30 Lot 44 on the Town of Kittery Tax Maps. The Project Site is bounded by I-95 to the west, Route 101 (Wilson Road) to the north, Route 1 to the east, and Old Wilson Road and the Hampton Inn to the south. The Site is currently occupied by three buildings accommodating existing retail outlet tenants, with existing parking primarily to the northeast of the building. The property is accessible via one full-access driveway shared with the Hampton Inn & Suites, one full-access driveway on Route 101 (Wilson Road) and one entrance-only driveway from US Route 1.

Proposed Redevelopment

The proposed project includes the construction of three buildings consisting of hotel, restaurant, and residential use. The buildings consist of a 4-story, 119 key hotel along US Route 1, a restaurant building at the corner of US Route 1 and Wilson Road, and a 5-story, 107 unit residential building to the rear of the site. The project also consists of on-site improvements including driveways, sidewalks, access improvements, stormwater management, lighting, landscaping, and utilities.

While the applicant hopes to develop the entire parcel at once, it is possible the project will be completed in phases. In the event of phasing, it is most likely the first phase would be the hotel site followed by the apartment building and finally the retail/restaurant. In the event of phasing, it is the applicants hope that the apartment building and hotel would still overlap – which would mean most of the site improvements would be constructed during the same mobilization even if the hotel portion of the site is completed first. The retail/restaurant site could also be completed in the same mobilization, but unlike the hotel and apartment building “Phase 3” is tenant-driven. The stormwater, utilities, parking, and site access have been



designed in a way where each of these sites can be constructed in isolation providing adequate stormwater and traffic systems to meet capacity needs for each phase.

LAND-USE PERMIT APPLICATIONS

Town Permitting

The Planning Board voted to accept the Sketch Plan for this project during their May 25, 2023, meeting. The proposed project will require the following site related approvals from the Planning Board:

- Site Plan Review Permit
- Special Exception Request for Multifamily Dwelling

Waiver Requests

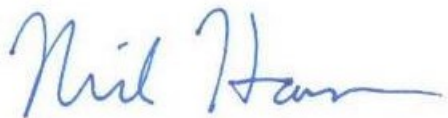
The proposed project will also require the following three (3) site related waivers from the Planning Board:

- **Section 16.4.19.E(3)(c)[1] – Landscape planter strip. A vegetated landscape planter strip must be provided a minimum of 30 feet in depth adjacent to the right-of-way of all public roads:** Per Section 16.4.19.E(2)(c) the maximum front setback in the C-1 Zone is 15 feet which would prohibit maintaining the landscape planter strip requirement of 30 feet. Additionally, as part of the Sketch Plan Review process by the Planning Board the current proposed increase in the 15-foot setback was reviewed to allow for parking and site access in front of the hotel. This allows the first-floor hotel rooms to be set back further from Route 1 and provides access for life safety to the front entrance of the hotel. The proposed front yard landscape strip varies from a minimum of 16 feet to a maximum of 21 feet measured from the Route 1 curb line to the parking lot curb line.
- **Section 16.7.11 Table 2 – Parking Space Design Minimum dimensions:** As discussed at the November 16, 2023 Planning Board meeting the proposed plan has been revised to provide 18' long parking stalls along the Route 1 frontage, and add the additional landscape space to the planting strip along the Route 1 Right of Way.
- **Section 16.7.11.C(3)(a) – The minimum pipe size for any storm drainage pipe must be 12 inches:** The proprietary Tree Box Filters are designed to function based on specific outlet pipe sizing from the manufacture. The Tree Box Filters are size based on watershed area draining to each system. The required outlet pipe sizes of the proposed units are smaller than 12". Additionally, roof drain connections to the stormwater system are size based on inflow area by the projects MEP engineer. Final sizes have yet to be coordinated but are anticipated to be smaller than 12". All other drainage pipes on site are a minimum of 12".



The applicant respectfully requests to be placed on the January 11, 2024, Planning Board meeting agenda for Preliminary Site Plan Review. If you have any questions or need any additional information, please contact Neil Hansen by phone at (603) 294-9213 or by email at nahansen@tighebond.com.

Sincerely,
TIGHE & BOND, INC.



Neil A. Hansen, PE
Project Manager



Patrick M. Crimmins, PE
Vice President

Copy: 283 Route 1, LLC (via email)

T5037-003
December 28, 2023

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

**Re: Affordable Housing Letter of Intent
Proposed Mixed Use Development, 283 US Route 1, Kittery, ME**

Dear Jason,

On behalf of 283 Route 1, LLC, (applicant), we are pleased to submit this Letter of Intent for declaration of Affordable Housing in accordance with 16.5.4(I) Supplemental Standards for Approval.

Applicability

This project is subject to the Affordable Housing provisions under SS16.5.4.B(1)(a) as a development involving three or more new dwelling units.

Incentives Sought

The applicant is seeking incentives as follows:

- A 10% reduction in permitting costs per 16.5.4(E)(2)(a)

Target Median Income Percentage for Affordable Units

The developer plans to provide 10% of the units as Affordable Housing. The project includes 107 total units. 10% of that would be 10.7 Units. The developer plans to provide 11 affordable units to meet this requirement. The developer plans to provide a target median income percentage of 80% AMI for the affordable units.

Proposed Location of Affordable Units

It is the developer's preference to not identify specific units within the building as affordable. All 107 proposed units will be located in a single 5-story building. The 11 affordable units will be distributed throughout the proposed building and include a variety of unit types and locations.


Standards Satisfied

SS16.5.4(C)(1) requires that for projects proposing five (5) or more dwelling units, at least 10% of the units, rounded down to the nearest whole number, must be affordable housing units, as defined by this code. Any fractional unit obligation left after the rounding results in a proportional payment-in-lieu. This standard has been satisfied as the applicant proposes to provide 11 affordable units (out of 107).



We look forward to your review. Please contact us with any questions.

Sincerely,
TIGHE & BOND, INC.

A handwritten signature in blue ink that reads "Neil Hansen". The signature is fluid and cursive, with a long horizontal flourish at the end.

Neil A. Hansen, PE
Project Manager

Copy: 283 Route 1, LLC (via email)

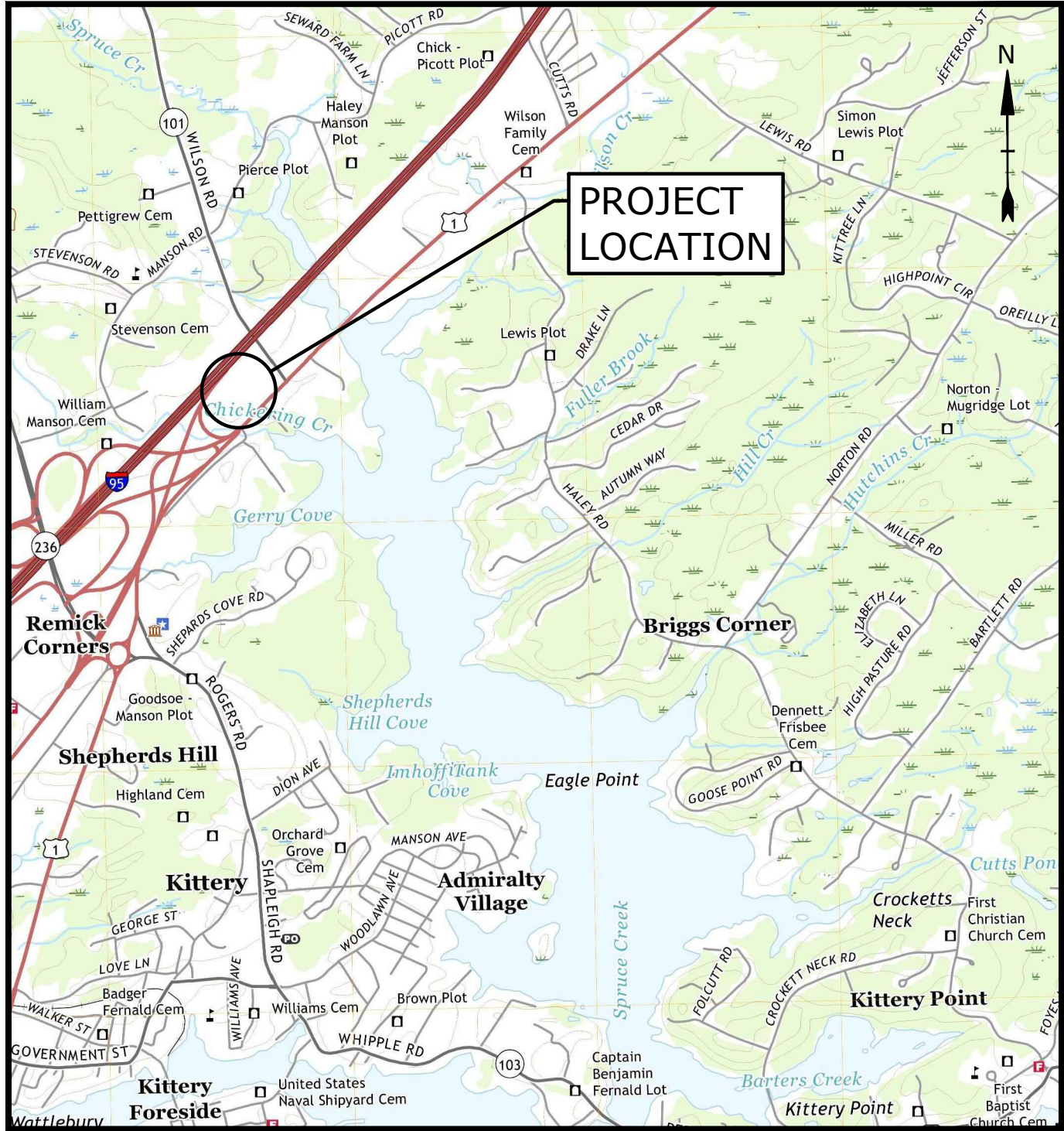
KITTERY MIXED-USE DEVELOPMENT

283 US ROUTE 1 KITTERY, MAINE PERMIT DRAWINGS

OCTOBER 5, 2023

LAST REVISED: DECEMBER 28, 2023

LIST OF DRAWINGS		
SHEET NO.	SHEET TITLE	LAST REVISED
	COVER SHEET	12/28/2023
NO. 1	BOUNDARY & TOPOGRAPHIC SURVEY	06/09/2023
C-101	EXISTING CONDITIONS / DEMOLITION PLAN	12/28/2023
C-102	SITE PLAN	12/28/2023
C-103	GRADING, DRAINAGE & EROSION CONTROL PLAN	12/28/2023
C-104	UTILITY PLAN	12/28/2023
C-105	LANDSCAPE PLAN	12/28/2023
C-106	PHOTOMETRIC PLAN	12/28/2023
C-501	EROSION CONTROL NOTES & DETAILS SHEET	12/28/2023
C-502	DETAILS SHEET	12/28/2023
C-503	DETAILS SHEET	12/28/2023
C-504	DETAILS SHEET	12/28/2023
C-505	DETAILS SHEET	12/28/2023
C-506	DETAILS SHEET	12/28/2023
C-601	FIRE TRUCK TURNING PLAN	12/28/2023
A2.00	EXTERIOR ELEVATIONS	11/08/2023
A2.01	EXTERIOR ELEVATIONS	11/08/2023
A2.02	RESIDENTIAL 3D VIEW	11/08/2023
003	PROPOSED EXTERIOR ELEVATIONS	11/27/2023
005	EXTERIOR PERSPECTIVE	11/27/2023



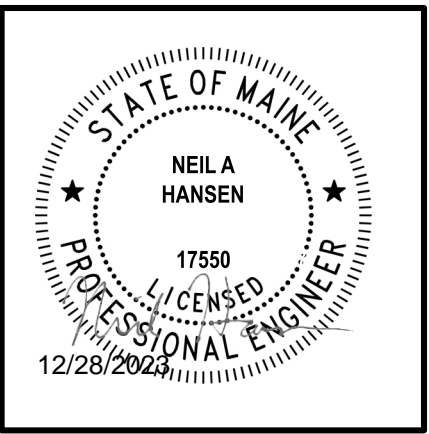
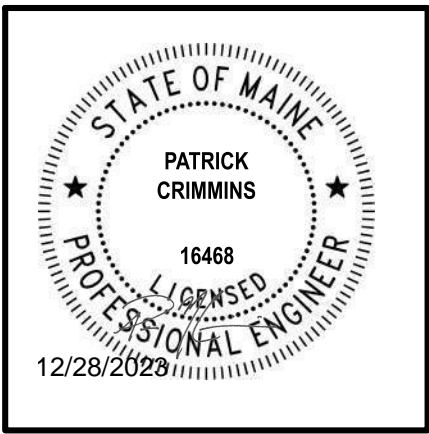
LOCATION MAP
SCALE: 1" = 2,000'

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL NOT RELY ON SCALED DIMENSIONS AND SHALL CONTACT THE ENGINEER FOR CLARIFICATION IF A REQUIRED DIMENSION IS NOT PROVIDED ON THE PLANS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS, AND FOR SITE CONDITIONS THROUGHOUT CONSTRUCTION. NEITHER THE PLANS NOR THE SEAL OF THE ENGINEER AFFIXED HEREON EXTEND TO OR INCLUDE SYSTEMS REQUIRED FOR THE SAFETY OF THE CONTRACTOR, THEIR EMPLOYEES, AGENTS OR REPRESENTATIVES IN THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING AND IMPLEMENTING SAFETY PROCEDURES AND SYSTEMS AS REQUIRED BY THE UNITED STATES OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), AND ANY STATE OR LOCAL SAFETY REGULATIONS.
3. TIGHE & BOND, ASSUMES NO RESPONSIBILITY FOR ANY ISSUES LEGAL OR OTHERWISE, RESULTING FROM CHANGES MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION OF TIGHE & BOND.

PREPARED BY:

Tighe&Bond
177 Corporate Drive
Portsmouth, NH 03801



APPLICANT:

Two International Group
1 New Hampshire Ave, Suite 123
Portsmouth, NH 03801

SURVEY CONSULTANT:

Owen Haskell, Inc.
390 US Route 1, Unit 10
Falmouth, ME 04105

HOTEL ARCHITECT CONSULTANT:

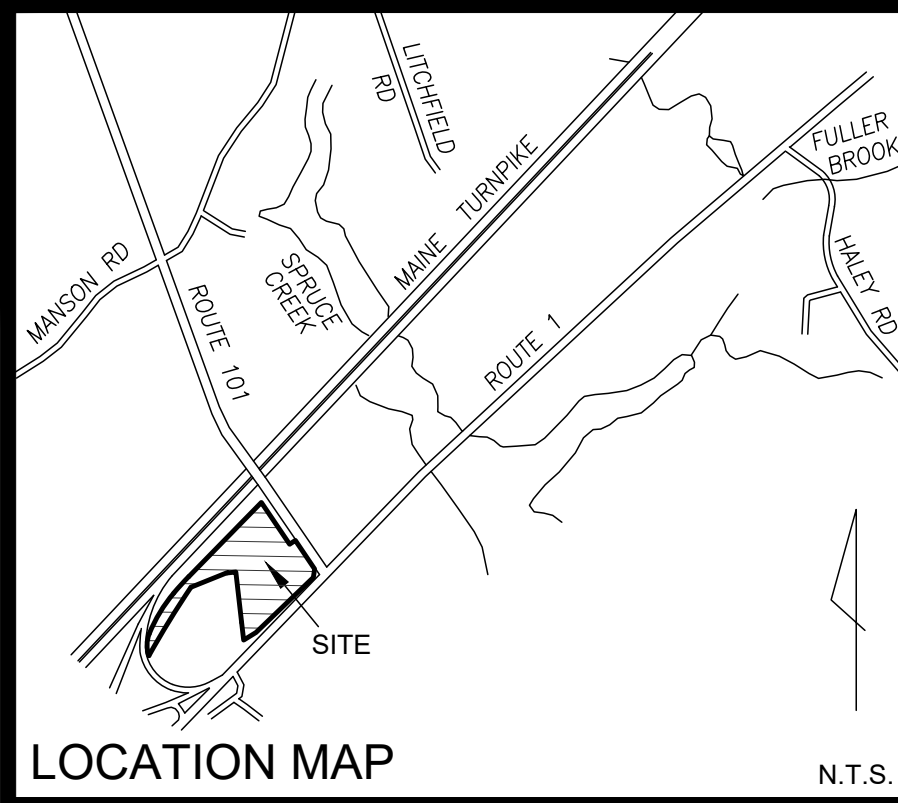
BMA Architectural Group
12 Middle Street
Amherst, NH 03031

RESIDENTIAL ARCHITECT CONSULTANT:

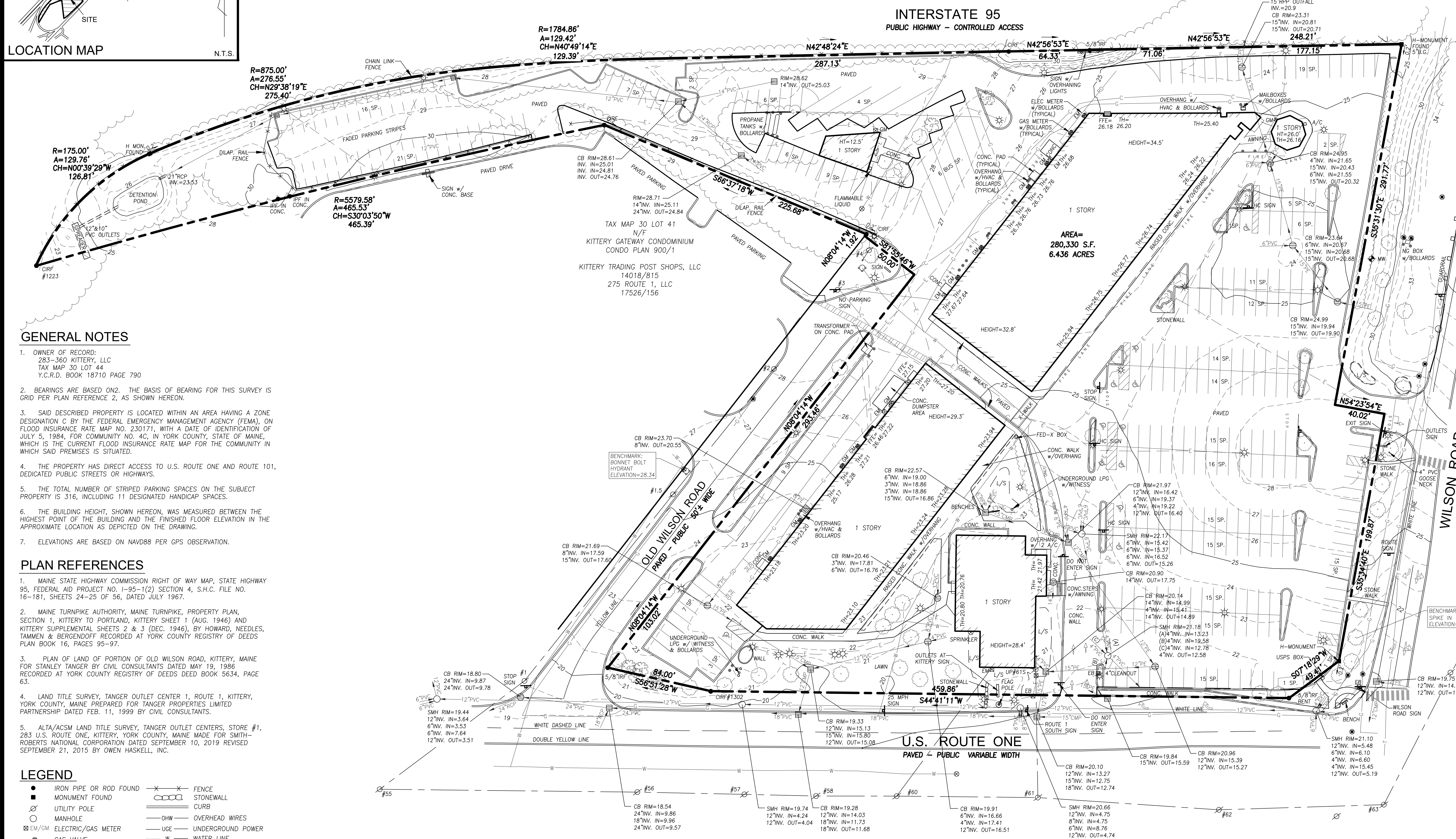
Market Square Architects
104 Congress Street, Suite 203
Portsmouth, NH 03801

**REVISED PRELIMINARY PB SUBMISSION
COMPLETE SET 20 SHEETS**





LOCATION MAP
N.T.S.



GENERAL NOTES

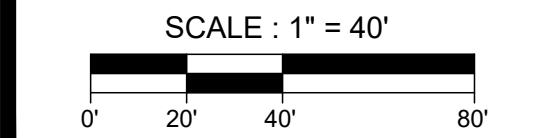
- OWNER OF RECORD: 283-360 KITTEERY, LLC TAX MAP 30 LOT 44 Y.C.R.D. BOOK 18710 PAGE 790
- BEARINGS ARE BASED ON 2. THE BASIS OF BEARING FOR THIS SURVEY IS GRID PER PLAN REFERENCE 2, AS SHOWN HEREON.
- SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION C BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NO. 230171, WITH A DATE OF IDENTIFICATION OF JULY 5, 1984, FOR COMMUNITY NO. 4C, IN YORK COUNTY, STATE OF MAINE, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED.
- THE PROPERTY HAS DIRECT ACCESS TO U.S. ROUTE ONE AND ROUTE 101, DEDICATED PUBLIC STREETS OR HIGHWAYS.
- THE TOTAL NUMBER OF STRIPED PARKING SPACES ON THE SUBJECT PROPERTY IS 316, INCLUDING 11 DESIGNATED HANDICAP SPACES.
- THE BUILDING HEIGHT, SHOWN HEREON, WAS MEASURED BETWEEN THE HIGHEST POINT OF THE BUILDING AND THE FINISHED FLOOR ELEVATION IN THE APPROXIMATE LOCATION AS DEPICTED ON THE DRAWING.
- ELEVATIONS ARE BASED ON NAVD88 PER GPS OBSERVATION.

PLAN REFERENCES

- MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY 95, FEDERAL AID PROJECT NO. 1-95-(2) SECTION 4, S.H.C. FILE NO. 16-181, SHEETS 24-25 OF 56, DATED JULY 1967.
- MAINE TURNPIKE AUTHORITY, MAINE TURNPIKE, PROPERTY PLAN, SECTION 1, KITTEERY TO PORTLAND, KITTEERY SHEET 1 (AUG. 1946) AND KITTEERY SUPPLEMENTAL SHEETS 2 & 3 (DEC. 1946), BY HOWARD, NEEDLES, TAMMEN & BERGENDOFF RECORDED AT YORK COUNTY REGISTRY OF DEEDS PLAN BOOK 16, PAGES 95-97.
- PLAN OF LAND OF PORTION OF OLD WILSON ROAD, KITTEERY, MAINE, FOR STANLEY TANGER BY CIVIL CONSULTANTS DATED MAY 19, 1986 RECORDED AT YORK COUNTY REGISTRY OF DEEDS DEED BOOK 5634, PAGE 63.
- LAND TITLE SURVEY, TANGER OUTLET CENTER 1, ROUTE 1, KITTEERY, YORK COUNTY, MAINE PREPARED FOR TANGER PROPERTIES LIMITED PARTNERSHIP DATED FEB. 11, 1999 BY CIVIL CONSULTANTS.
- ALTA/ACSM LAND TITLE SURVEY, TANGER OUTLET CENTERS, STORE #1, 283 U.S. ROUTE ONE, KITTEERY, YORK COUNTY, MAINE MADE FOR SMITH-ROBERTS NATIONAL CORPORATION DATED SEPTEMBER 10, 2019 REVISED SEPTEMBER 21, 2015 BY OWEN HASKELL, INC.

LEGEND

● IRON PIPE OR ROD FOUND	✕ FENCE
■ MONUMENT FOUND	▭ STONEWALL
○ UTILITY POLE	— CURB
○ MANHOLE	— OHW OVERHEAD WIRES
⊕ E/M/GM ELECTRIC/GAS METER	— UGE UNDERGROUND POWER
⊕ GAS VALVE	— W WATER LINE
⊕ SIGN	— G GAS LINE
⊕ CATCH BASIN	— T TELEPHONE
⊕ HYDRANT	— SD STORM DRAIN
⊕ WATER VALVE OR SHUTOFF	— SS SANITARY SEWER
⊕ LIGHT POLE	— 100' 1' CONTOUR
⊕ DECIDUOUS TREE	— WOODS LINE
⊕ CONIFEROUS TREE	— IPE/IRF IRON PIPE/ROD FOUND
	— N/F NOW OR FORMERLY
	— DED BOOK / PAGE
	— L/S LANDSCAPED AREA
	— CONC. CONCRETE
	— EB ELECTRIC BOX/METER
	— TH= THRESHOLD
	— FFE FINISHED FLOOR ELEVATION



UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEY HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-888-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFIDENT SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

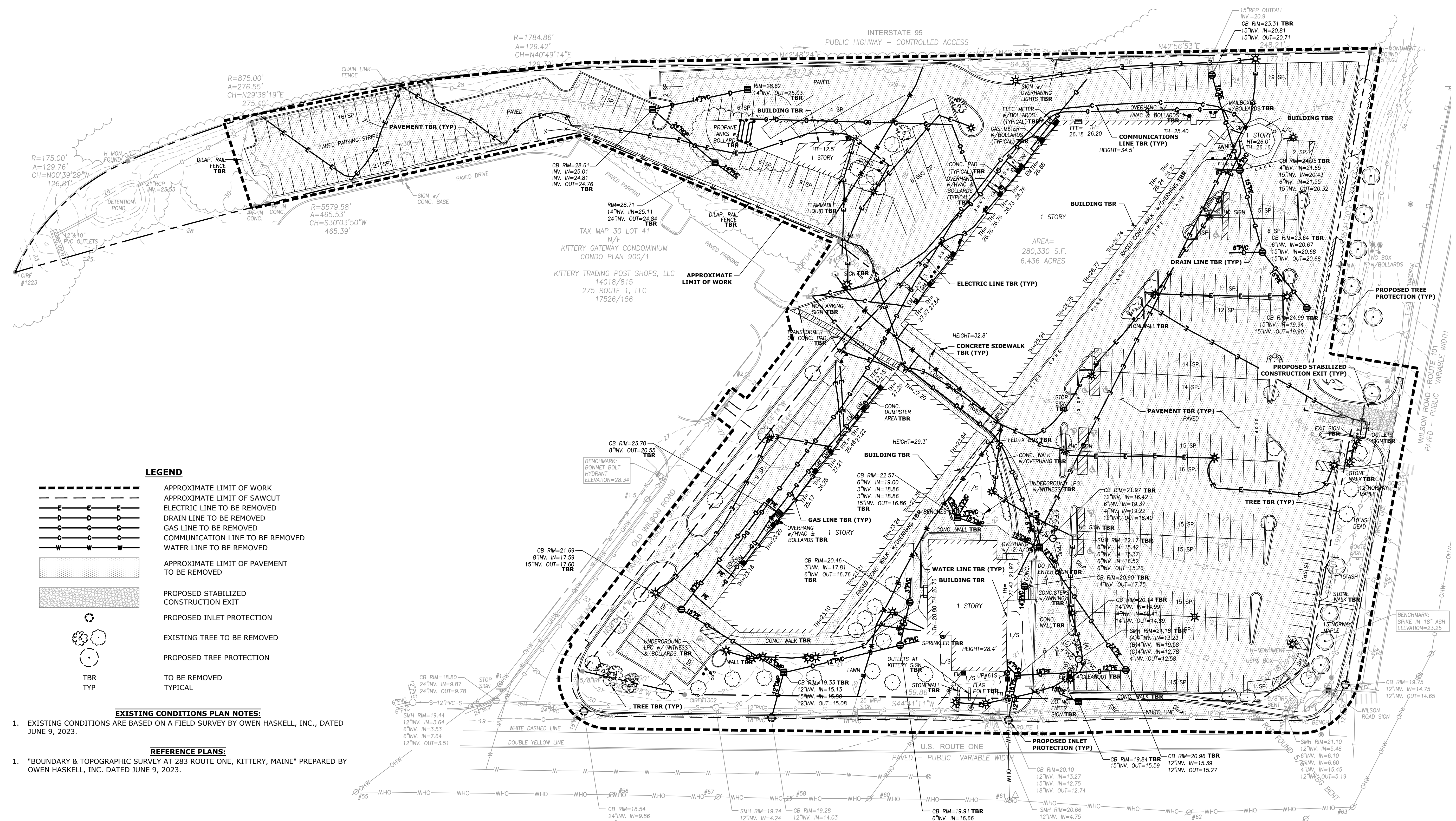
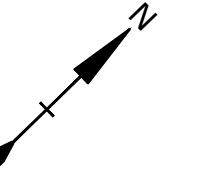
CERTIFICATE

OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

DATE: SAMUEL D. GLUDEN, PLS #2520

Boundary & Topographic Survey
At
283 Route One, Kittery, Maine
Made for
283 Route 1, LLC
c/o Two International Group
1 New Hampshire Avenue, Suite 123
Portsmouth, New Hampshire

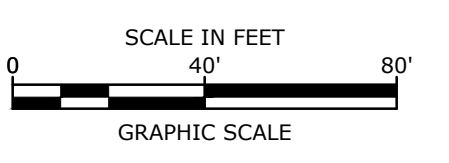
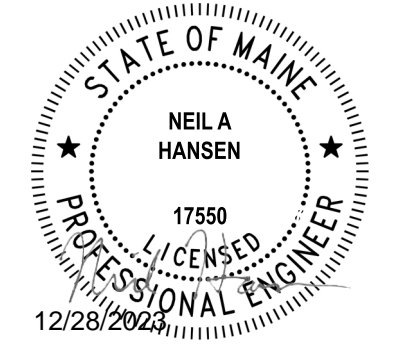
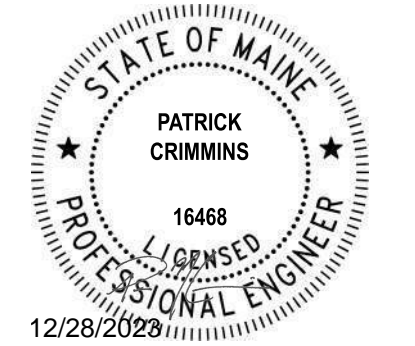
OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424
DRAWN BY: JLW DATE: JUNE 9, 2023 JOB NO. 2023-105-K-Y
CHECKED BY: SDG SCALE: 1" = 40' DRWG. NO. 1



- LEGEND**
- APPROXIMATE LIMIT OF WORK
 - APPROXIMATE LIMIT OF SAWCUT
 - ELECTRIC LINE TO BE REMOVED
 - DRAIN LINE TO BE REMOVED
 - GAS LINE TO BE REMOVED
 - COMMUNICATION LINE TO BE REMOVED
 - WATER LINE TO BE REMOVED
 - APPROXIMATE LIMIT OF PAVEMENT TO BE REMOVED
 - PROPOSED STABILIZED CONSTRUCTION EXIT
 - PROPOSED INLET PROTECTION
 - EXISTING TREE TO BE REMOVED
 - PROPOSED TREE PROTECTION
 - TO BE REMOVED
 - TYPICAL

- EXISTING CONDITIONS PLAN NOTES:**
- EXISTING CONDITIONS ARE BASED ON A FIELD SURVEY BY OWEN HASKELL, INC., DATED JUNE 9, 2023.
- REFERENCE PLANS:**
- "BOUNDARY & TOPOGRAPHIC SURVEY AT 283 ROUTE ONE, KITTERY, MAINE" PREPARED BY OWEN HASKELL, INC. DATED JUNE 9, 2023.

- DEMOLITION NOTES:**
- EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF ANY CLEARING OR DEMOLITION ACTIVITIES.
 - THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK.
 - THE CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES. CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION/CONSTRUCTION ACTIVITIES.
 - ALL MATERIALS SCHEDULED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS OFF-SITE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS, ORDINANCES AND CODES.
 - COORDINATE REMOVAL, RELOCATION, DISPOSAL OR SALVAGE OF UTILITIES WITH THE OWNER AND APPROPRIATE UTILITY COMPANY.
 - ANY EXISTING WORK OR PROPERTY DAMAGED OR DISRUPTED BY CONSTRUCTION/DEMOLITION ACTIVITIES SHALL BE REPLACED OR REPAIRED TO MATCH ORIGINAL EXISTING CONDITIONS BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
 - SAW CUT AND REMOVE PAVEMENT TWO (2) FEET OFF PROPOSED EDGE OF PAVEMENT OR EXISTING CURB LINE IN ALL AREAS WHERE PAVEMENT TO BE REMOVED ABUTS EXISTING PAVEMENT OR CONCRETE TO REMAIN.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE THEMSELVES WITH THE CONDITIONS OF ALL OF THE PERMIT APPROVALS.
 - THE CONTRACTOR SHALL OBTAIN AND PAY FOR ADDITIONAL PERMITS, NOTICES AND FEES NECESSARY TO COMPLETE THE WORK AND ARRANGE FOR AND PAY FOR NECESSARY INSPECTIONS AND APPROVALS FROM THE AUTHORITIES HAVING JURISDICTION.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DEMOLITION AND OFF-SITE DISPOSAL OF MATERIALS REQUIRED TO COMPLETE THE WORK, EXCEPT FOR WORK NOTED TO BE COMPLETED BY OTHERS.
 - UTILITIES SHALL BE TERMINATED AT THE MAIN LINE PER UTILITY COMPANY STANDARDS. THE CONTRACTOR SHALL REMOVE ALL ABANDONED UTILITIES LOCATED WITHIN THE LIMITS OF WORK.
 - CONTRACTOR SHALL VERIFY ORIGIN OF ALL DRAINS AND UTILITIES PRIOR TO REMOVAL/TERMINATION TO DETERMINE IF DRAINS OR UTILITY IS ACTIVE, AND SERVICES ANY ON OR OFF-SITE STRUCTURE TO REMAIN. THE CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY OF ANY SUCH UTILITY FOUND AND SHALL MAINTAIN THESE UTILITIES UNTIL PERMANENT SOLUTION IS IN PLACE.
 - PAVEMENT REMOVAL LIMITS ARE SHOWN FOR CONTRACTOR'S CONVENIENCE. ADDITIONAL PAVEMENT REMOVAL MAY BE REQUIRED DEPENDING ON THE CONTRACTOR'S OPERATION. CONTRACTOR TO VERIFY FULL LIMITS OF PAVEMENT REMOVAL PRIOR TO BID.
 - THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STRUCTURES, CONCRETE PADS, UTILITIES AND PAVEMENT WITHIN THE WORK LIMITS SHOWN AS NEEDED TO COMPLETE THE WORK UNLESS SPECIFICALLY IDENTIFIED TO REMAIN. ITEMS TO BE REMOVED INCLUDE BUT ARE NOT LIMITED TO: CONCRETE, PAVEMENT, CURBS, LIGHTING, MANHOLES, CATCH BASINS, UNDER GROUND PIPING, POLES, STAIRS, SIGNS, FENCES, RAMPS, WALLS, BOLLARDS, BUILDINGS, FOUNDATION, TREES AND LANDSCAPING.
 - COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAYS WITH THE TOWN OF KITTERY.
 - REMOVE TREES AND BRUSH AS REQUIRED FOR COMPLETION OF WORK. CONTRACTOR SHALL GRUB AND REMOVE ALL STUMPS WITHIN LIMITS OF WORK AND DISPOSE OF OFF SITE IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.
 - CONTRACTOR SHALL PROTECT ALL PROPERTY MONUMENTATION THROUGHOUT DEMOLITION AND CONSTRUCTION OPERATIONS. SHOULD ANY MONUMENTATION BE DISTURBED BY THE CONTRACTOR, THE CONTRACTOR SHALL EMPLOY A MAINE LICENSED SURVEYOR TO REPLACE DISTURBED MONUMENTS.
 - PROVIDE INLET PROTECTION BARRIERS AT ALL CATCH BASINS/CURB INLETS WITHIN CONSTRUCTION LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. INLET PROTECTION BARRIERS SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT. INLET PROTECTION BARRIERS SHALL BE "HIGH FLOW SILT SACK" BY ACF ENVIRONMENTAL OR EQUAL. INSPECT BARRIERS WEEKLY AND AFTER EACH RAIN EVENT OF 0.25 INCHES OR GREATER. CONTRACTOR SHALL COMPLETE A MAINTENANCE INSPECTION REPORT AFTER EACH INSPECTION. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED OR SEDIMENT HAS ACCUMULATED TO 1/3 THE DESIGN DEPTH OF THE BARRIER.
 - THE CONTRACTOR SHALL PHASE DEMOLITION AND CONSTRUCTION AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO EXISTING BUSINESSES AND HOMES THROUGHOUT THE CONSTRUCTION PERIOD. EXISTING BUSINESS AND HOME SERVICES INCLUDE, BUT ARE NOT LIMITED TO ELECTRICAL, COMMUNICATION, FIRE PROTECTION, DOMESTIC WATER AND SEWER SERVICES. TEMPORARY SERVICES, IF REQUIRED, SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. CONTRACTOR SHALL PROVIDE DETAILED CONSTRUCTION SCHEDULE TO OWNER PRIOR TO ANY DEMOLITION/CONSTRUCTION ACTIVITIES AND SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH THE UTILITY COMPANY AND AFFECTED ABUTTER.
 - THE CONTRACTOR SHALL PAY ALL COSTS NECESSARY FOR TEMPORARY PARTITIONING, BARRICADING, FENCING, SECURITY AND SAFETY DEVICES REQUIRED FOR THE MAINTENANCE OF A CLEAN AND SAFE CONSTRUCTION SITE.
 - SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL UTILITIES TO BE REMOVED AND PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN.
 - PIPING LEADING FROM SITE TO CATCH BASINS ALONG U.S. ROUTE ONE SHALL BE CUT AND CAPPED AT EXISTING STRUCTURES.



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Kittery Mixed-Use Development

Two International Group

283 US Route 1
Kittery, Maine

MARK	DATE	DESCRIPTION
B	12/28/2023	Preliminary PB Submission
A	10/5/2023	Preliminary Site Plan Review

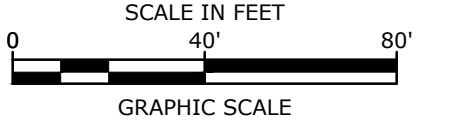
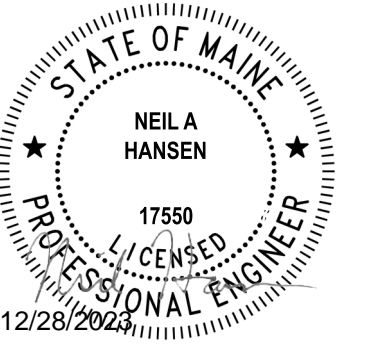
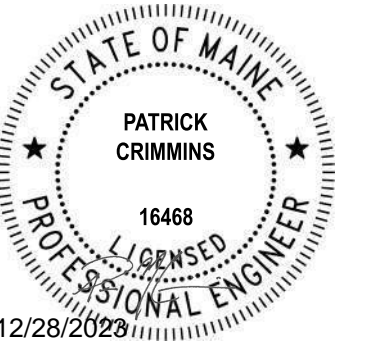
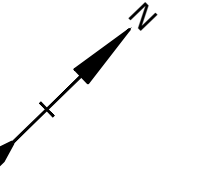
PROJECT NO.: T5037-003
 DATE: 10/5/2023
 FILE: T5037-003_C-DESIGN.DWG
 DRAWN BY: CML
 CHECKED: NAH
 APPROVED: PMC

EXISTING CONDITIONS / DEMOLITION PLAN

SCALE: AS SHOWN

C-101

Last Save Date: December 20, 2023 1:48 PM BY: NWL/COK
 Plot Date: Wednesday, December 20, 2023 Plotted By: Noah Wilson
 T&B File Location: J:\T5037-Two International Group\003 Kittery Mixed Use Development\Drawings\AutoCAD\Sheet\T5037-003_C-Design.dwg Layout Tab: Demo



THIS DOCUMENT IS RELEASED FOR PERMITTING REVIEW ONLY. IT IS NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES.

Kittery Mixed-Use Development

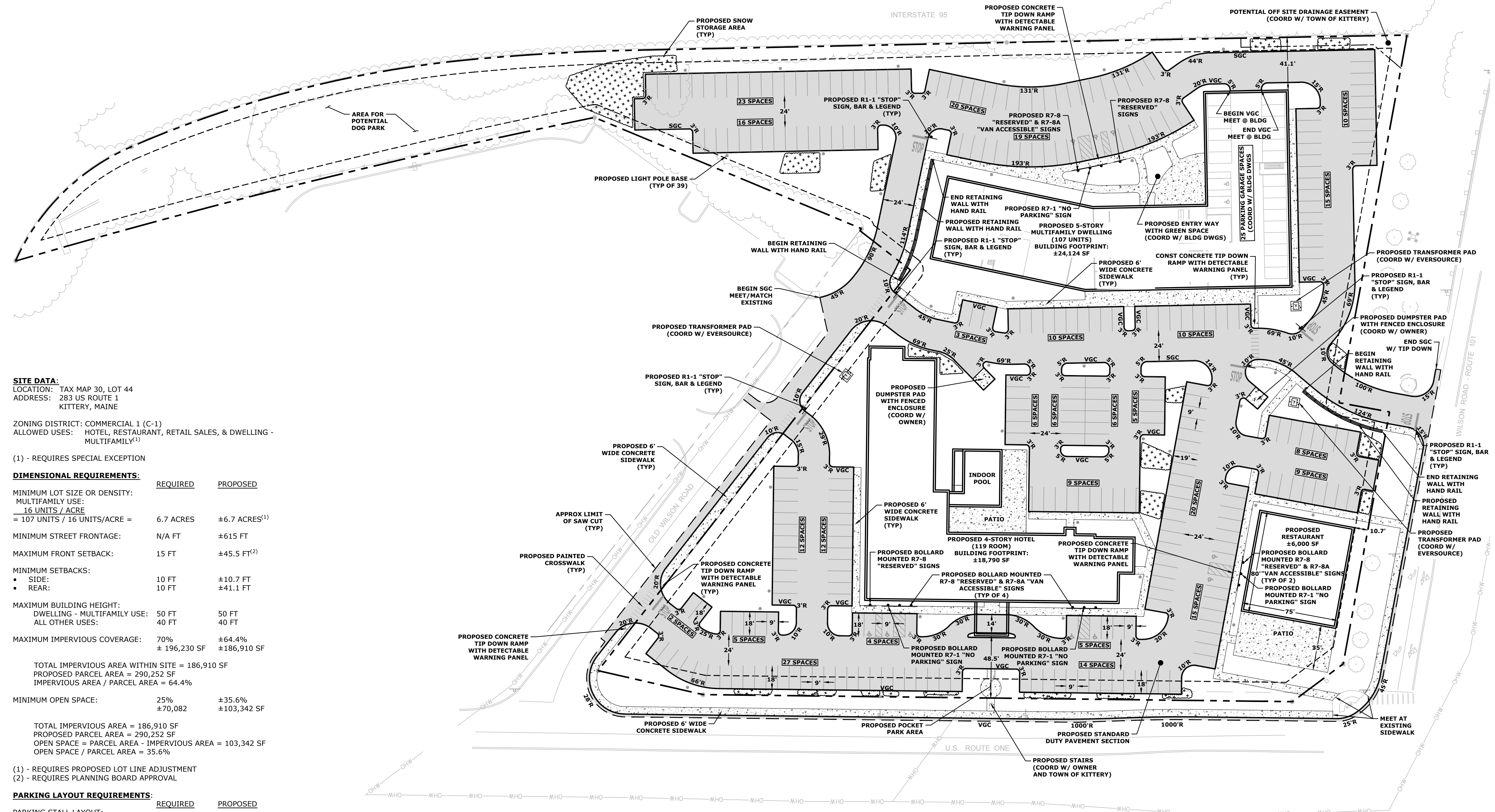
Two International Group

283 US Route 1
Kittery, Maine

MARK	DATE	DESCRIPTION
B	12/28/2023	Preliminary PB Submission
A	10/5/2023	Preliminary Site Plan Review

PROJECT NO: T5037-003
DATE: 10/5/2023
FILE: T5037-003_C-DESIGN.DWG
DRAWN BY: CML
CHECKED: NAH
APPROVED: PMC

SITE PLAN
SCALE: AS SHOWN
C-102



SITE DATA:
LOCATION: TAX MAP 30, LOT 44
ADDRESS: 283 US ROUTE 1
KITTERY, MAINE

ZONING DISTRICT: COMMERCIAL 1 (C-1)
ALLOWED USES: HOTEL, RESTAURANT, RETAIL SALES, & DWELLING - MULTIFAMILY⁽¹⁾

(1) - REQUIRES SPECIAL EXCEPTION

	REQUIRED	PROPOSED
DIMENSIONAL REQUIREMENTS:		
MINIMUM LOT SIZE OR DENSITY: MULTIFAMILY USE: 16 UNITS / ACRE = 107 UNITS / 16 UNITS/ACRE =	6.7 ACRES	±6.7 ACRES ⁽¹⁾
MINIMUM STREET FRONTAGE:	N/A FT	±615 FT
MAXIMUM FRONT SETBACK:	15 FT	±45.5 FT ⁽²⁾
MINIMUM SETBACKS:		
• SIDE:	10 FT	±10.7 FT
• REAR:	10 FT	±41.1 FT
MAXIMUM BUILDING HEIGHT:		
DWELLING - MULTIFAMILY USE:	50 FT	50 FT
ALL OTHER USES:	40 FT	40 FT
MAXIMUM IMPERVIOUS COVERAGE:	70%	±64.4%
	± 196,230 SF	±186,910 SF
TOTAL IMPERVIOUS AREA WITHIN SITE = 186,910 SF PROPOSED PARCEL AREA = 290,252 SF IMPERVIOUS AREA / PARCEL AREA = 64.4%		
MINIMUM OPEN SPACE:	25%	±35.6%
	±70,082	±103,342 SF
TOTAL IMPERVIOUS AREA = 186,910 SF PROPOSED PARCEL AREA = 290,252 SF OPEN SPACE = PARCEL AREA - IMPERVIOUS AREA = 103,342 SF OPEN SPACE / PARCEL AREA = 35.6%		

(1) - REQUIRES PROPOSED LOT LINE ADJUSTMENT
(2) - REQUIRES PLANNING BOARD APPROVAL

PARKING LAYOUT REQUIREMENTS:

	REQUIRED	PROPOSED
PARKING STALL LAYOUT:		
• STANDARD 90°	19' X 9'	19' X 9'
DRIVE AISLE WIDTH:		
• 90° (2-WAY TRAFFIC)	24 FT	24 FT
• 90° (1-WAY TRAFFIC)	13 FT	14 FT

PARKING SPACE REQUIREMENTS:

	REQUIRED	PROPOSED
MULTIFAMILY DWELLING:		
1 SPACE / DWELLING UNIT = 107 UNITS / 1 SPACE/UNIT =	107 SPACES	147 SPACES
HOTEL:		
1 SPACE / ROOMS +1 / 100SF OF MEETING ROOM = 119 ROOM / 1 SPACE/ROOM =	119 SPACES	119 SPACES
RESTAURANT:		
1 SPACE / 3 SEATS = 150 SEATS / 1 SPACE/3 SEATS =	50 SPACES	50 SPACES
	169 SPACES	169 SPACES
TOTAL:	276 SPACES	316 SPACES

* TWELVE (12) TOTAL ADA SPACES PROVIDED

SITE NOTES:

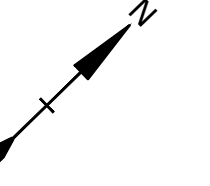
- STRIPE PARKING AREAS AS SHOWN, INCLUDING PARKING SPACES, STOP BARS, ADA SYMBOLS, PAINTED ISLANDS, CROSS WALKS, ARROWS, LEGENDS AND CENTERLINES ALL MARKINGS EXCEPT CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING WHITE TRAFFIC PAINT. CENTERLINE AND MEDIAN ISLANDS TO BE CONSTRUCTED USING YELLOW TRAFFIC PAINT. ALL TRAFFIC PAINT SHALL MEET THE REQUIREMENTS OF AASHTO M248 TYPE "F").
- ALL PAVEMENT MARKINGS AND SIGNS TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, LATEST EDITIONS.
- SEE DETAILS FOR PARKING STALL MARKINGS, ADA SYMBOLS, SIGNS AND SIGN POSTS.
- CENTERLINES SHALL BE FOUR (4) INCH WIDE YELLOW LINES. STOP BARS SHALL BE EIGHTEEN (18) INCHES WIDE.
- PAINTED ISLANDS SHALL BE FOUR (4) INCH WIDE DIAGONAL LINES AT 3'-0" O.C. BORDERED BY FOUR (4) INCH WIDE LINES.
- THE CONTRACTOR SHALL EMPLOY A MAINE LICENSED LAND SURVEYOR TO DETERMINE ALL LINES AND GRADES.
- CLEAN AND COAT VERTICAL FACE OF EXISTING PAVEMENT AT SAW CUT LINE WITH RS-1 EMULSION IMMEDIATELY PRIOR TO PLACING NEW BITUMINOUS CONCRETE.
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE, AND LOCAL CODES & SPECIFICATIONS.
- COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAY WITH THE TOWN OF KITTERY.
- CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT. AS-BUILTS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSED LAND SURVEYOR.

- SEE ARCHITECTURAL/BUILDING DRAWINGS FOR ALL CONCRETE PADS & SIDEWALKS ADJACENT TO BUILDING.
- ALL WORK SHALL CONFORM TO THE TOWN OF KITTERY DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS AND WITH THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION.
- CONTRACTOR TO PROVIDE BACKFILL AND COMPACTION AT CURB LINE AFTER CONCRETE FORMS FOR SIDEWALKS AND PADS HAVE BEEN STRIPPED. COORDINATE WITH BUILDING CONTRACTOR.
- ALL LIGHT POLE BASES NOT PROTECTED BY A RAISED CURB SHALL BE PAINTED YELLOW.
- COORDINATE ALL WORK ADJACENT TO BUILDING WITH BUILDING DESIGN.
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING RETAINING WALL DRAWING FROM STRUCTURAL ENGINEER AND/OR WALL MANUFACTURER. CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO CONSTRUCT WALL IN ACCORDANCE WITH DESIGN APPROVED BY THE ENGINEER. RETAINING WALL SHALL BE SEGMENTAL BLOCK WALL SYSTEM AS OUTLINED IN THE DETAILS.
- ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- PROPERTY MANAGER WILL BE RESPONSIBLE FOR TIMELY SNOW REMOVAL FROM ALL PUBLIC WALKS, DRIVES, AND AIRSIDE PAVEMENT AREAS ON-SITE. SNOW SHALL BE HAULED OFF-SITE AND LEGALLY DISPOSED OF, WHEN NECESSARY, WHEN SNOW STORAGE AREAS HAVE REACHED CAPACITY.
- ALL DUMPSTER PAD ENCLOSURES WILL HAVE FENCE SCREENING.
- THE PROPERTY MANAGER WILL BE RESPONSIBLE FOR TIMELY SNOW REMOVAL FROM ALL PRIVATE SIDEWALKS, DRIVEWAYS, AND PARKING AREAS. ONCE DESIGNATED SNOW STORAGE AREAS REACH MAXIMUM CAPACITY, ALL SNOW REMOVAL WILL BE HAULED OFF-SITE AND LEGALLY DISPOSED OF.

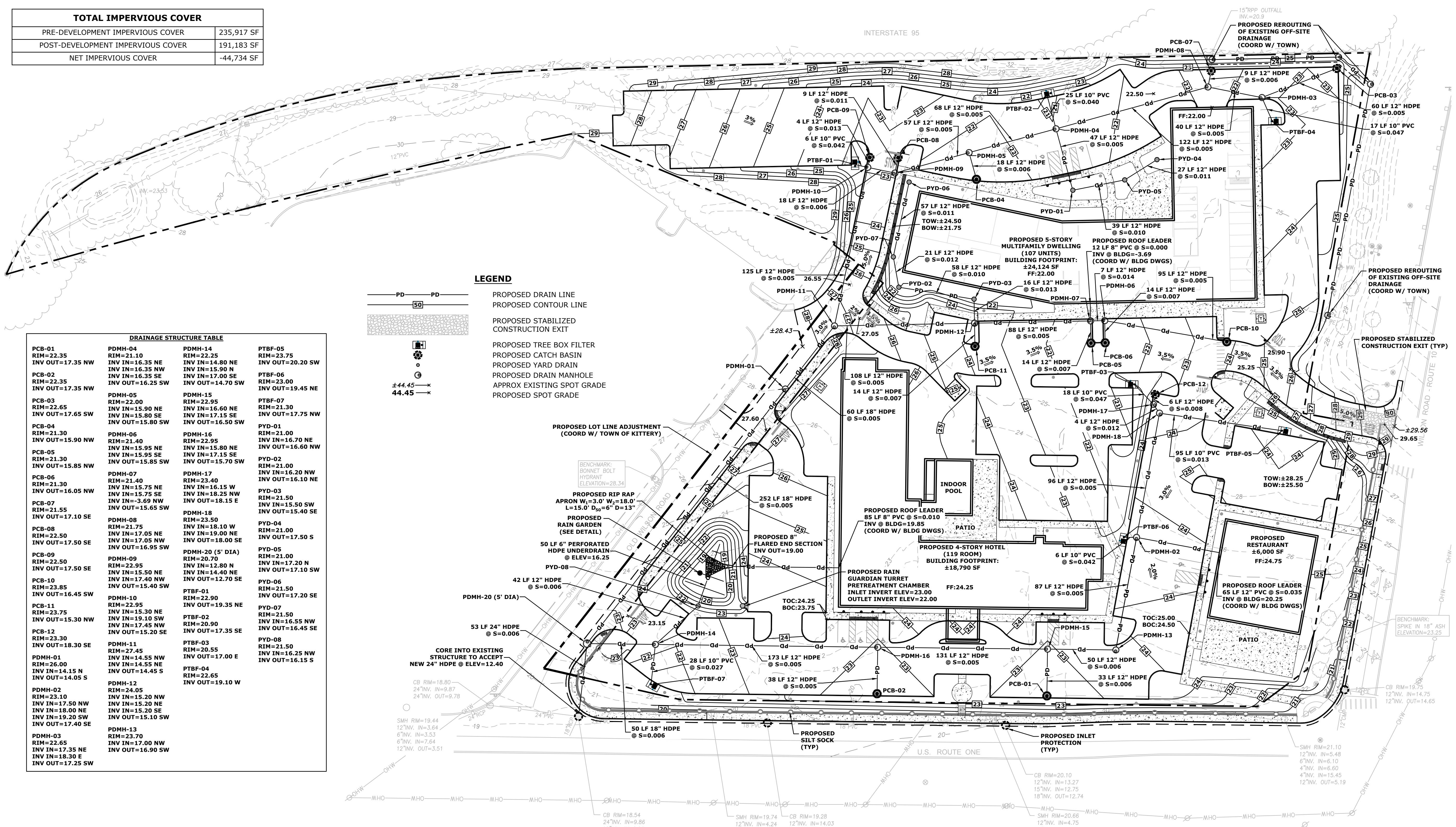
LEGEND

	PROPOSED CONCRETE
	PROPOSED PAVEMENT SECTION
	PROPOSED SNOW STORAGE AREA
	APPROXIMATE LIMIT OF SAWCUT
	BUILDING SET BACK LINE
	PROPOSED LIGHT POLE BASE
	PROPOSED SIGN
	PROPOSED CURB RADIUS
	VERTICAL GRANITE CURB
	SLOPED GRANITE CURB

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 Plot Date: Wednesday, December 20, 2023 Plotted by: Noah Wilcox
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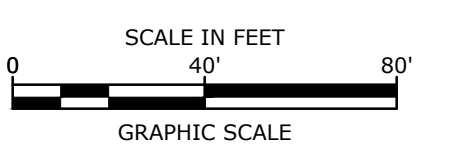
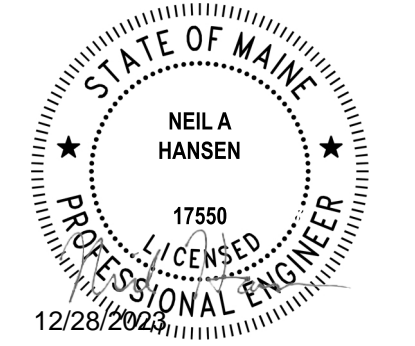
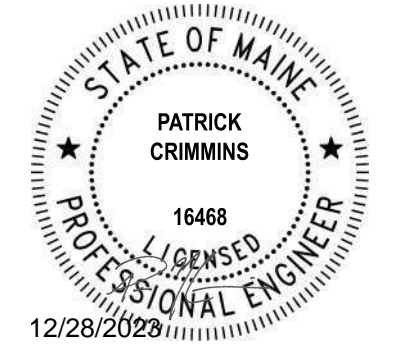
TOTAL IMPERVIOUS COVER	
PRE-DEVELOPMENT IMPERVIOUS COVER	235,917 SF
POST-DEVELOPMENT IMPERVIOUS COVER	191,183 SF
NET IMPERVIOUS COVER	-44,734 SF



- LEGEND**
- PD — PD — PROPOSED DRAIN LINE
 - 50 — PROPOSED CONTOUR LINE
 - ▭ PROPOSED STABILIZED CONSTRUCTION EXIT
 - ⊠ PROPOSED TREE BOX FILTER
 - ⊡ PROPOSED CATCH BASIN
 - ▭ PROPOSED YARD DRAIN
 - ⊠ PROPOSED DRAIN MANHOLE
 - ⊡ APPROX EXISTING SPOT GRADE
 - — PROPOSED SPOT GRADE

DRAINAGE STRUCTURE TABLE

PCB-01 RIM=22.35 INV OUT=17.35 NW	PDMH-04 RIM=22.25 INV IN=16.35 NE INV IN=15.90 NW INV IN=17.00 SE INV OUT=14.70 SW	PDMH-14 RIM=22.25 INV IN=14.80 NE INV IN=15.90 NW INV IN=17.00 SE INV OUT=14.70 SW	PTBF-05 RIM=23.75 INV OUT=20.20 SW
PCB-02 RIM=22.35 INV OUT=17.35 NW	PDMH-05 RIM=22.00 INV IN=15.90 NE INV IN=15.80 SE INV OUT=15.80 SW	PDMH-15 RIM=22.95 INV IN=16.60 NE INV IN=17.15 SE INV OUT=16.50 SW	PTBF-06 RIM=23.00 INV OUT=19.45 NE
PCB-03 RIM=22.65 INV OUT=17.65 SW	PDMH-06 RIM=21.40 INV IN=15.95 NE INV IN=15.95 SE INV OUT=15.85 SW	PDMH-16 RIM=22.95 INV IN=15.80 NE INV IN=17.15 SE INV OUT=15.70 SW	PTBF-07 RIM=21.30 INV OUT=17.75 NW
PCB-04 RIM=21.30 INV OUT=15.90 NW	PDMH-07 RIM=21.40 INV IN=15.75 NE INV IN=15.75 SE INV OUT=15.65 SW	PDMH-17 RIM=23.40 INV IN=16.15 W INV IN=18.25 NW INV OUT=18.15 E	PVD-01 RIM=21.00 INV IN=16.70 NE INV OUT=16.10 NW
PCB-05 RIM=21.30 INV OUT=15.85 NW	PDMH-08 RIM=21.75 INV IN=17.05 NE INV IN=17.05 NW INV OUT=16.95 SW	PDMH-18 RIM=23.50 INV IN=18.10 W INV IN=19.00 NE INV OUT=18.00 SE	PVD-02 RIM=21.00 INV IN=16.20 NW INV OUT=16.10 NE
PCB-06 RIM=21.30 INV OUT=16.05 NW	PDMH-09 RIM=22.95 INV IN=15.50 NE INV IN=17.40 NW INV OUT=15.40 SW	PDMH-19 RIM=20.70 INV IN=12.80 N INV IN=14.40 NE INV OUT=12.70 SE	PVD-03 RIM=21.50 INV IN=15.50 SW INV OUT=15.40 SE
PCB-07 RIM=21.55 INV OUT=17.10 SE	PDMH-10 RIM=22.95 INV IN=15.30 NW INV IN=17.45 NW INV OUT=15.20 SE	PTBF-01 RIM=22.90 INV OUT=19.35 NE	PVD-04 RIM=21.00 INV IN=17.20 SE
PCB-08 RIM=22.50 INV OUT=17.50 SE	PDMH-11 RIM=22.95 INV IN=15.30 NW INV IN=17.45 NW INV OUT=15.20 SE	PTBF-02 RIM=20.90 INV OUT=17.35 SE	PVD-05 RIM=21.00 INV IN=17.20 N INV OUT=17.10 SW
PCB-09 RIM=22.50 INV OUT=17.50 SE	PDMH-12 RIM=24.05 INV IN=15.20 NW INV IN=18.00 NE INV IN=19.20 SW INV OUT=15.10 SW	PTBF-03 RIM=22.65 INV OUT=19.10 W	PVD-06 RIM=21.50 INV IN=16.45 SE
PCB-10 RIM=23.85 INV OUT=16.45 SW	PDMH-13 RIM=23.70 INV IN=17.00 NW INV IN=18.30 E INV OUT=17.25 SW		
PCB-11 RIM=23.75 INV OUT=15.30 NW			
PCB-12 RIM=23.30 INV OUT=18.30 SE			
PDMH-01 RIM=26.00 INV IN=14.15 N INV OUT=14.05 S			
PDMH-02 RIM=23.10 INV IN=17.50 NW INV IN=18.00 NE INV IN=19.20 SW INV OUT=17.40 SE			
PDMH-03 RIM=22.65 INV IN=17.35 NE INV IN=18.30 E INV OUT=17.25 SW			



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Kittery Mixed-Use Development

Two International Group

283 US Route 1
Kittery, Maine

GRADING AND DRAINAGE NOTES:

- COMPACTION REQUIREMENTS:
 - BELOW PAVED OR CONCRETE AREAS 95%
 - TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL 95%
 - BELOW LOAM AND SEED AREAS 90%
- ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557, METHOD C FIELD DENSITY TESTS SHALL BE MADE IN ACCORDANCE WITH ASTM D-1556 OR ASTM-2922.
- ALL STORM DRAINAGE PIPES SHALL BE HIGH DENSITY POLYETHYLENE (HANCOR HI-Q, ADS N-12 OR EQUAL) OR RCP CLASS IV, UNLESS OTHERWISE SPECIFIED.
- SEE UTILITY PLAN FOR ALL SITE UTILITY INFORMATION.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
- CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE AND LAWN AREAS FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCES, EXITS, RAMPS AND LOADING DOCK AREAS ADJACENT TO THE BUILDING.
- CONTRACTOR SHALL THOROUGHLY CLEAN ALL CATCH BASINS AND DRAIN LINES, WITHIN THE LIMIT OF WORK, OF SEDIMENT IMMEDIATELY UPON COMPLETION OF CONSTRUCTION.
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM WITH APPLICABLE FEDERAL, STATE AND LOCAL CODES.

- ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED FERTILIZER AND MULCH.
- ALL STORM DRAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION.
- ALL PROPOSED CATCH BASINS SHALL BE EQUIPPED WITH OIL/GAS SEPARATOR HOODS AND 4" SUMPS.
- ALL WORK SHALL CONFORM TO THE TOWN OF KITTERY DEPARTMENT OF PUBLIC WORKS, STANDARD SPECIFICATIONS AND WITH THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION.
- CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT. AS-BUILTS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSED LAND SURVEYOR.
- SEE REFERENCE PLAN #1 FOR BENCH MARK INFORMATION.

EROSION CONTROL NOTES:

- INSTALL EROSION CONTROL BARRIERS AS SHOWN AS FIRST ORDER OF WORK.
- SEE GENERAL EROSION CONTROL NOTES ON "EROSION CONTROL NOTES & DETAILS SHEET".
- PROVIDE INLET PROTECTION AROUND ALL EXISTING AND PROPOSED CATCH BASIN SHEETS WITHIN THE WORK LIMITS AS WELL AS CATCH BASINS/CURB INLETS THAT RECEIVE RUNOFF FROM CONSTRUCTION ACTIVITIES. MAINTAIN FOR THE DURATION OF THE PROJECT.
- INSTALL STABILIZED CONSTRUCTION EXIT(S).
- INSPECT INLET PROTECTION AND PERIMETER EROSION CONTROL MEASURES DAILY AND AFTER EACH RAIN STORM OF 0.25 INCH OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY OF FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 THE FILTER HEIGHT.
- ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
- CONSTRUCT EROSION CONTROL BLANKET ON ALL SLOPES STEEPER THAN 3:1.
- PRIOR TO ANY WORK OR SOIL DISTURBANCE COMMENCING ON THE SUBJECT PROPERTY, INCLUDING MOVING OF EARTH, THE APPLICANT SHALL INSTALL ALL EROSION AND SILTATION MITIGATION AND CONTROL MEASURES AS REQUIRED BY STATE AND LOCAL PERMITS AND APPROVALS.
- CONTRACTOR SHALL BE RESPONSIBLE TO CONTROL DUST AND WIND EROSION THROUGHOUT THE CONSTRUCTION PERIOD. DUST CONTROL MEASURES SHALL INCLUDE, BUT ARE NOT LIMITED TO, SPRINKLING WATER ON UNSTABLE SOILS SUBJECT TO ARID CONDITIONS.

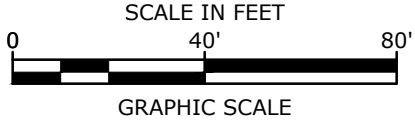
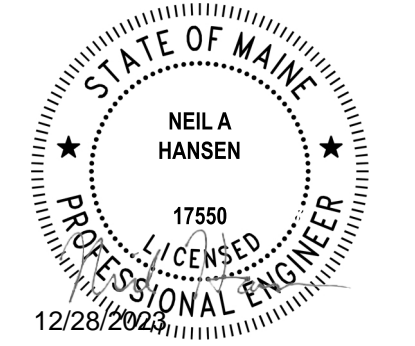
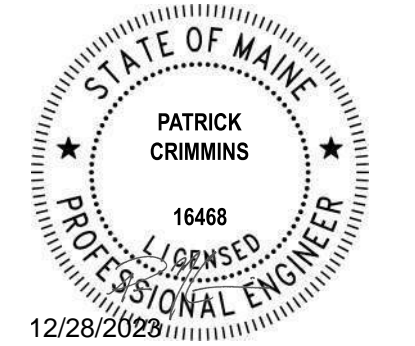
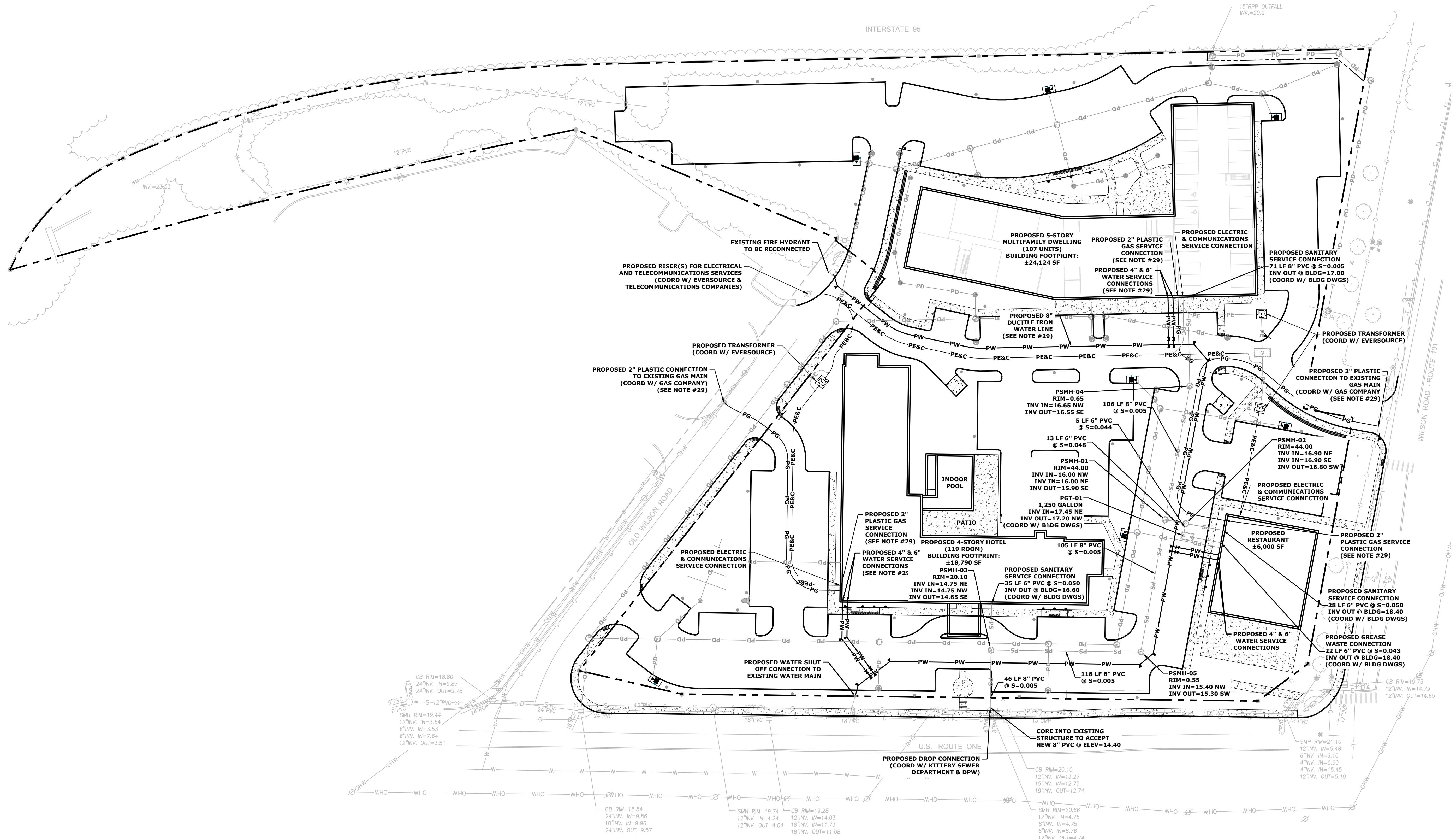
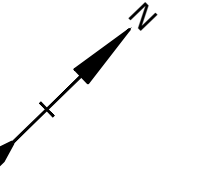
- THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL TEMPORARY EROSION CONTROL DEVICES UPON COMPLETION OF CONSTRUCTION.
- ALL CATCH BASIN SUMPS AND PIPING SHALL BE THOROUGHLY CLEANED TO REMOVE ALL SEDIMENT AND DEBRIS AFTER THE PROJECT HAS BEEN FULLY PAVED.
- TEMPORARY SOIL STOCKPILE SHALL BE SURROUNDED WITH PERIMETER CONTROLS AND SHALL BE STABILIZED BY TEMPORARY EROSION CONTROL SEEDING. STOCKPILE AREAS TO BE LOCATED AS FAR AS POSSIBLE FROM THE DELINEATED EDGE OF WETLANDS.
- SAFETY FENCING SHALL BE PROVIDED AROUND STOCKPILES OVER 10 FT.
- CONCRETE TRUCKS WILL BE REQUIRED TO WASH OUT (IF NECESSARY) SHOOTS ONLY WITHIN AREAS WHERE CONCRETE HAS BEEN PLACED. NO OTHER WASH OUT WILL BE ALLOWED.
- ALL DEVELOPMENT MUST GENERALLY COMPLY WITH THE PROVISIONS OF THE "ENVIRONMENTAL QUALITY HANDBOOK, EROSION AND SEDIMENT CONTROL," PUBLISHED BY THE MAINE SOIL AND WATER CONSERVATION COMMISSION.

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 Plot Date: Wednesday, December 20, 2023 Printed By: Noah Wilcox
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MARK	DATE	DESCRIPTION
B	12/28/2023	Preliminary PB Submission
A	10/5/2023	Preliminary Site Plan Review

PROJECT NO:	T5037-003
DATE:	10/5/2023
FILE:	T5037-003_C-DESIGN.DWG
DRAWN BY:	CML
CHECKED:	NAH
APPROVED:	PMC

GRADING, DRAINAGE & EROSION CONTROL PLAN
SCALE: AS SHOWN
C-103



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Kittery Mixed-Use Development

Two International Group

283 US Route 1
Kittery, Maine

UTILITY NOTES:

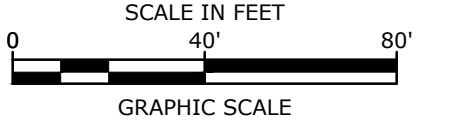
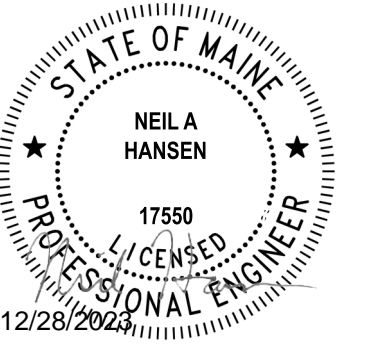
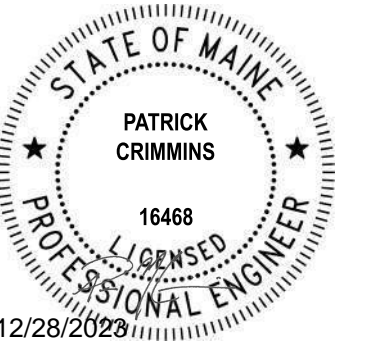
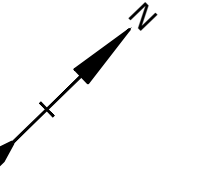
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND THE LOCATIONS ARE NOT GUARANTEED BY THE OWNER OR ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UTILITIES, ANTICIPATE CONFLICTS, REPAIR EXISTING UTILITIES, AND RELOCATE EXISTING UTILITIES REQUIRED TO COMPLETE THE WORK AT NO ADDITIONAL COST TO THE OWNER.
- COORDINATE ALL UTILITY WORK WITH APPROPRIATE UTILITY COMPANY.
 - NATURAL GAS - UNITIL
 - WATER - KITTERY WATER DISTRICT
 - SEWER - KITTERY SEWER DEPARTMENT
 - ELECTRIC - EVERSOURCE
 - COMMUNICATIONS - XFINITY OR CONSOLIDATED COMMUNICATIONS
- SEE REFERENCE PLAN #1 FOR BENCHMARK INFORMATION.
- SEE GRADING, DRAINAGE & EROSION CONTROL PLAN FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
- ALL WATER MAIN INSTALLATIONS SHALL BE CLASS 52, CEMENT LINED DUCTILE IRON PIPE.
- ALL WATER MAIN INSTALLATIONS SHALL BE PRESSURE TESTED AND CHLORINATED AFTER CONSTRUCTION PRIOR TO ACTIVATING THE SYSTEM. CONTRACTOR SHALL COORDINATE CHLORINATION AND TESTING WITH THE KITTERY WATER DISTRICT.
- ALL SEWER PIPE SHALL BE PVC SDR 35 UNLESS OTHERWISE STATED.
- COORDINATE ALL WORK WITHIN PUBLIC RIGHT OF WAYS WITH THE TOWN OF KITTERY.
- CONTRACTOR SHALL MAINTAIN UTILITY SERVICES TO ABUTTING PROPERTIES THROUGHOUT CONSTRUCTION.
- CONNECTION TO EXISTING WATER MAIN SHALL BE CONSTRUCTED TO TOWN OF KITTERY WATER DISTRICT STANDARDS.
- EXISTING UTILITIES TO BE REMOVED SHALL BE CAPPED AT THE MAIN AND MEET THE DEPARTMENT OF PUBLIC WORKS & KITTERY WATER DISTRICT STANDARDS FOR CAPPING OF WATER AND SEWER SERVICES.
- ALL ELECTRICAL MATERIAL WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, LATEST EDITION, AND ALL APPLICABLE STATE AND LOCAL CODES.
- THE EXACT LOCATION OF NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE BUILDING DRAWINGS AND THE APPLICABLE UTILITY COMPANIES.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
- ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
- THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO THE COMPLETION OF THIS PROJECT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL MANHOLES, BOXES, FITTINGS, CONNECTORS, COVER PLATES, AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THESE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL.
- CONTRACTOR SHALL PROVIDE EXCAVATION, BEDDING, BACKFILL AND COMPACTION FOR NATURAL GAS SERVICES.
- A 10-FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18-INCH MINIMUM OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER/SANITARY SEWER CROSSINGS.
- THE CONTRACTOR SHALL CONTACT "DIG-SAFE" 72 HOURS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL HAVE THE "DIG-SAFE" NUMBER ON SITE AT ALL TIMES.
- CONTRACTOR TO SUBMIT AS-BUILT PLANS IN DIGITAL FORMAT (.DWG AND .PDF FILES) ON DISK TO THE OWNER AND ENGINEER UPON COMPLETION OF THE PROJECT. AS-BUILTS SHALL BE PREPARED AND CERTIFIED BY A MAINE LICENSED LAND SURVEYOR.
- SAW CUT AND REMOVE PAVEMENT AND CONSTRUCT PAVEMENT TRENCH PATCH FOR ALL PROPOSED UTILITIES LOCATED IN EXISTING PAVEMENT AREAS TO REMAIN
- HYDRANTS, GATE VALVES, FITTINGS, ETC. SHALL MEET THE REQUIREMENTS OF THE KITTERY WATER DISTRICT.
- COORDINATE TESTING OF SEWER CONSTRUCTION WITH THE TOWN OF KITTERY.
- ALL SEWER PIPE WITH LESS THAN 6' OF COVER IN PAVED AREAS OR LESS THAN 4' OF COVER IN UNPAVED AREAS SHALL BE INSULATED.
- CONTRACTOR SHALL COORDINATE ALL ELECTRIC WORK INCLUDING BUT NOT LIMITED TO: CONDUIT CONSTRUCTION, MANHOLE CONSTRUCTION, UTILITY POLE CONSTRUCTION, OVERHEAD WIRE RELOCATION, AND TRANSFORMER CONSTRUCTION WITH POWER COMPANY.
- CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION, PARTICULARLY WATER MAIN AND GAS MAIN CONSTRUCTION AS TO MAINTAIN CONTINUOUS SERVICE TO ABUTTING PROPERTIES. CONTRACTOR SHALL COORDINATE TEMPORARY SERVICES TO ABUTTERS WITH THE UTILITY COMPANY AND AFFECTED ABUTTER.
- CONTRACTOR SHALL CONSTRUCT ALL UTILITIES AND DRAINS TO WITHIN 10' OF THE FOUNDATION WALLS AND CONNECT THESE TO SERVICE STUBS FROM THE BUILDING.
- FINAL SIZING FOR BUILDING UTILITY CONNECTIONS TO BE DETERMINED BY PROJECTS MEP ENGINEER

LEGEND

PS	PS	PROPOSED SEWER LINE
PG	PG	PROPOSED GAS LINE
PC	PC	PROPOSED COMMUNICATIONS LINE
PE	PE	PROPOSED ELECTRIC LINE
PE&C	PE&C	PROPOSED ELECTRIC & COMMUNICATIONS LINE
PW	PW	PROPOSED WATER LINE
		PROPOSED WATER GATE VALVE
		PROPOSED WATER SHUT OFF
		PROPOSED ELECTRIC MANHOLE
		PROPOSED SEWER MANHOLE
		PROPOSED GREASE TRAP

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UTILITY PLAN		
SCALE:	AS SHOWN	
C-104		



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Kittery Mixed-Use Development

Two International Group

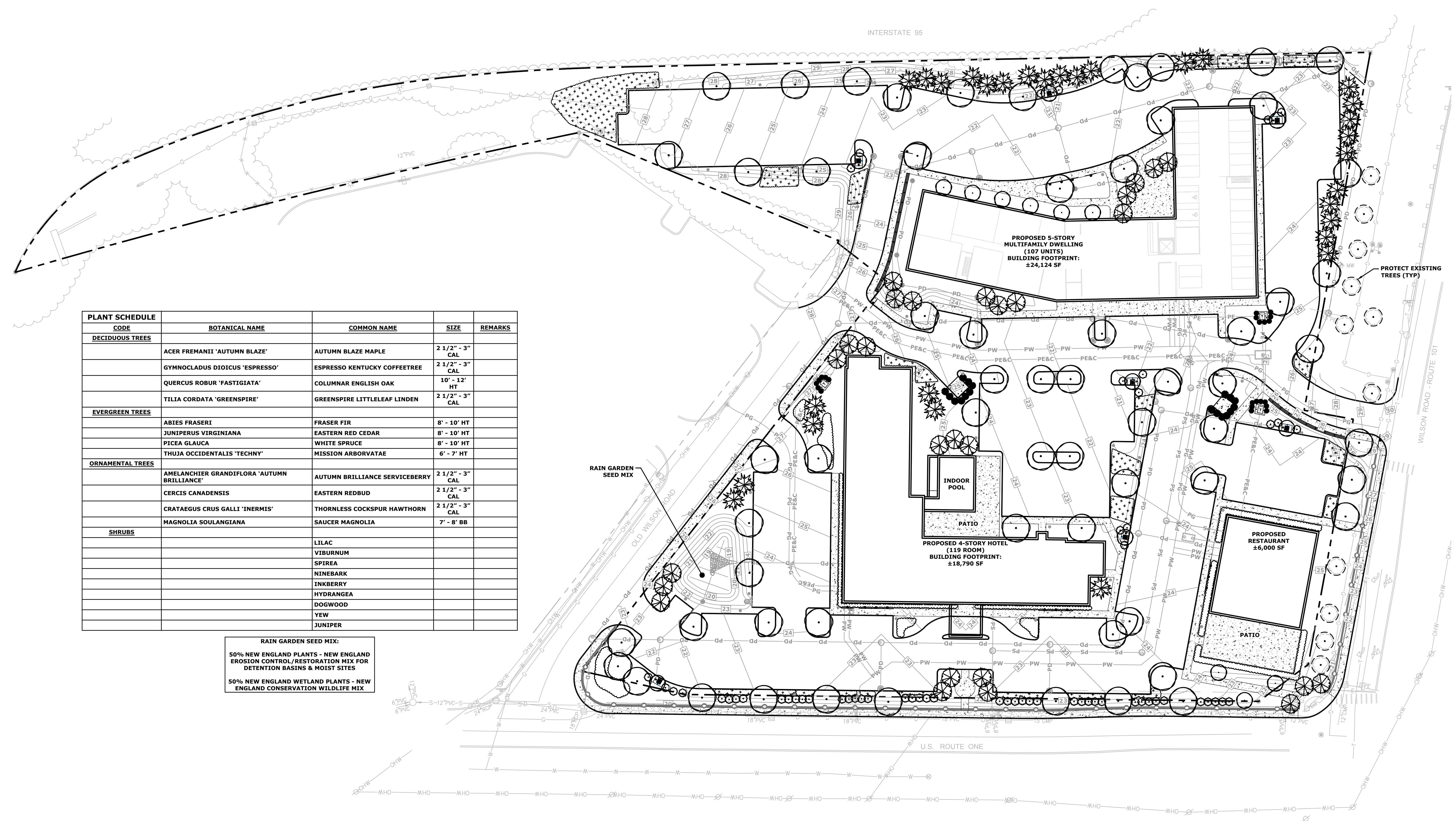
283 US Route 1
Kittery, Maine

MARK	DATE	DESCRIPTION
B	12/28/2023	Preliminary PB Submission
A	10/5/2023	Preliminary Site Plan Review

LANDSCAPE PLAN

SCALE: AS SHOWN

C-105

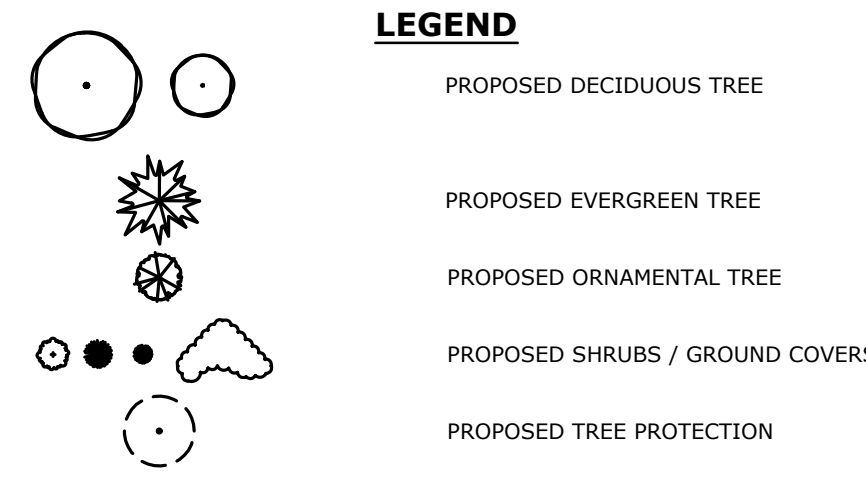


PLANT SCHEDULE	CODE	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	
DECIDUOUS TREES		ACER FREMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	2 1/2" - 3" CAL		
		GYMNOCLADUS DIOICUS 'ESPRESSO'	ESPRESSO KENTUCKY COFFEETREE	2 1/2" - 3" CAL		
		QUERCUS ROBUR 'FASTIGIATA'	COLUMNAR ENGLISH OAK	10' - 12' HT		
		TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LITTLELEAF LINDEN	2 1/2" - 3" CAL		
EVERGREEN TREES		ABIES FRASERI	FRASER FIR	8' - 10' HT		
		JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	8' - 10' HT		
		PICEA GLAUCA	WHITE SPRUCE	8' - 10' HT		
		THUJA OCCIDENTALIS 'TECHNY'	MISSION ARBORVATAE	6' - 7' HT		
	ORNAMENTAL TREES		AMELANCHIER GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	2 1/2" - 3" CAL	
		CERCIS CANADENSIS	EASTERN REDBUD	2 1/2" - 3" CAL		
		CRATAEGUS CRUS GALLI 'INERMIS'	THORNLESS COCKSPUR HAWTHORN	2 1/2" - 3" CAL		
		MAGNOLIA SOULANGIANA	SAUCER MAGNOLIA	7' - 8' BB		
SHRUBS			LILAC			
			VIBURNUM			
		SPIREA				
		NINEBARK				
		INKBERRY				
		HYDRANGEA				
		DOGWOOD				
		YEW				
		JUNIPER				

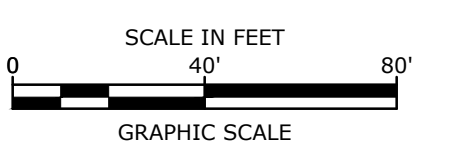
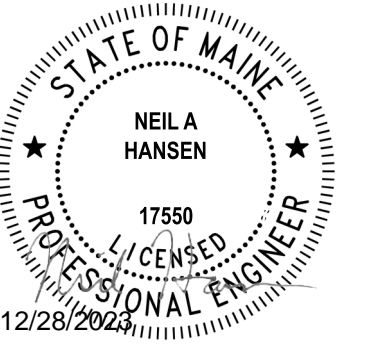
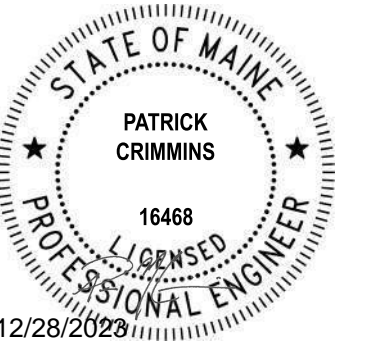
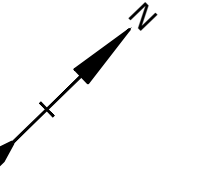
RAIN GARDEN SEED MIX:
 50% NEW ENGLAND PLANTS - NEW ENGLAND EROSION CONTROL/RESTORATION MIX FOR DETENTION BASINS & MOIST SITES
 50% NEW ENGLAND WETLAND PLANTS - NEW ENGLAND CONSERVATION WILDLIFE MIX

LANDSCAPE NOTES:

- THE CONTRACTOR SHALL FURNISH AND PLANT ALL PLANTS IN QUANTITIES AS SHOWN ON THIS PLAN. NO SUBSTITUTIONS WILL BE PERMITTED UNLESS APPROVED BY OWNER. ALL PLANTS SHALL BE NURSERY GROWN.
- ALL PLANTS SHALL BE NURSERY GROWN AND PLANTS AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS, INCLUDING BUT NOT LIMITED TO SIZE, HEALTH, SHAPE, ETC., AND SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO ARRIVAL ON-SITE AND AFTER PLANTING.
- PLANT STOCK SHALL BE GROWN WITHIN THE HARDINESS ZONES 4 THRU 7 ESTABLISHED BY THE PLANT HARDINESS ZONE MAP, MISCELLANEOUS PUBLICATIONS NO. 814, AGRICULTURAL RESEARCH SERVICE, UNITED STATES DEPARTMENT AGRICULTURE, LATEST REVISION.
- PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO DIGGING.
- THE NUMBER OF EACH INDIVIDUAL PLANT TYPE AND SIZE PROVIDED IN THE PLANT LIST OR ON THE PLAN IS FOR THE CONTRACTOR'S CONVENIENCE ONLY. IF A DISCREPANCY EXISTS BETWEEN THE NUMBER OF PLANTS ON THE LABEL AND THE NUMBER OF SYMBOLS SHOWN ON THE DRAWINGS, THE GREATER NUMBER SHALL APPLY.
- NO SUBSTITUTION OF PLANT MATERIALS WILL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER'S REPRESENTATIVE.
- THE CONTRACTOR SHALL LOCATE, VERIFY AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTING AND UTILITIES SHALL IMMEDIATELY BE REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.
- ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED, SHALL RECEIVE 6" OF LOAM AND SEED. NO FILL SHALL BE PLACED IN ANY WETLAND AREA.
- THREE INCHES (3") OF BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS TO BE USED IN A CURBED ISLAND THE BARK MULCH SHALL MEET THE TOP INSIDE EDGE OF THE CURB. ALL OTHER AREAS SHALL RECEIVE 6" INCHES OF LOAM AND SEED.
- LANDSCAPING SHALL BE LOCATED WITHIN 150 FT OF EXTERIOR HOSE ATTACHMENT OR SHALL BE PROVIDED WITH AN IRRIGATION SYSTEM.
- SEE PLANTING DETAILS AND SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
- TREE STAKES SHALL REMAIN IN PLACE FOR NO LESS THAN 6 MONTHS AND NO MORE THAN 1 YEAR.
- PLANTING SHALL BE COMPLETED FROM APRIL 15TH THROUGH OCTOBER 1ST. NO PLANTING DURING JULY AND AUGUST UNLESS SPECIAL PROVISIONS ARE MADE FOR DROUGHT.
- PARKING AREA PLANTED ISLANDS TO HAVE MINIMUM OF 1'-0" TOPSOIL PLACED TO WITHIN 3 INCHES OF THE TOP OF CURB ELEVATION. REMOVE ALL CONSTRUCTION DEBRIS BEFORE PLACING TOPSOIL.
- TREES SHALL BE PRUNED IN ACCORDANCE WITH THE LATEST EDITION OF ANSI A300 'TREES, SHRUBS AND OTHER WOOD PLANT MAINTENANCE STANDARD PRACTICES.
- ALL PLANTS SHALL BE WATERED THOROUGHLY TWICE DURING THE FIRST 24 HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL BE WATERED WEEKLY, OR MORE OFTEN, IF NECESSARY DURING THE FIRST GROWING SEASON. LANDSCAPE CONTRACTOR SHALL COORDINATE WATERING SCHEDULE WITH OWNER DURING THE ONE (1) YEAR GUARANTEE PERIOD.
- EXISTING TREES AND SHRUBS SHOWN ON THE PLAN ARE TO REMAIN UNDISTURBED. ALL EXISTING TREES AND SHRUBS SHOWN TO REMAIN ARE TO BE PROTECTED WITH A 4-FOOT SNOW FENCE PLACED AT THE DRIP LINE OF THE BRANCHES OR AT 8 FEET MINIMUM FROM THE TREE TRUNK. ANY EXISTING TREE OR SHRUB SHOWN TO REMAIN, WHICH IS REMOVED DURING CONSTRUCTION, SHALL BE REPLACED BY A TREE OF COMPARABLE SIZE AND SPECIES TREE OR SHRUB.
- THE CONTRACTOR SHALL GUARANTEE ALL PLANTINGS TO BE IN GOOD HEALTHY, FLOURISHING AND ACCEPTABLE CONDITION FOR A PERIOD OF ONE (1) YEAR BEGINNING AT THE DATE OF ACCEPTANCE OF SUBSTANTIAL COMPLETION. ALL GRASSES, TREES AND SHRUBS THAT, IN THE OPINION OF THE LANDSCAPE ARCHITECT, SHOW LESS THAN 80% HEALTHY GROWTH AT THE END OF ONE YEAR PERIOD SHALL BE REPLACED BY THE CONTRACTOR.
- UPON EXPIRATION OF THE CONTRACTOR'S ONE YEAR GUARANTEE PERIOD, THE OWNER SHALL BE RESPONSIBLE FOR LANDSCAPE MAINTENANCE INCLUDING WATERING DURING PERIODS OF DROUGHT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF ALL THE PLANTINGS.
- PRE-PURCHASE PLANT MATERIAL AND ARRANGE FOR DELIVERY TO MEET PROJECT SCHEDULE AS REQUIRED IT MAY BE NECESSARY TO PRE-DIG CERTAIN SPECIES WELL IN ADVANCE OF ACTUAL PLANTING DATES.



Last Save Date: December 13, 2023 4:31 PM By: NWILCOX
 Plot Date: Thursday, December 14, 2023 Plotted By: Noah Wilcox
 T&B File Location: J:\175037 Two International Group\03 Kittery Mixed Use Development\Drawings\AutoCAD\Sheet\175037-003_C-Design.dwg Layout Tab: Land



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Kittery Mixed-Use Development

Two International Group

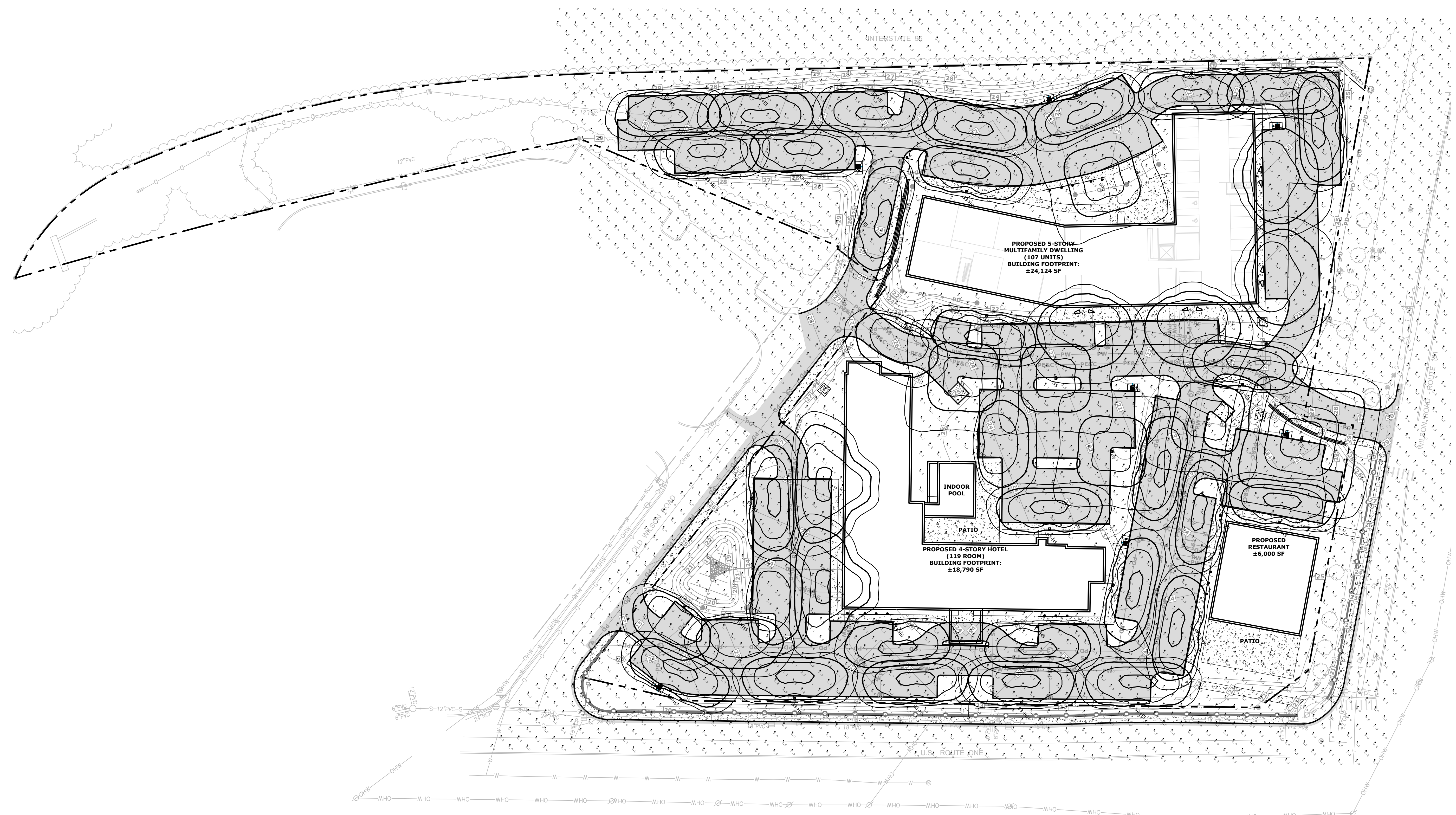
283 US Route 1
Kittery, Maine

MARK	DATE	DESCRIPTION
B	12/28/2023	Preliminary PB Submission
A	10/5/2023	Preliminary Site Plan Review

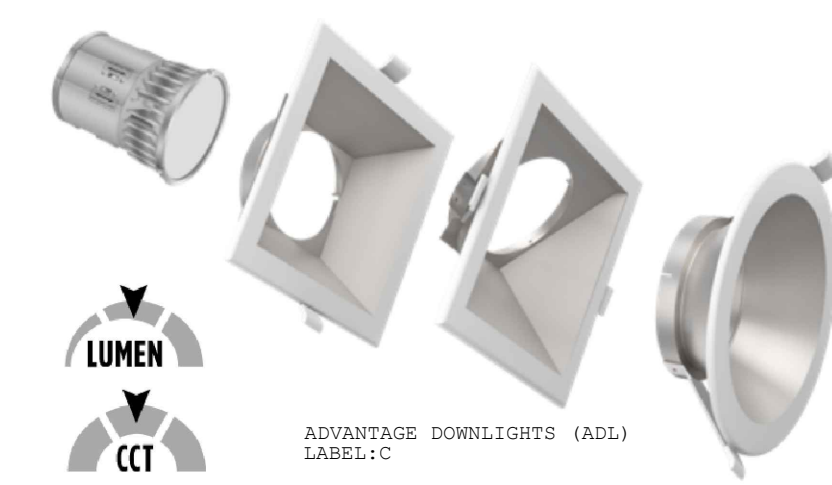
PHOTOMETRIC PLAN

SCALE: AS SHOWN

C-106



Symbol	Qty	Label	Arrangement	Description	[MANUFAC]
[Symbol]	1	S5-2	Back-Back	MRS-LED-06L-S1L-5W-UNV-DIM-30-70CRI-CXX / 450 B3 S11G20 D180 GA 48C (20° AFO)	LGI INDUSTRIES, INC.
[Symbol]	4	C	Single	ADL-FS1-6R-HA2 (30-1800lm)	LGI INDUSTRIES, INC.
[Symbol]	28	S3-HS	Single	MRS-LED-06L-S1L-3-UNV-DIM-30-70CRI-LT-CXX / 450 B3 S11G20 S GA 48C (20° AFO)	LGI INDUSTRIES, INC.
[Symbol]	3	S4-HS	Single	MRS-LED-06L-S1L-4-UNV-DIM-30-70CRI-LT-CXX / 450 B3 S11G20 S GA 48C (20° AFO)	LGI INDUSTRIES, INC.
[Symbol]	3	S5	Single	MRS-LED-06L-S1L-5W-UNV-DIM-30-70CRI-CXX / 450 B3 S11G20 S GA 48C (20° AFO)	LGI INDUSTRIES, INC.
[Symbol]	2	W3	Single	XRM-3-LED-06L-30-USE-CXX / WALL MTD 20' AFO	LGI INDUSTRIES, INC.
[Symbol]	4	W4	Single	XRM-4-LED-06L-30-USE-CXX / WALL MTD 20' AFO	LGI INDUSTRIES, INC.



ADVANTAGE DOWNLIGHTS (ADL) LABEL: C

OVERVIEW	
Lumen Package (lm)	750 - 3,900
Wattage Range (W)	9 - 38
Efficacy Range (LPW)	76 - 98
Weight lbs (kg)	2.6 (0.8)



MIRANDA SMALL AREA (MS) LABEL: S3-HS, S4-HS, S5

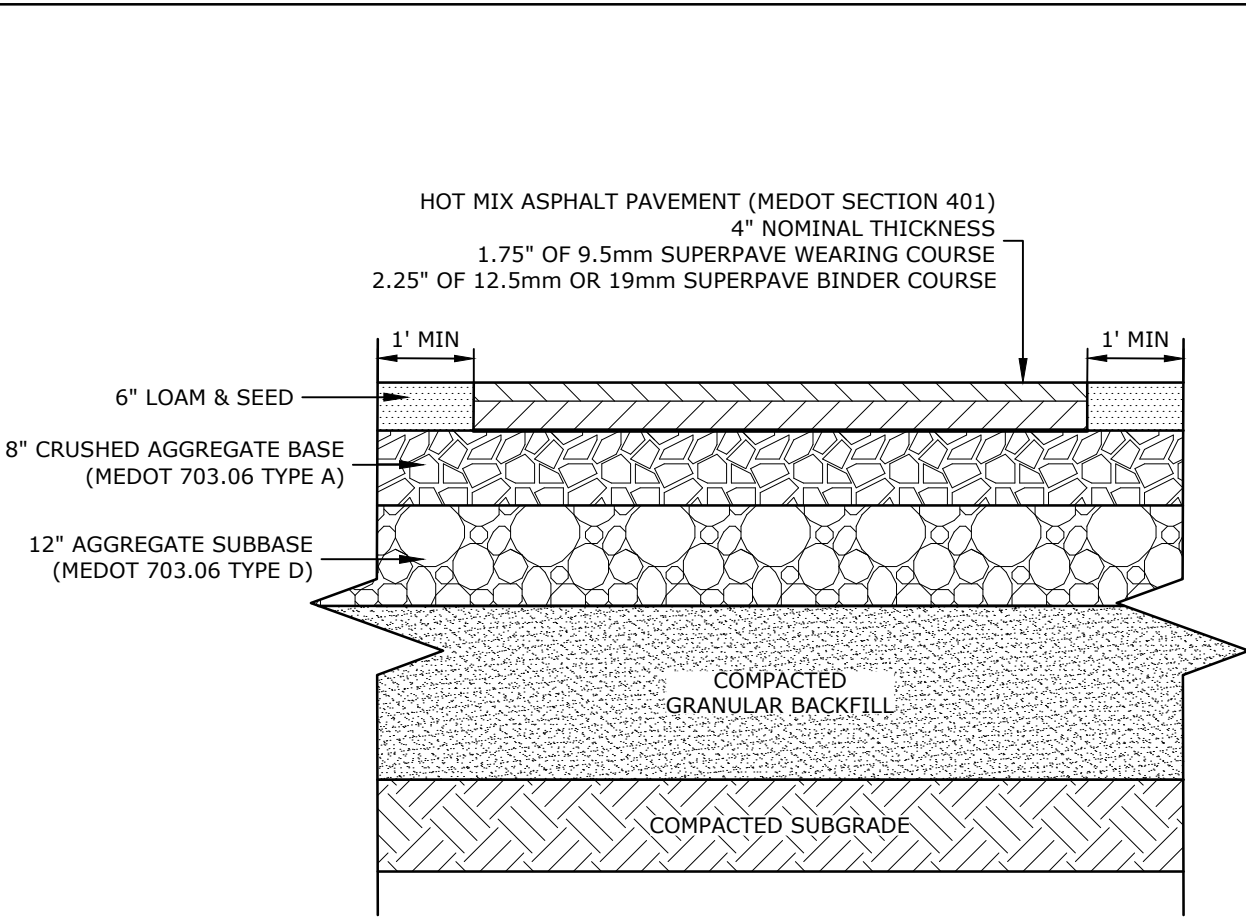
OVERVIEW	
Lumen Package	6,000 - 24,000
Wattage Range	41 - 196
Efficacy Range (LPW)	112 - 156
Fixture Weight lbs (kg)	20 (9.1)



MIRANDA MEDIUM WALL SCONCE (XRM) LABEL: W3 & W4

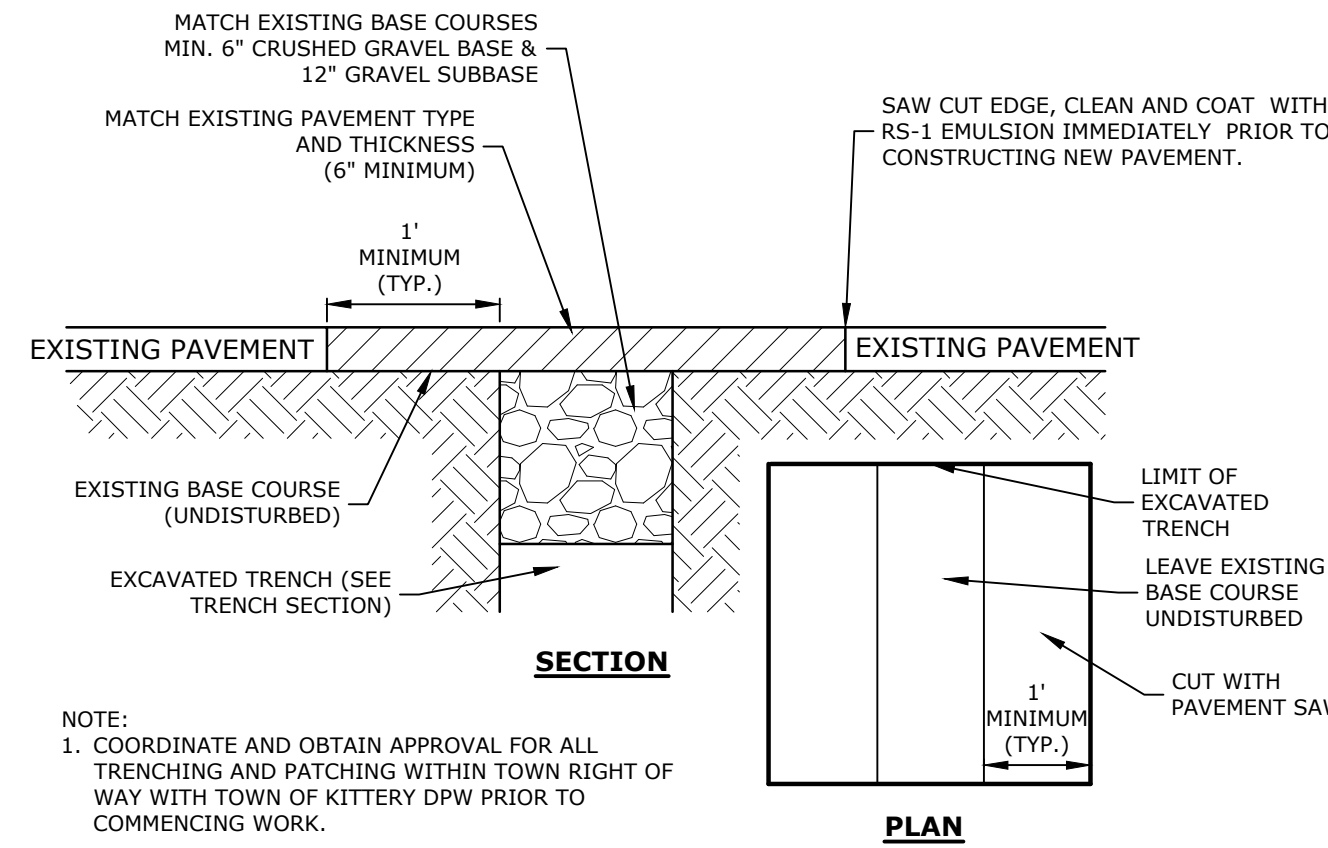
OVERVIEW	
Lumen Package	3,000 - 21,000
Wattage Range	23 - 175
Efficacy Range (LPW)	125 - 158
Weight lbs(kg)	27 (12.2)
Control Options	IMSBT, ALB, ALS, PCI

Last Save Date: December 13, 2023 4:31 PM By: NWLCOX
 Plot Date: Thursday, December 14, 2023 Plotted By: Noah Wilcox
 T&B File Location: J:\T5037 Two International Group\003 Kittery Mixed Use Development\Drawings\AutoCAD\Sheet\T5037-003_C-Design.dwg Layout Tab: Lighting



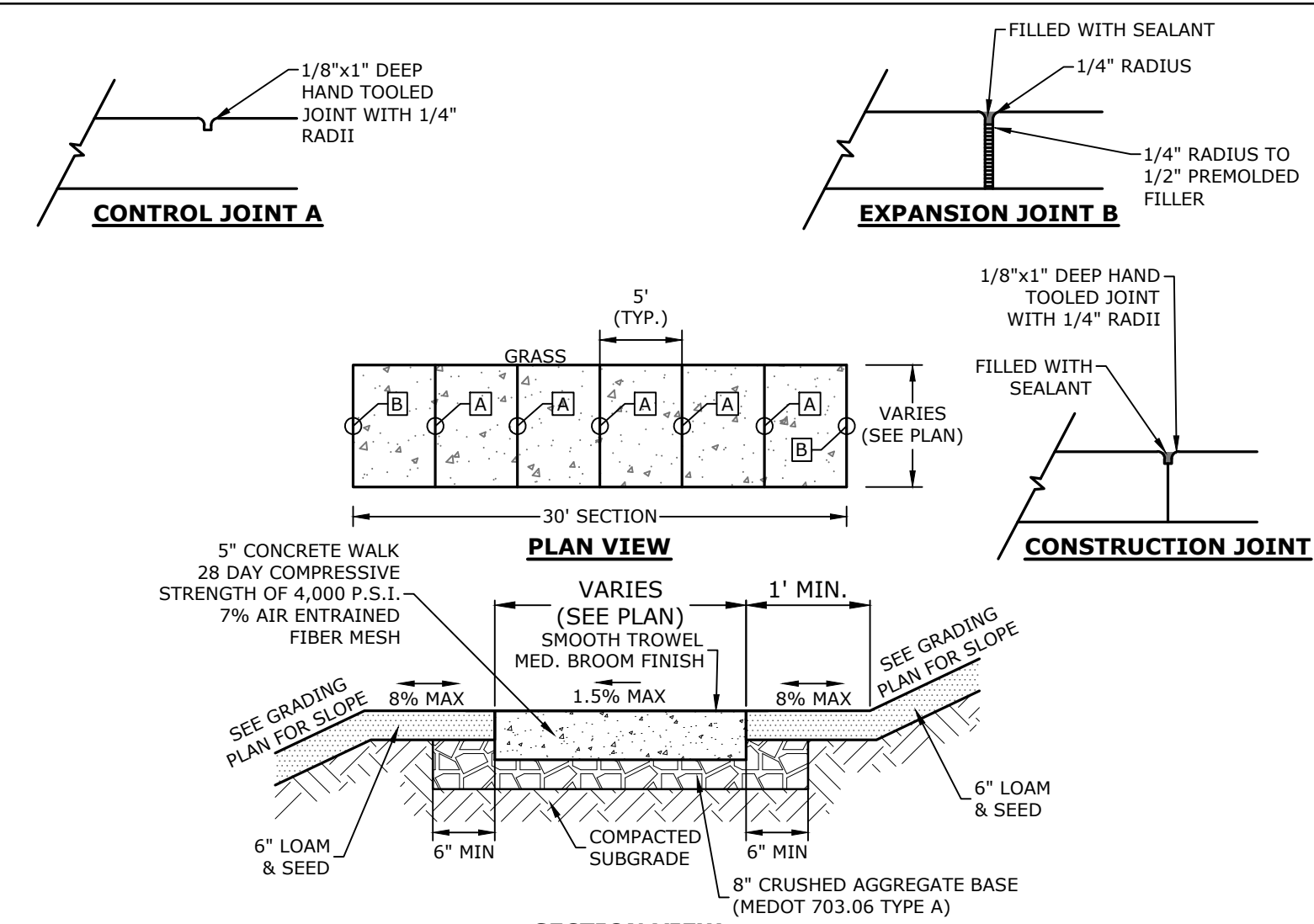
- NOTES:
 1. SEE SITE PLAN FOR PAVEMENT WIDTH AND LOCATION.
 2. SEE GRADING, DRAINAGE AND EROSION CONTROL PLAN FOR PAVEMENT SLOPE AND CROSS-SLOPE.
 3. A TACK COAT SHALL BE PLACED ON TOP OF BINDER COURSE PAVEMENT PRIOR TO PLACING WEARING COURSE.
 4. FINAL PAVEMENT SECTION DESIGN SHALL BE APPROVED BY THE PROJECTS GEOTECHNICAL ENGINEER.
 5. THE PAVEMENT SECTION SHOULD BE THICKENED AT THE ENTRANCE AND EXIT WAY AREAS OVER A 5' SECTION TO MATCH THE EXISTING ROADWAY PAVEMENT DEPTHS.

TYPICAL STANDARD DUTY PAVEMENT SECTION
NO SCALE



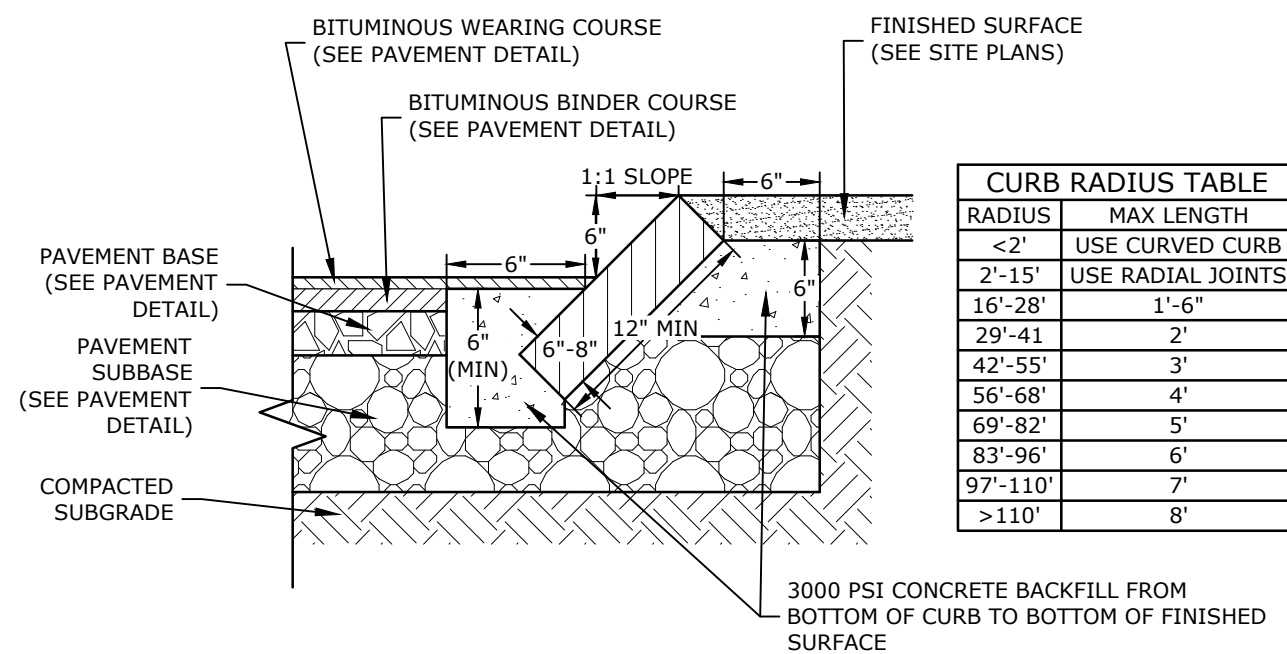
- NOTE:
 1. COORDINATE AND OBTAIN APPROVAL FOR ALL TRENCHING AND PATCHING WITHIN TOWN RIGHT OF WAY WITH TOWN OF KITTERY DPW PRIOR TO COMMENCING WORK.

ROADWAY TRENCH PATCH
NO SCALE



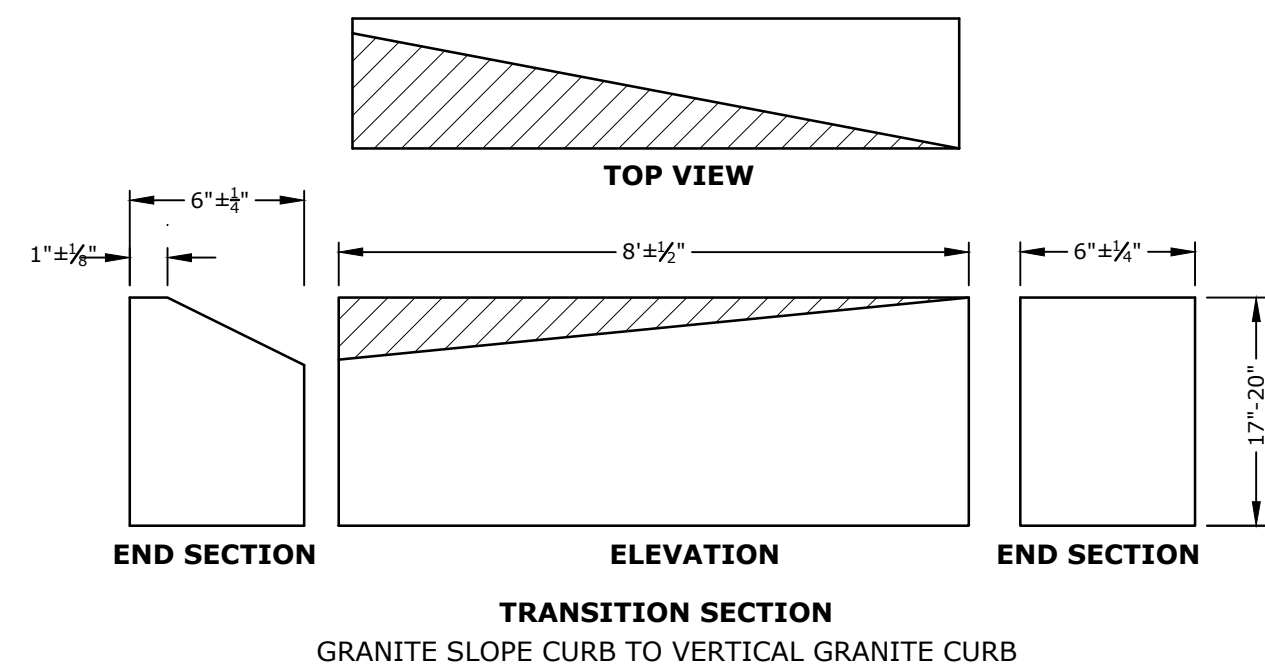
- NOTES:
 1. SEE SITE PLAN FOR SIDEWALK WIDTH AND LOCATIONS.
 2. SEE GRADING, DRAINAGE & EROSION CONTROL PLAN FOR WALK AND SIDE SLOPE GRADES.
 3. ISOLATION JOINTS ADJACENT TO BUILDING SHALL BE COORDINATED WITH BUILDING DRAWINGS.
 4. CONCRETE SIDEWALKS WITHIN THE TOWN ROW SHALL BE SEALED WITH SILOXANE CONCRETE SEALER OR APPROVED EQUAL 30 DAYS AFTER SIDEWALK SETS.

CONCRETE SIDEWALK
NO SCALE



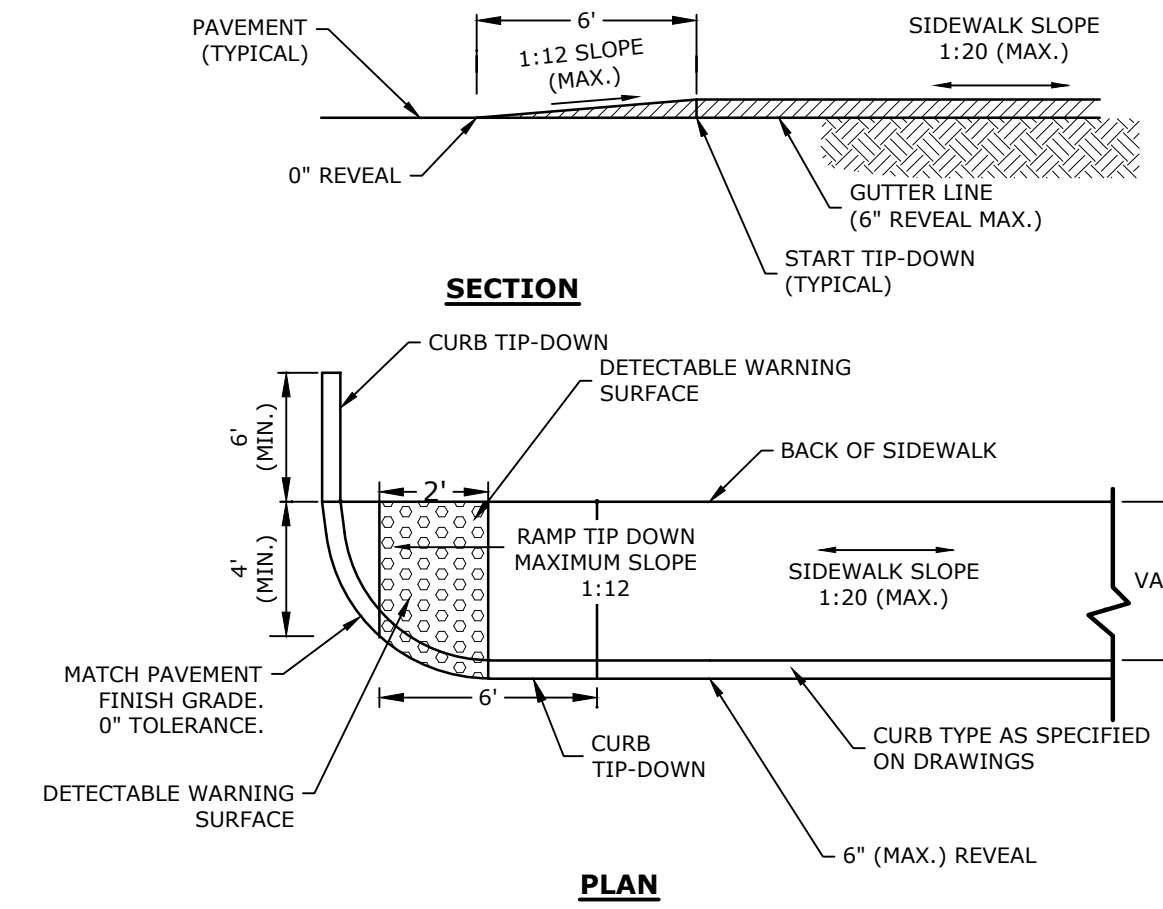
- NOTES:
 1. SEE SITE PLAN(S) FOR LIMITS OF SLOPED GRANITE CURB (SGC).
 2. ADJOINING STONES SHALL HAVE THE SAME OR APPROXIMATELY THE SAME LENGTH.
 3. MINIMUM LENGTH OF STRAIGHT CURB STONES = 18"
 4. MAXIMUM LENGTH OF STRAIGHT CURB STONES = 8'
 5. MAXIMUM LENGTH OF STRAIGHT CURB STONES LAID ON CURVES (SEE TABLE).
 6. JOINTS BETWEEN STONES SHALL HAVE A MAXIMUM SPACING OF 1/2" AND SHALL BE MORTARED.

SLOPED GRANITE CURB
NO SCALE



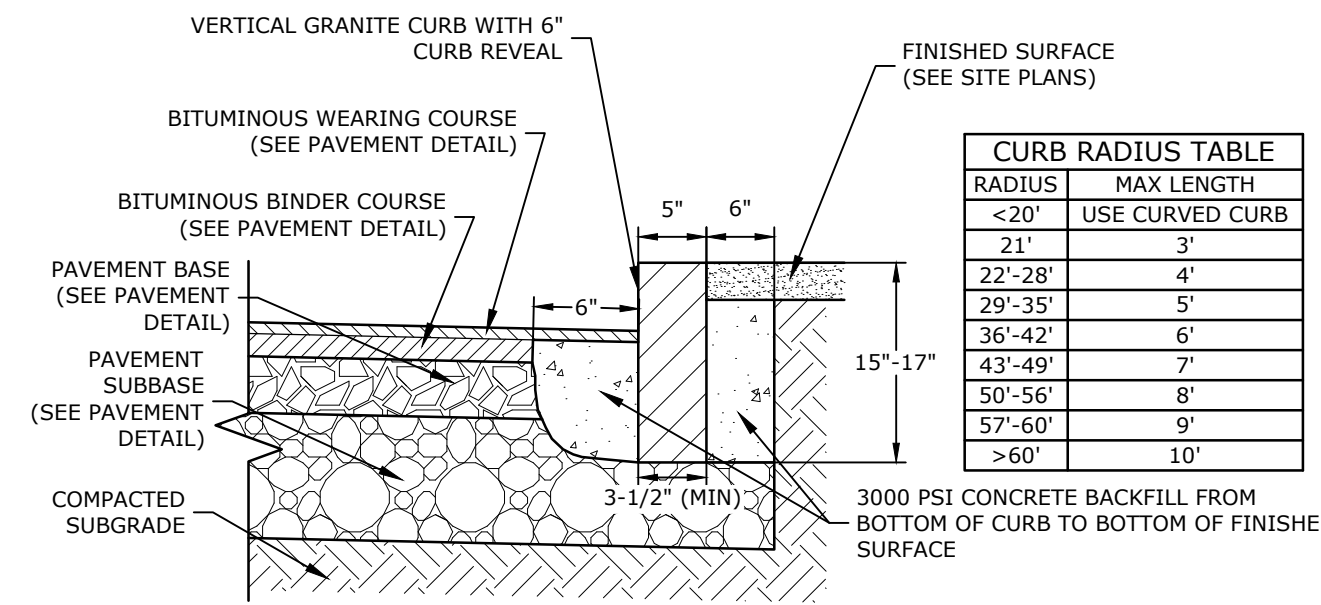
- NOTES:
 1. THE INTENT OF THIS ITEM IS TO PROVIDE A SMOOTH TRANSITION BETWEEN STRAIGHT GRANITE CURB AND SLOPE CURB WITHOUT REQUIRING FIELD CHIPPING DURING INSTALLATION. THE SLOPE CURB MAY REQUIRE ADJUSTMENTS TO MEET THE TRANSITION PIECE HEIGHT. TRANSITION SLOPE CURB TO STANDARD REVEAL AS QUICKLY AS POSSIBLE TO PROVIDE FOR THIS SMOOTH TRANSITION.

CURB TRANSITION
NO SCALE



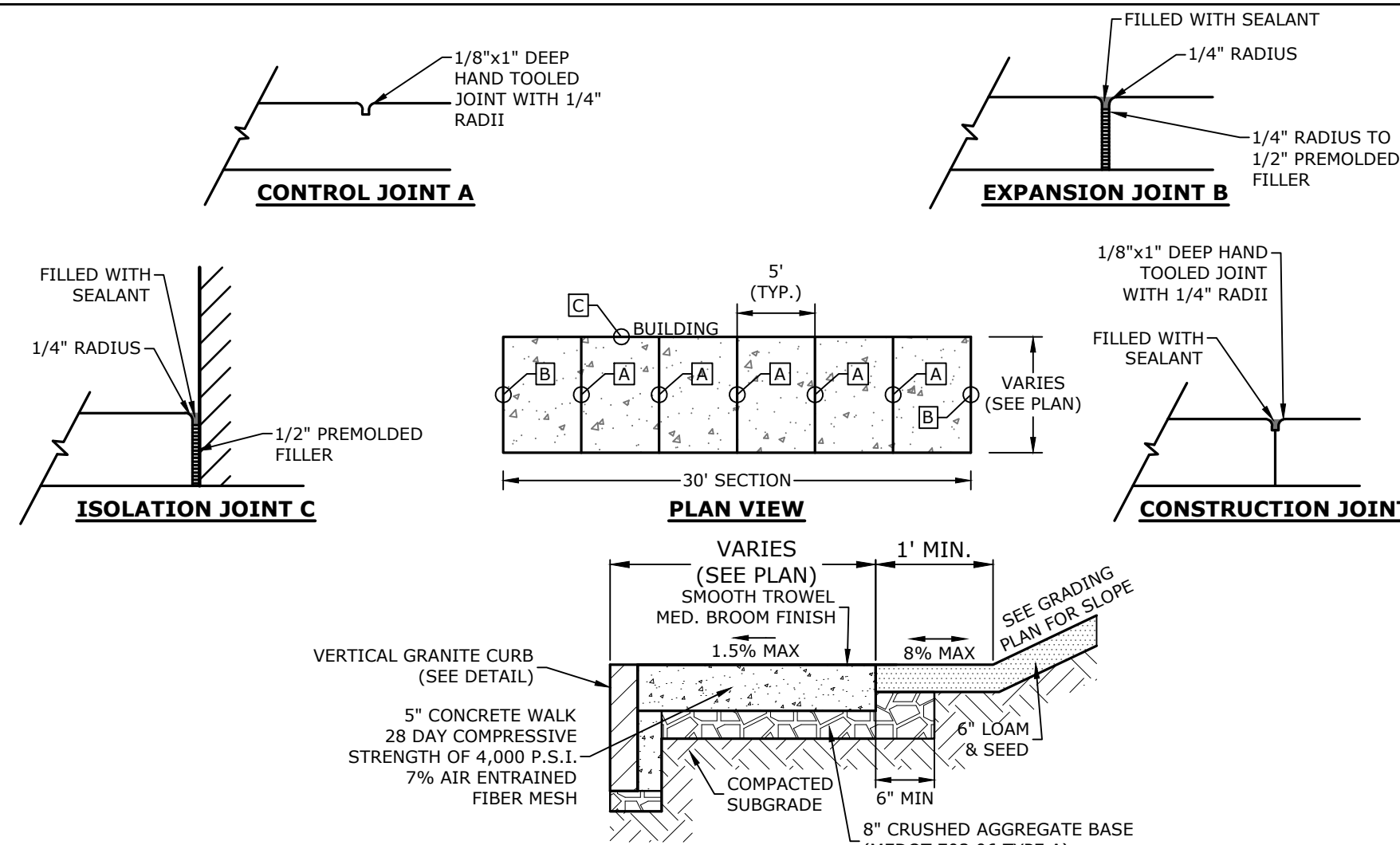
- NOTES:
 1. RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND LOCAL AND STATE REQUIREMENTS.
 2. PROVIDE 8" COMPACTED CRUSHED GRAVEL BASE BENEATH RAMPS.
 3. DETECTABLE WARNING STRIP SHALL BE ADA SOLUTIONS, INC. CAST IN PLACE RAMP. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.

CONCRETE SIDEWALK TIP-DOWN RAMP WITH DETECTABLE WARNING PANEL
NO SCALE



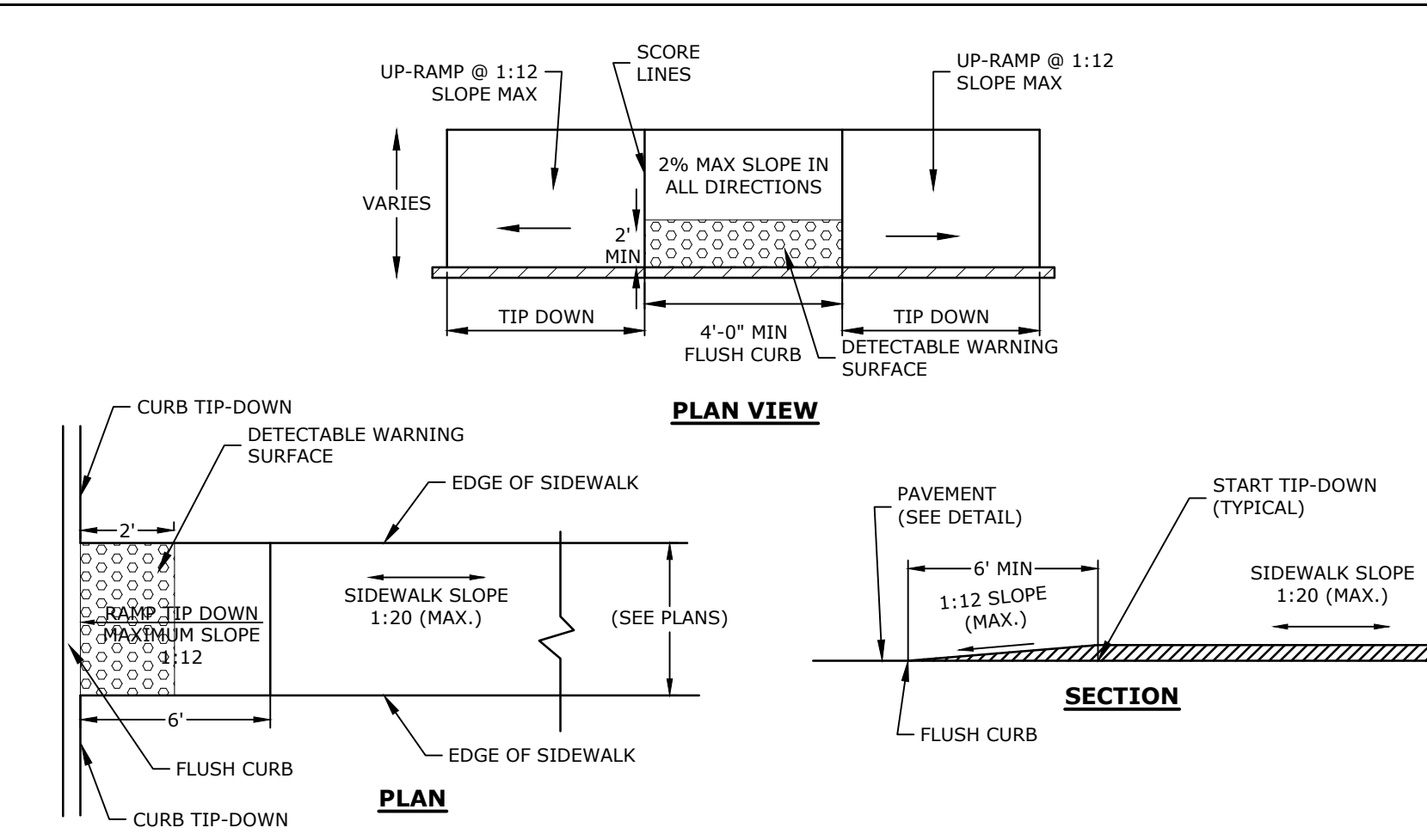
- NOTES:
 1. SEE SITE PLAN(S) FOR LIMITS OF VERTICAL GRANITE CURB (VGC).
 2. ADJOINING STONES SHALL HAVE THE SAME OR APPROXIMATELY THE SAME LENGTH.
 3. MINIMUM LENGTH OF STRAIGHT CURB STONES = 3'
 4. MAXIMUM LENGTH OF STRAIGHT CURB STONES = 10'
 5. MAXIMUM LENGTH OF STRAIGHT CURB STONES LAID ON CURVES (SEE TABLE).
 6. ALL RADII 20 FEET AND SMALLER SHALL BE CONSTRUCTED USING CURVED SECTIONS.
 7. JOINTS BETWEEN STONES SHALL HAVE A MAXIMUM SPACING OF 1/2" AND SHALL BE MORTARED.

VERTICAL GRANITE CURB
NO SCALE



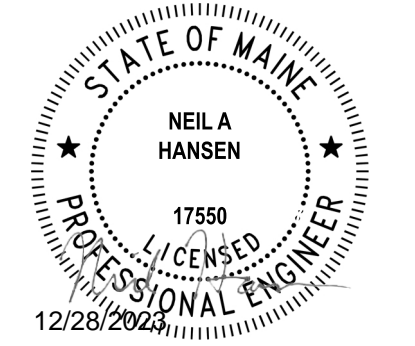
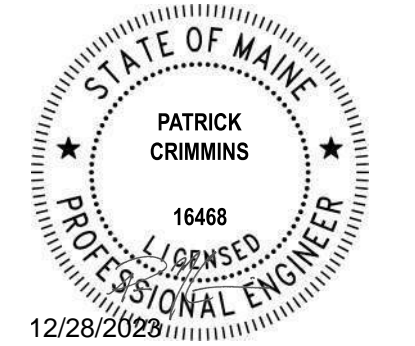
- NOTES:
 1. SEE SITE PLAN FOR SIDEWALK WIDTH AND LOCATIONS.
 2. SEE GRADING, DRAINAGE & EROSION CONTROL PLAN FOR WALK AND SIDE SLOPE GRADES.
 3. ISOLATION JOINTS ADJACENT TO BUILDING SHALL BE COORDINATED WITH BUILDING DRAWINGS.
 4. CONCRETE SIDEWALKS WITHIN THE TOWN ROW SHALL BE SEALED WITH SILOXANE CONCRETE SEALER OR APPROVED EQUAL 30 DAYS AFTER SIDEWALK SETS.

CONCRETE SIDEWALK WITH GRANITE CURB
NO SCALE



- NOTES:
 1. RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND LOCAL AND STATE REQUIREMENTS.
 2. A 8" COMPACTED CRUSHED GRAVEL BASE (MEDOT 703.06 TYPE A) SHALL BE PROVIDED BENEATH RAMPS.
 3. DETECTABLE WARNING PANEL SHALL BE CAST IRON WITH BLACK COATING

CONCRETE SIDEWALK TIP-DOWN RAMP WITH DETECTABLE WARNING PANEL
NO SCALE



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Kittery Mixed-Use Development

Two International Group

283 US Route 1
Kittery, Maine

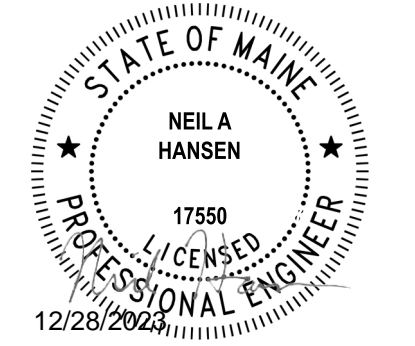
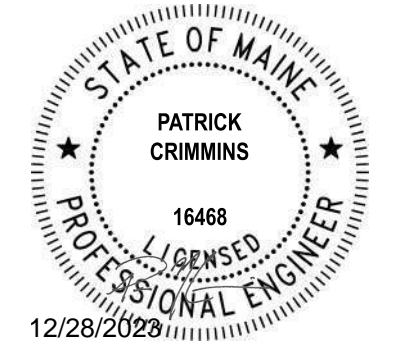
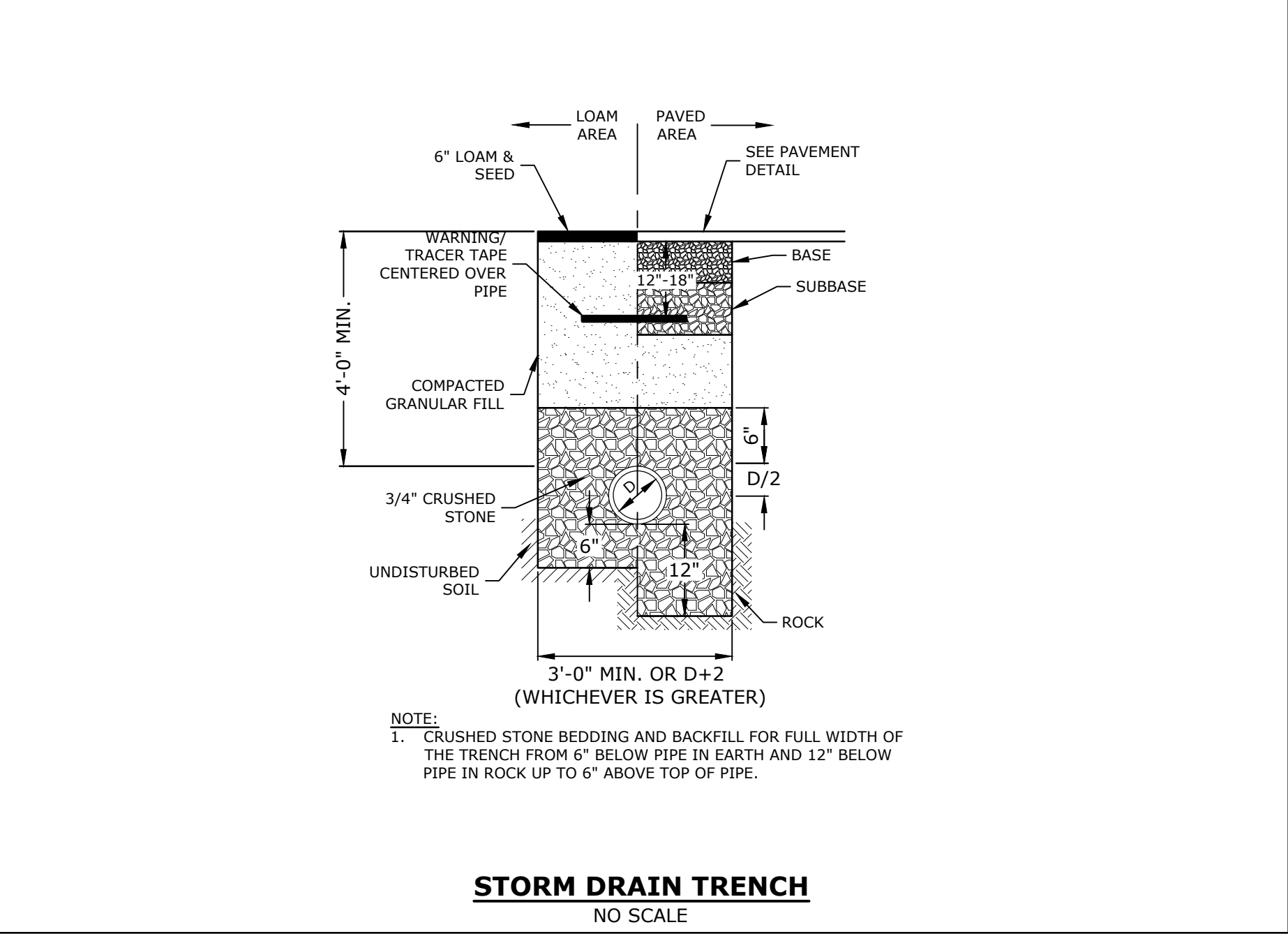
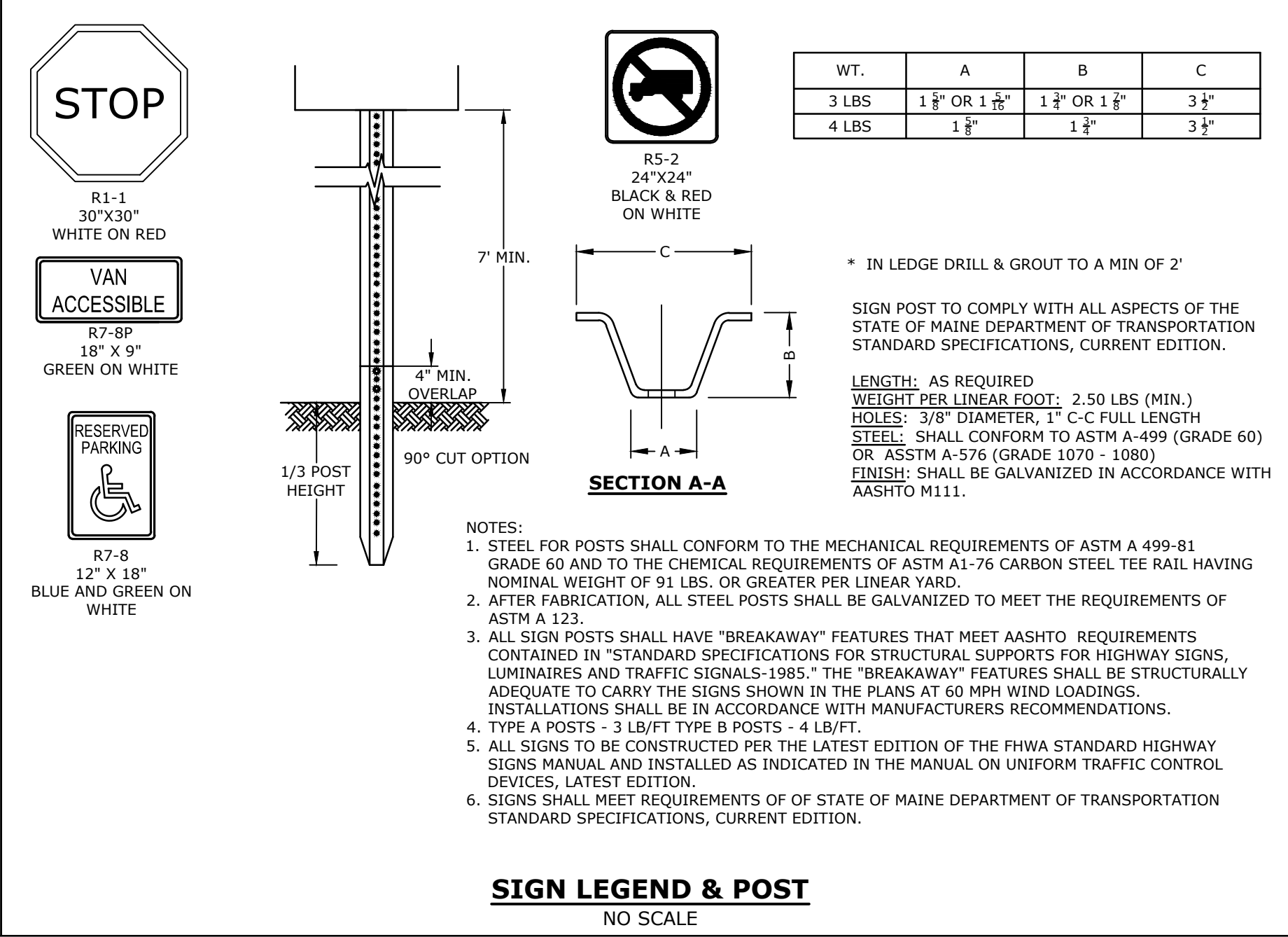
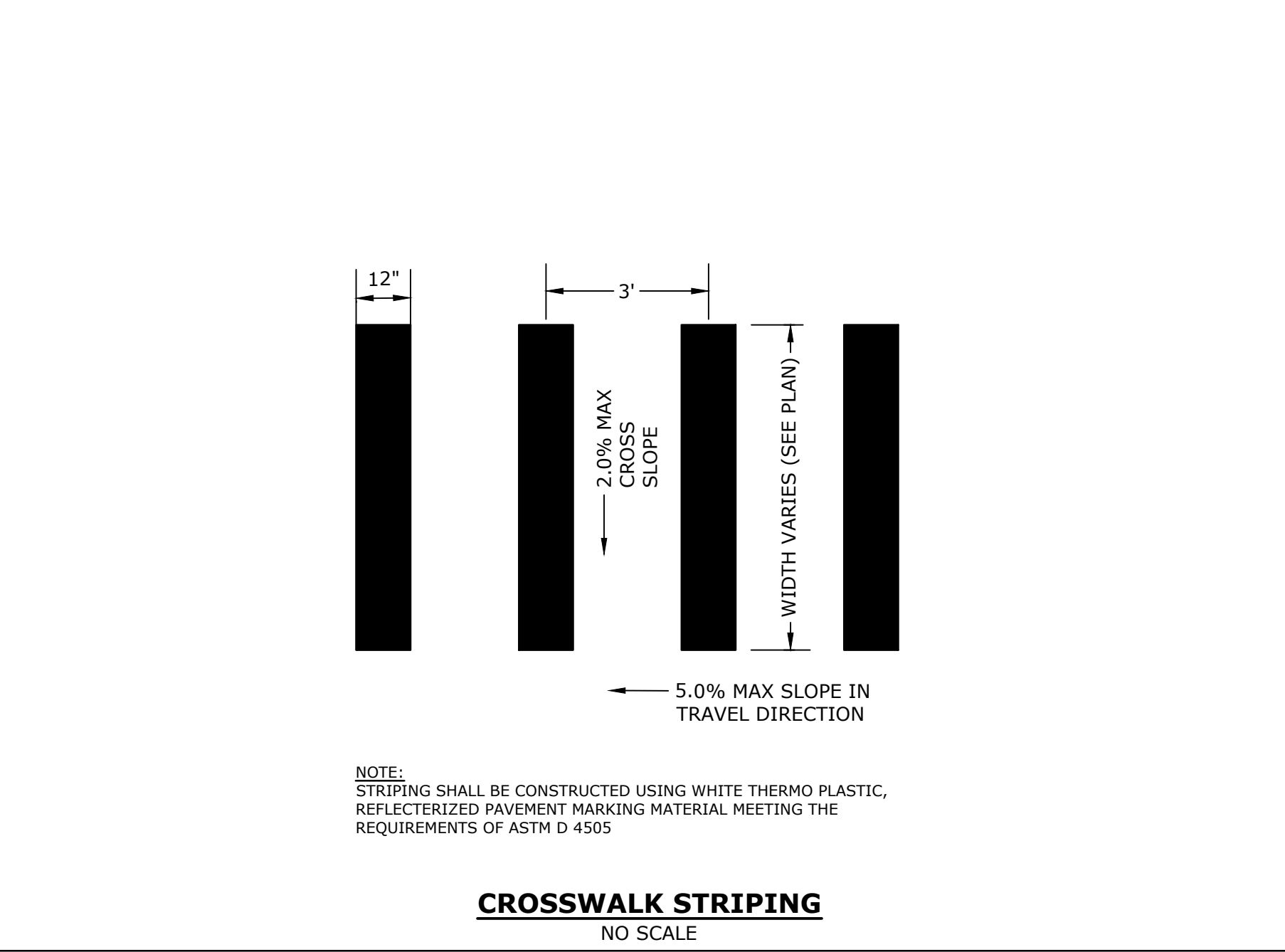
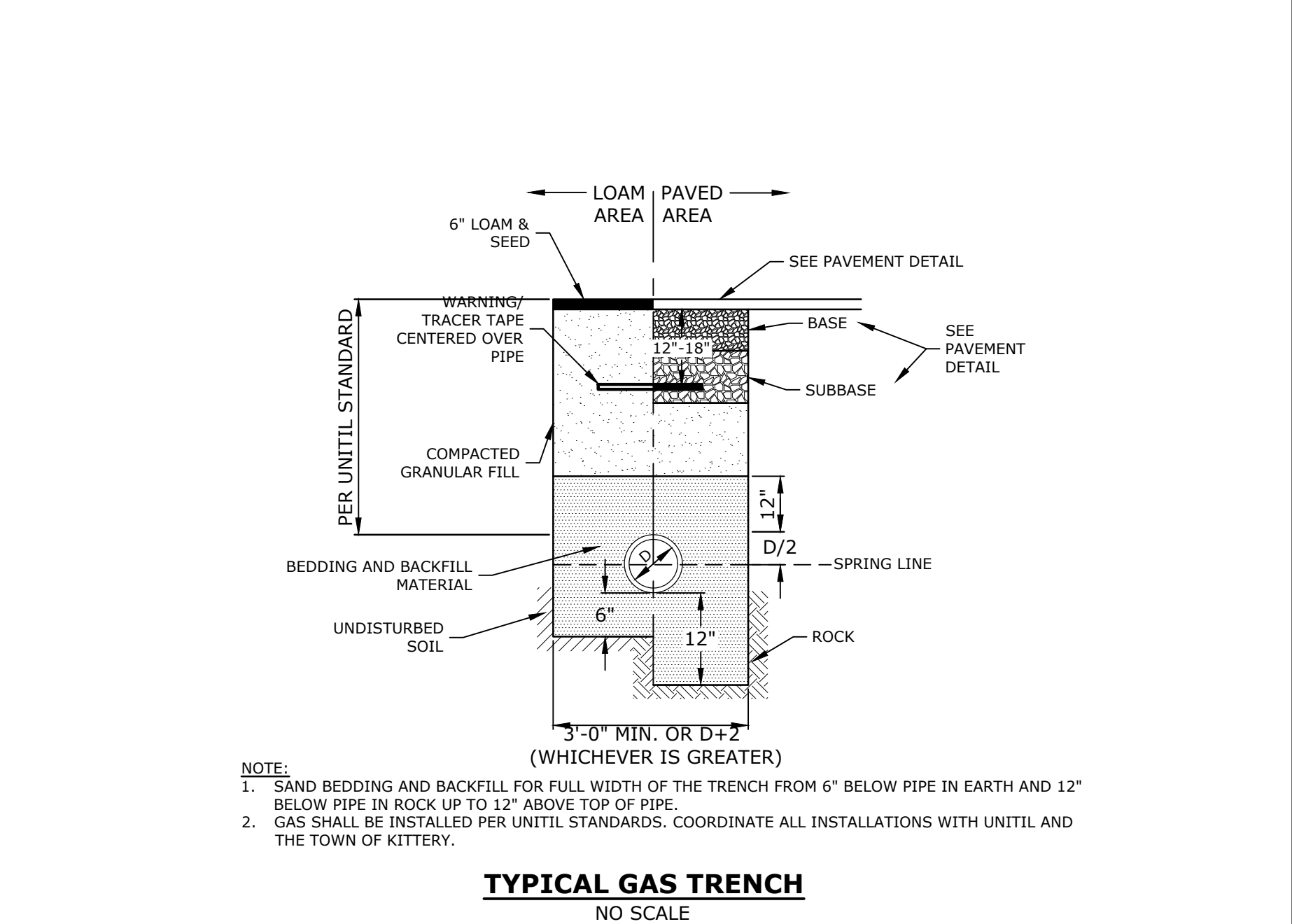
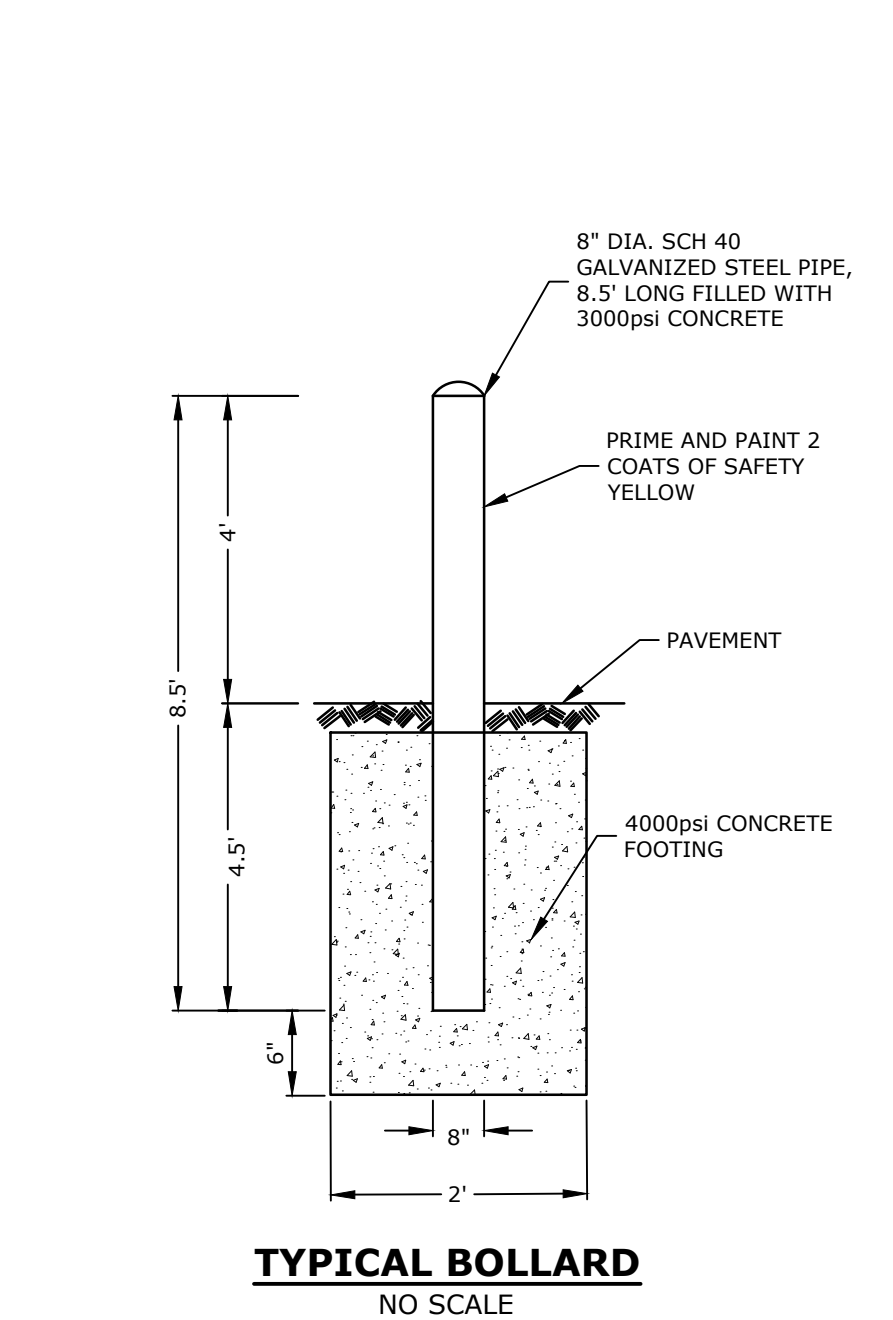
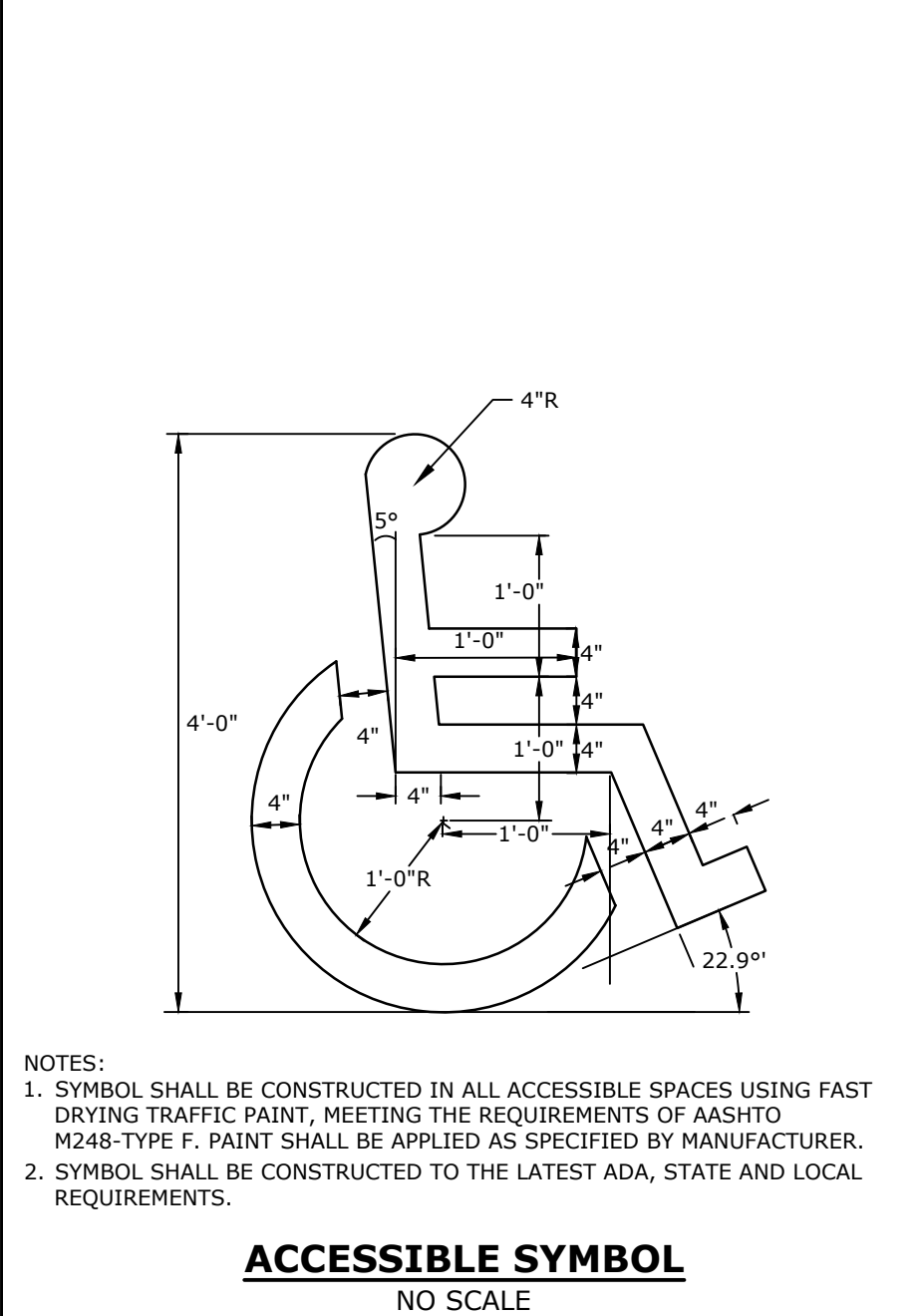
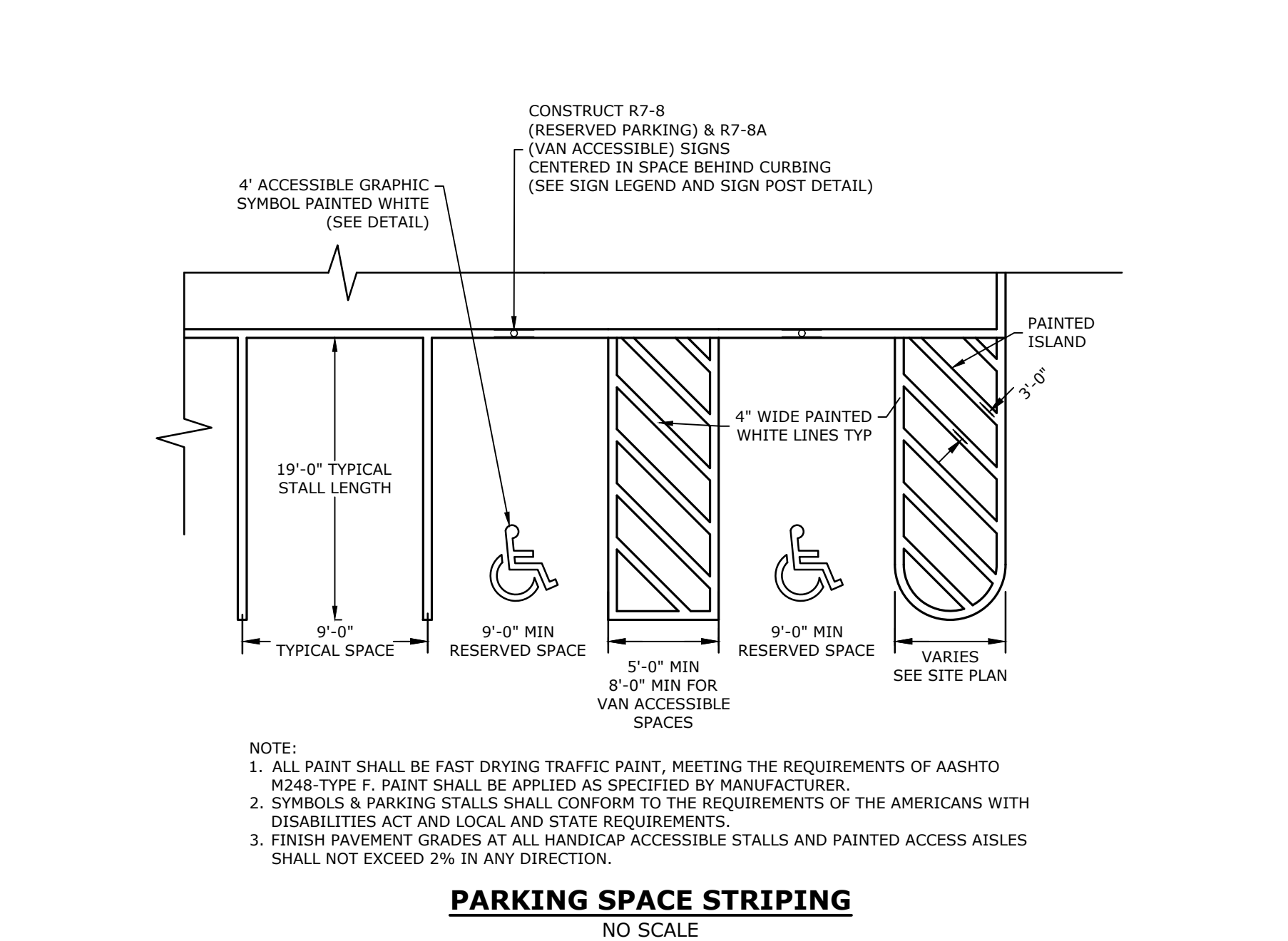
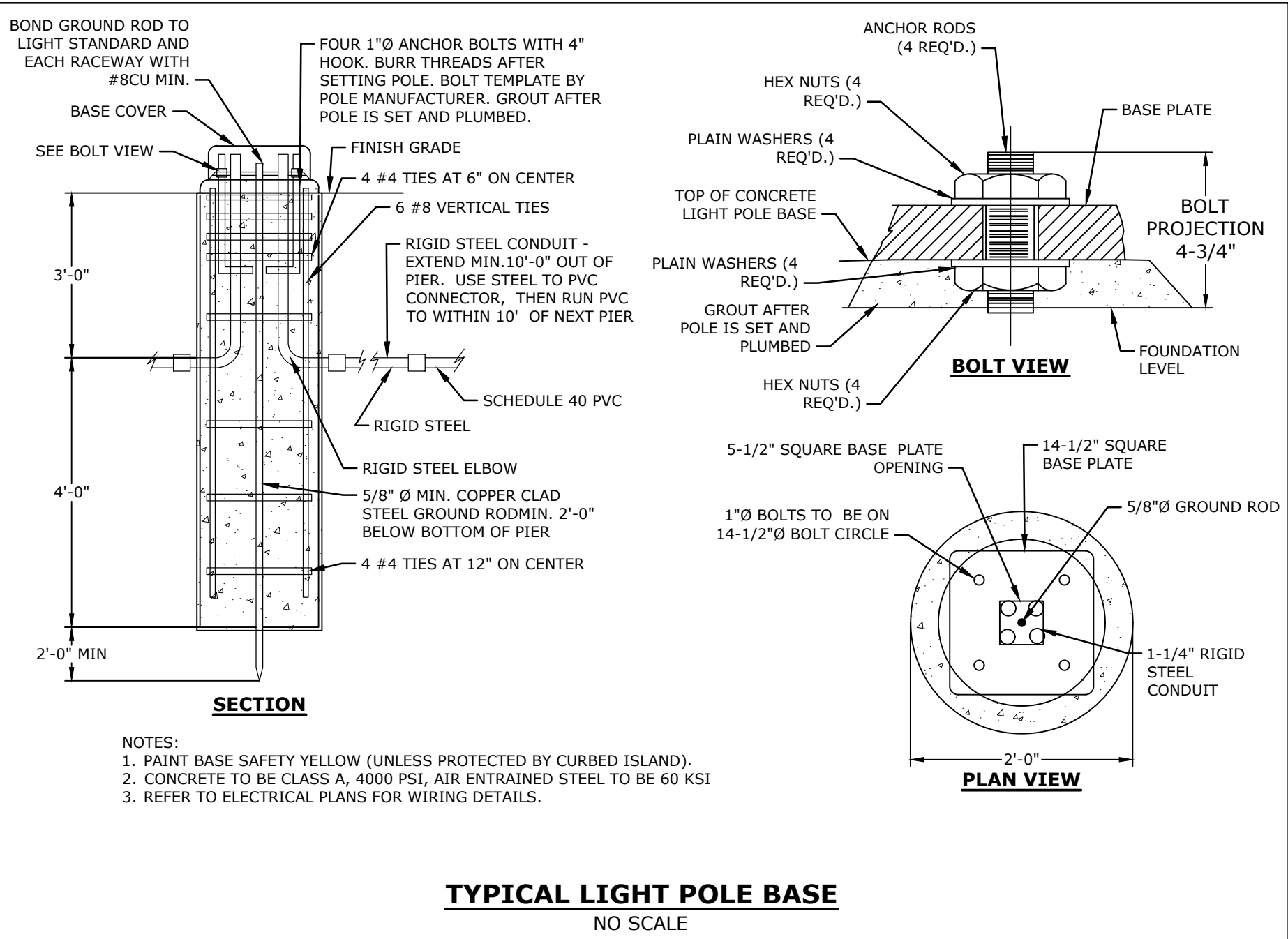
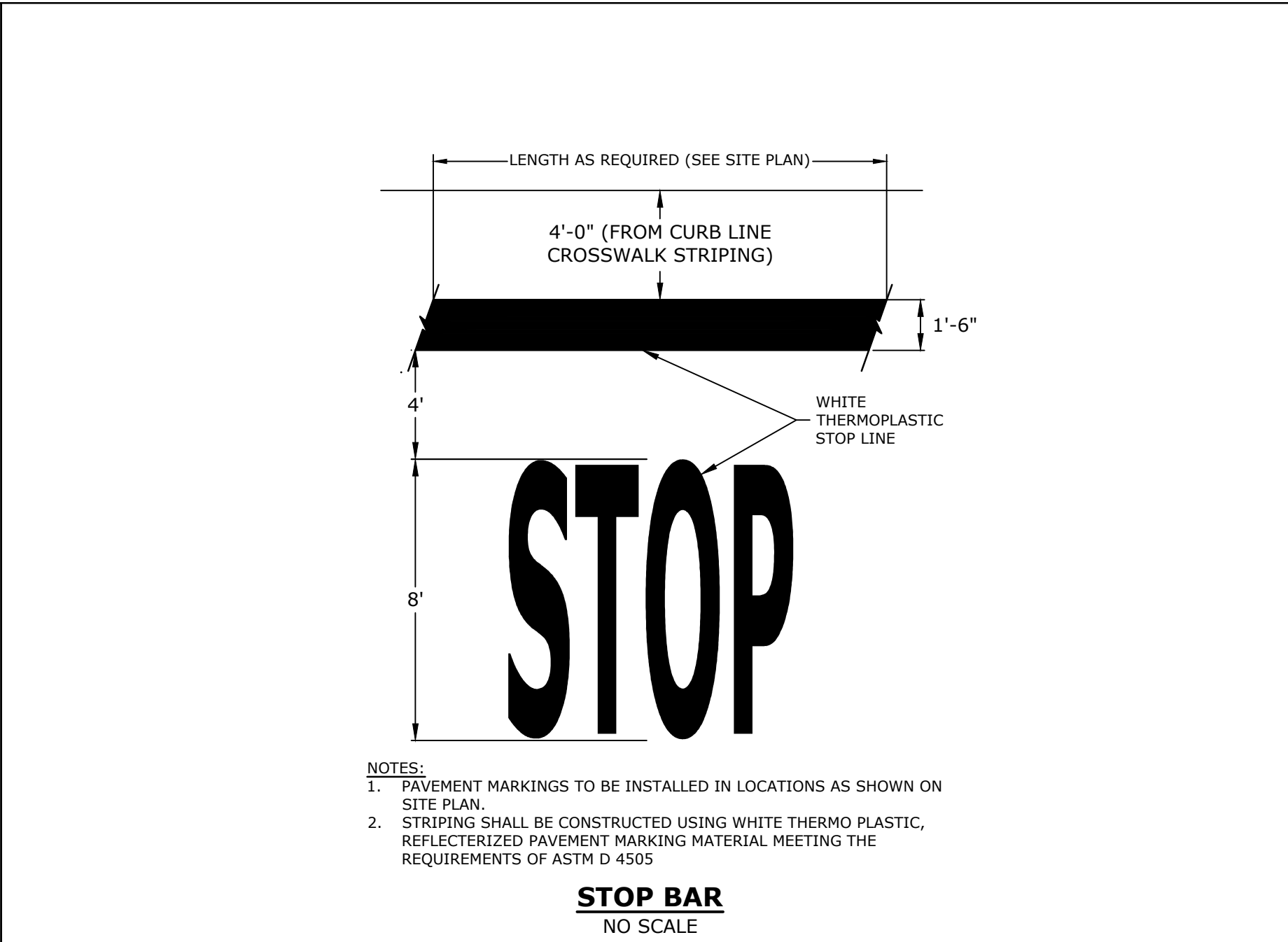
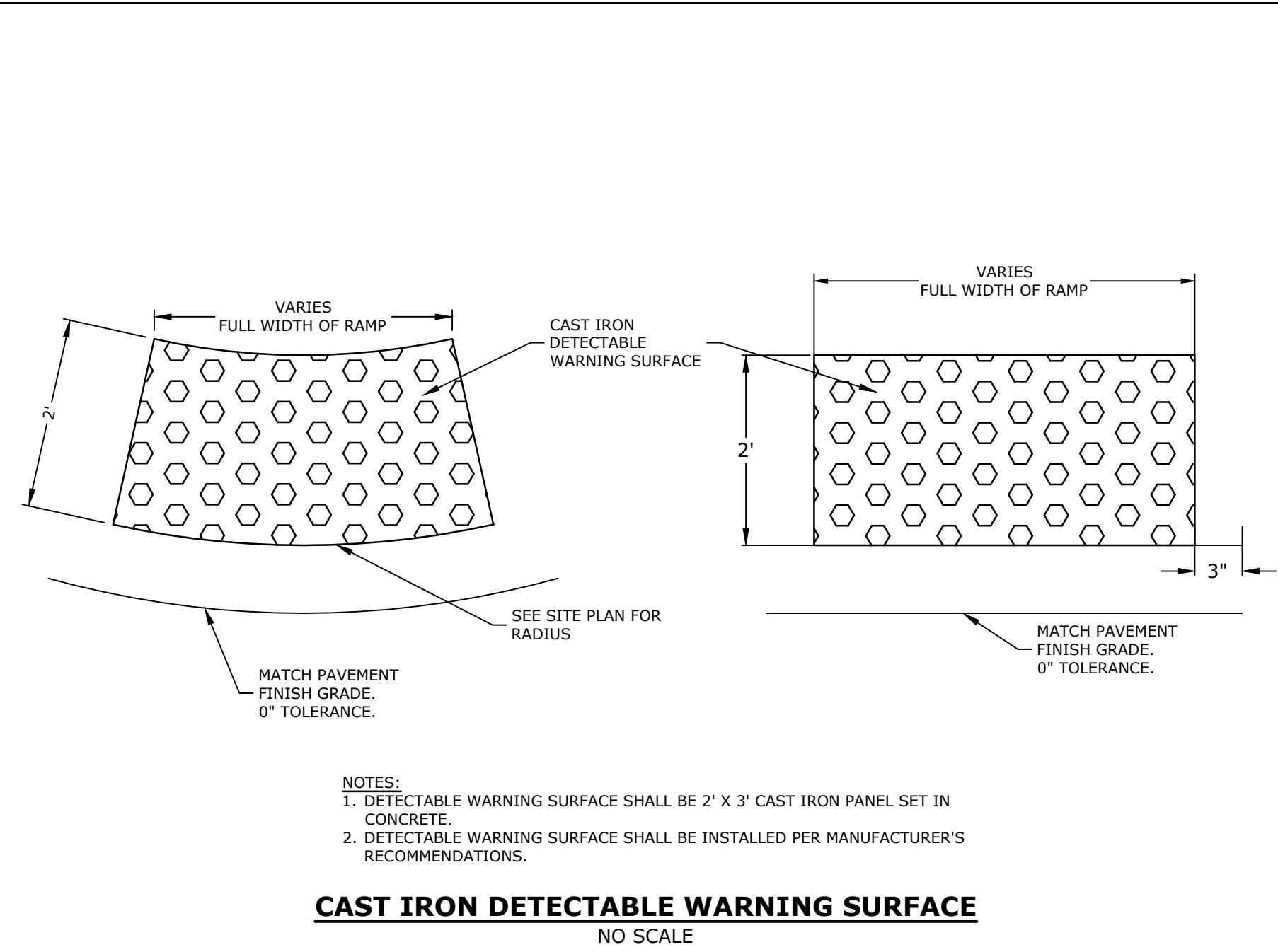
MARK	DATE	DESCRIPTION
B	12/28/2023	Preliminary PB Submission
A	10/5/2023	Preliminary Site Plan Review

PROJECT NO:	T5037-003
DATE:	10/5/2023
FILE:	T5037-003_C-DETAIL.DWG
DRAWN BY:	CML
CHECKED:	NAH
APPROVED:	PMC

DETAILS SHEET

SCALE: AS SHOWN

C-502



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Kittery Mixed-Use Development

Two International Group

283 US Route 1
Kittery, Maine

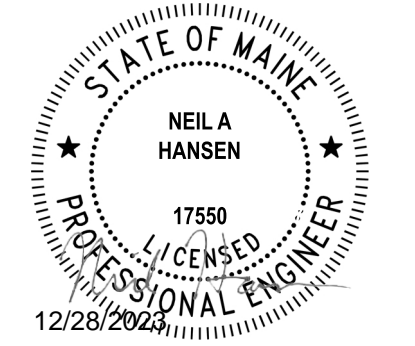
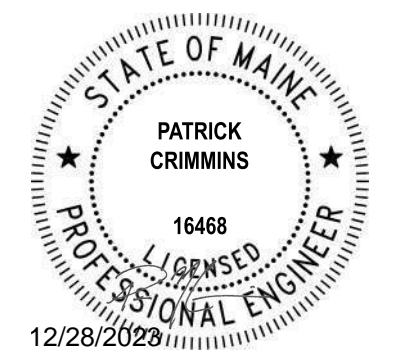
MARK	DATE	DESCRIPTION
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PROJECT NO: T5037-003
DATE: 10/5/2023
FILE: T5037-003_C-DETAIL.DWG
DRAWN BY: CML
CHECKED: NAH
APPROVED: PMC

DETAILS SHEET

SCALE: AS SHOWN

C-503



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Kittery Mixed-Use Development

Two International Group

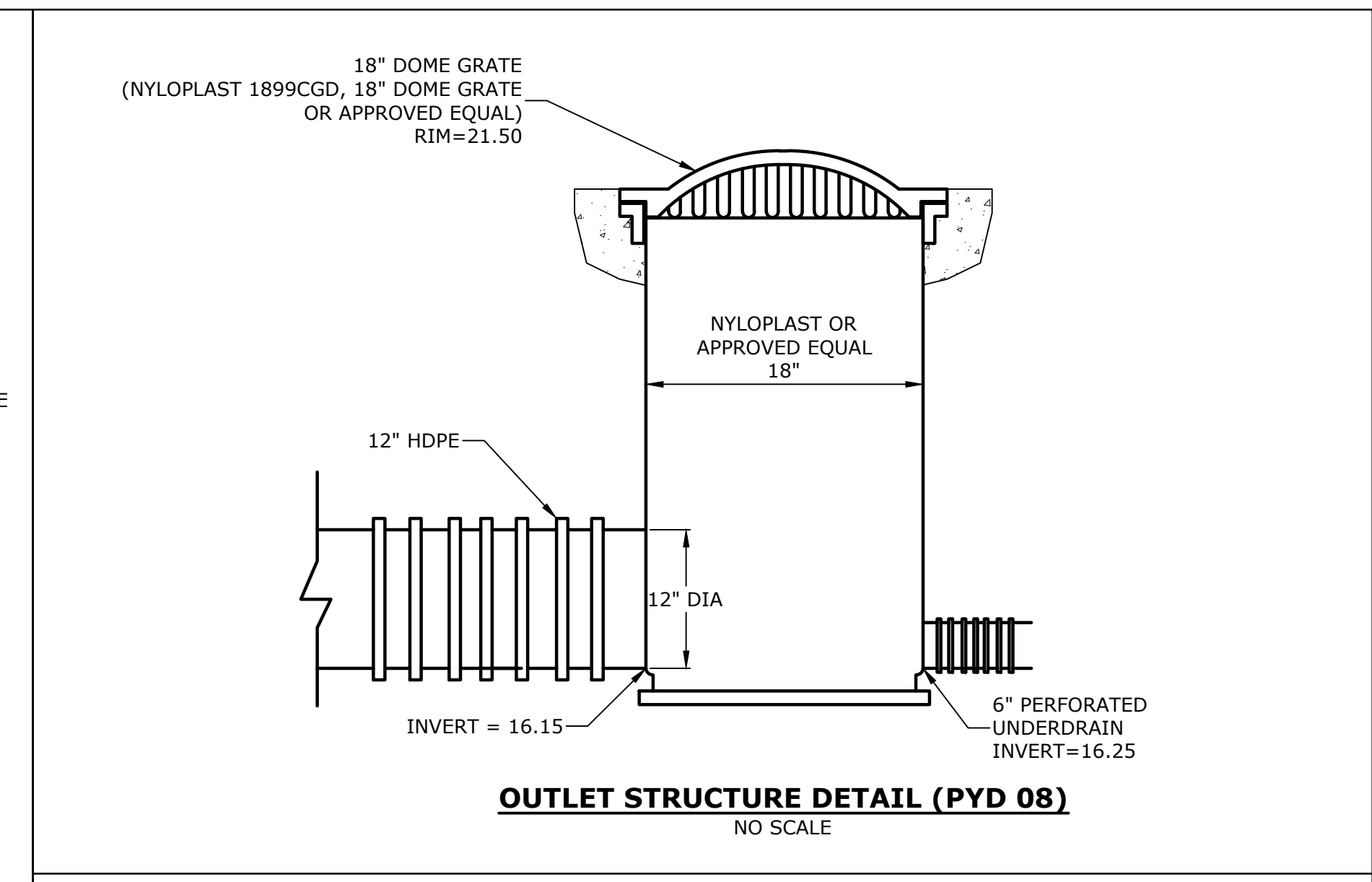
283 US Route 1
Kittery, Maine

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B	12/28/2023	Preliminary PB Submission
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PROJECT NO:	T5037-003	
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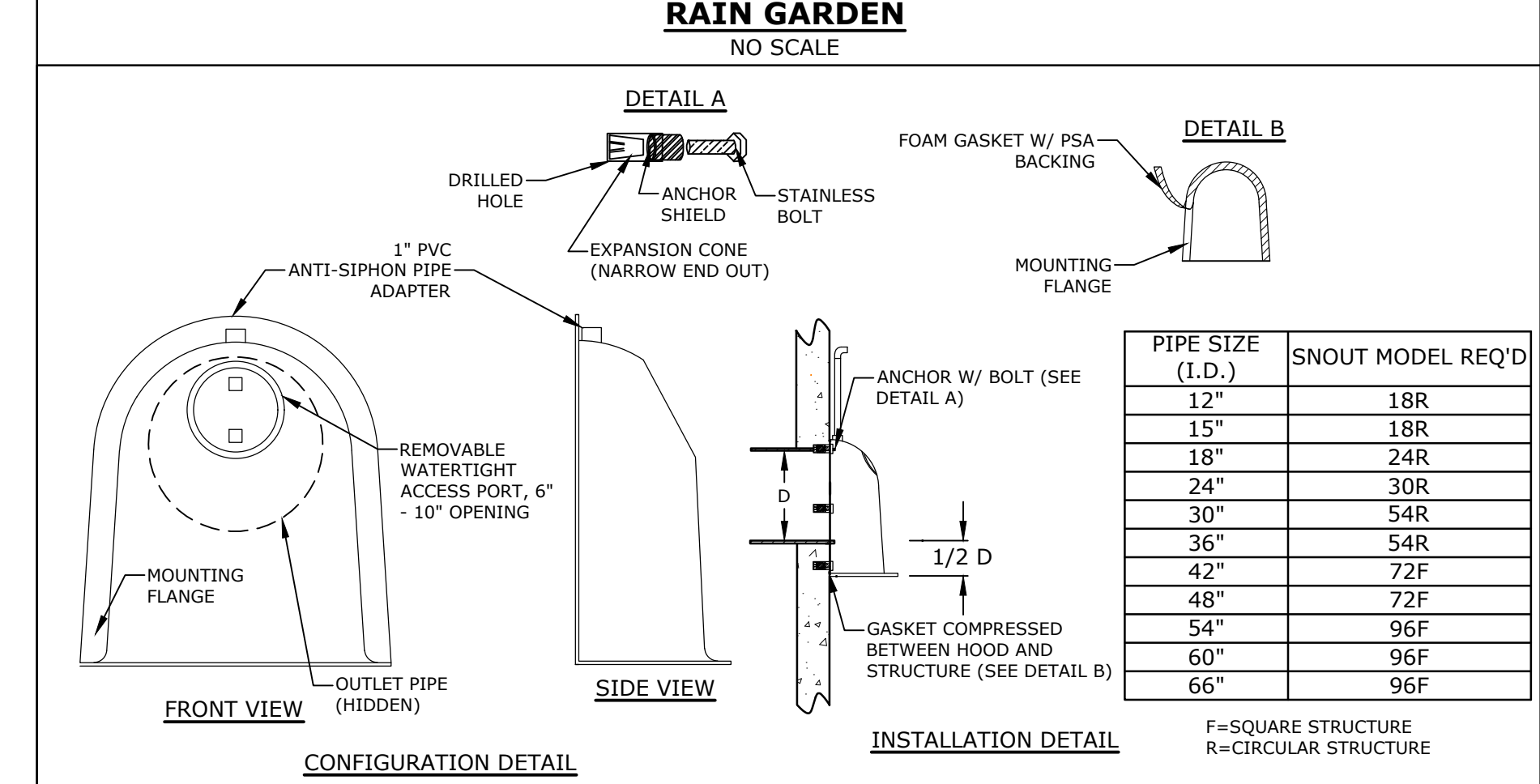
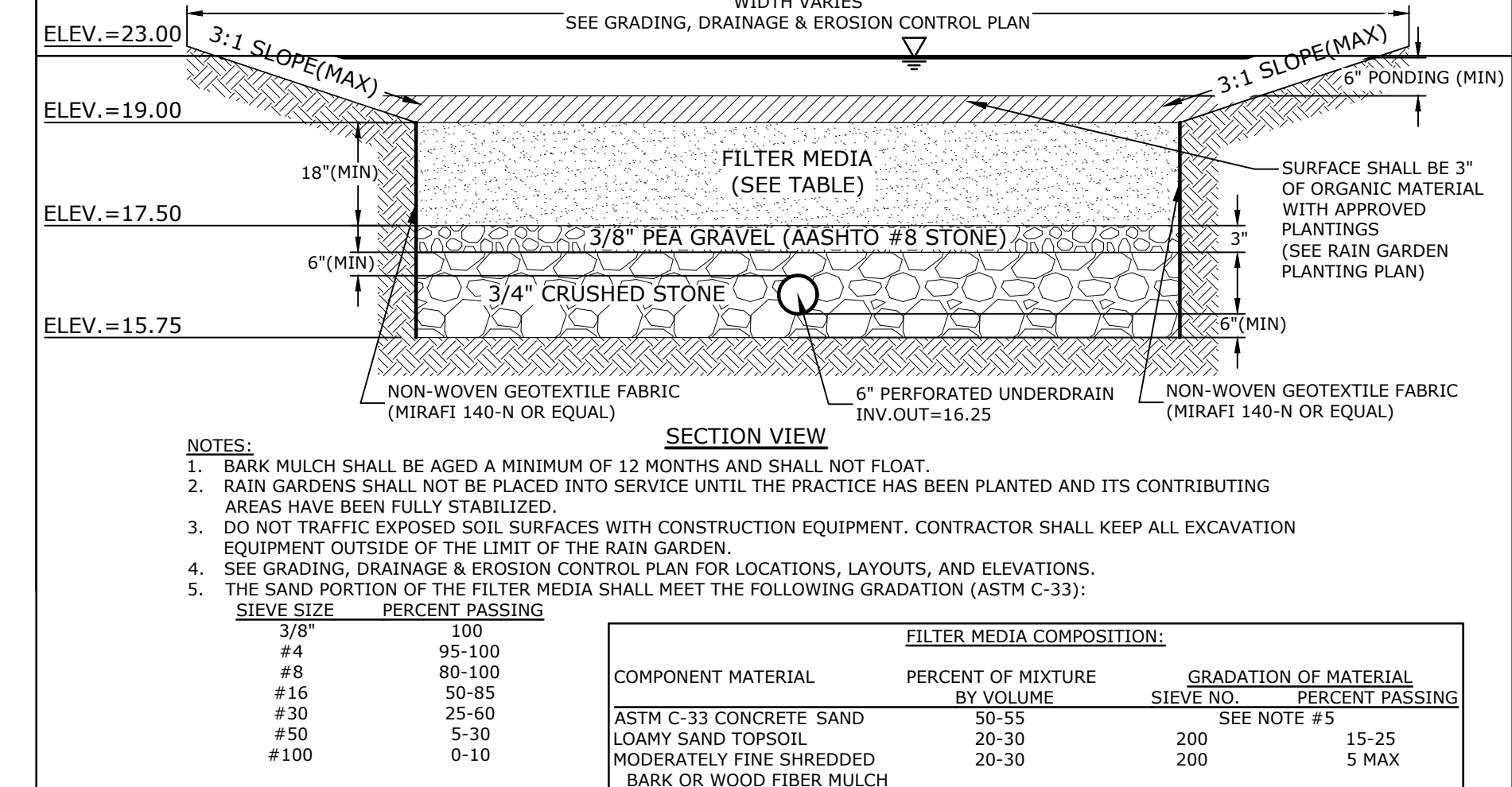
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SCALE: AS SHOWN

C-504

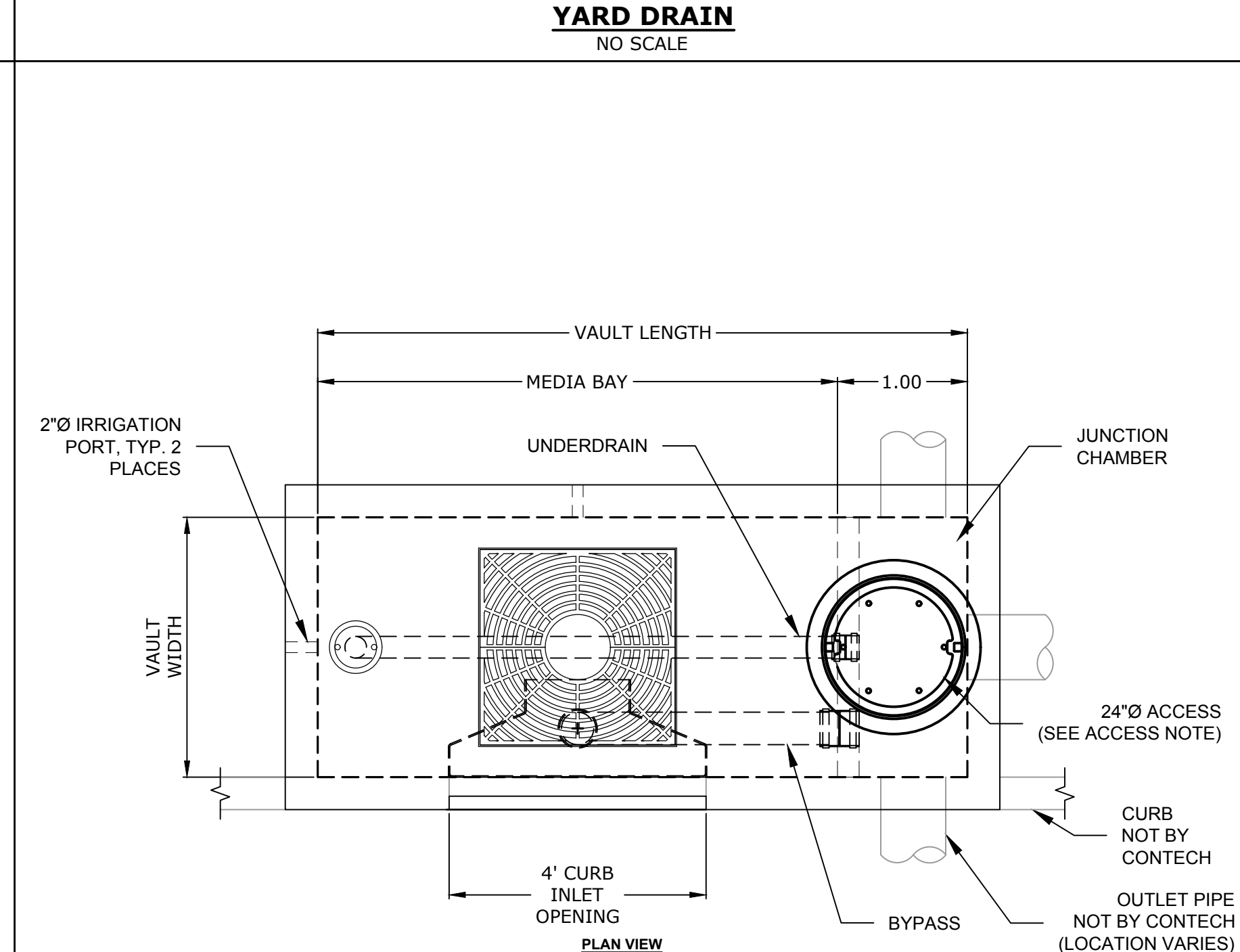
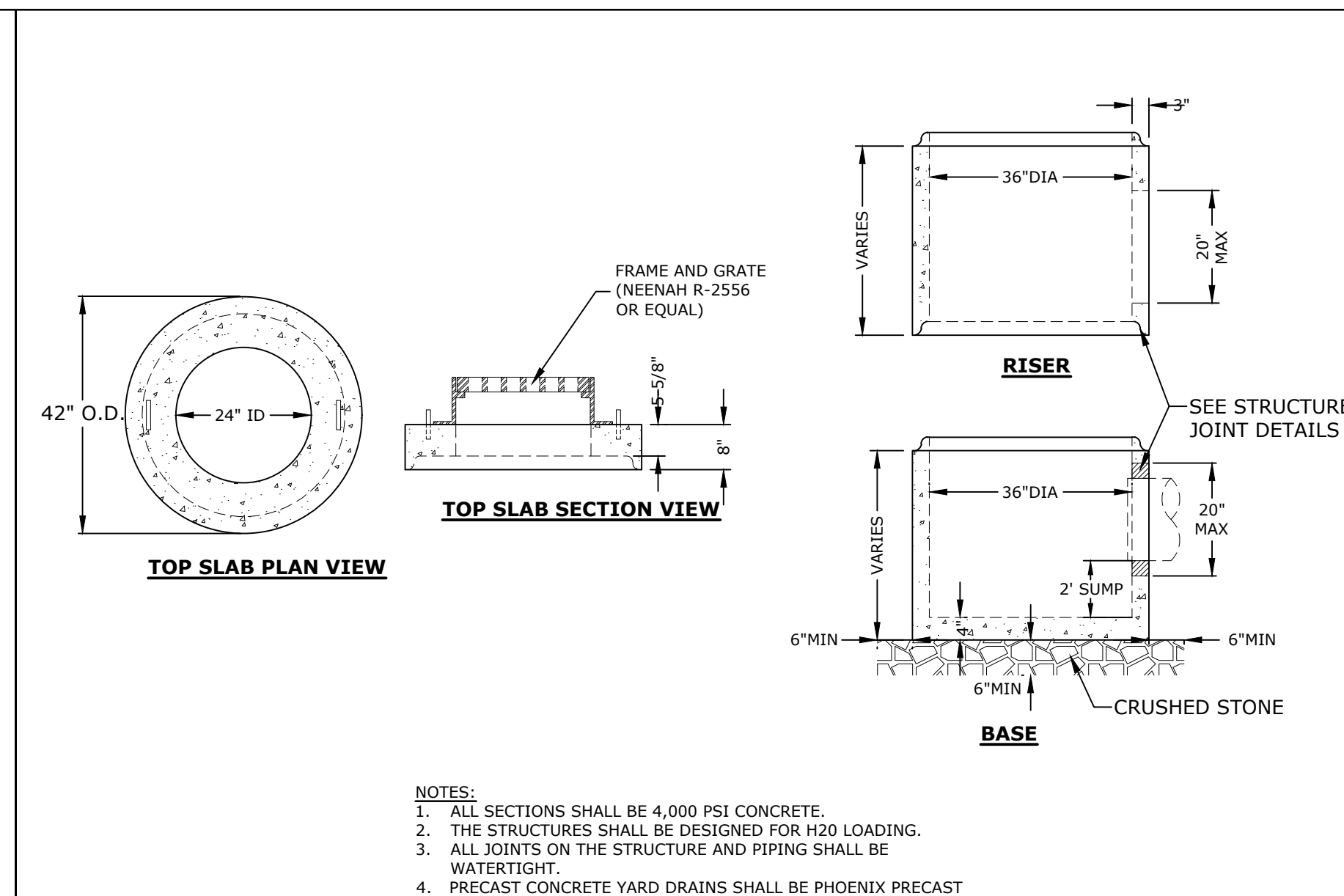


RAIN GARDEN INSPECTION/MAINTENANCE REQUIREMENTS		
INSPECTION/MAINTENANCE	FREQUENCY	ACTION
MONITOR TO ENSURE THAT RAIN GARDENS FUNCTION EFFECTIVELY AFTER STORMS	TWO (2) TIMES ANNUALLY AND AFTER ANY RAINFALL EVENT EXCEEDING 2.5" IN A 24-HR PERIOD	<ul style="list-style-type: none"> TRASH AND DEBRIS TO BE REMOVED ANY REQUIRED MAINTENANCE SHALL BE ADDRESSED
INSPECT VEGETATION	ANNUALLY	<ul style="list-style-type: none"> INSPECT THE CONDITION OF ALL RAIN GARDEN VEGETATION PRUNE BACK OVERGROWTH REPLACE DEAD VEGETATION REMOVE ANY INVASIVE SPECIES
INSPECT DRAWDOWN TIME:	ANNUALLY	<ul style="list-style-type: none"> ASSESS THE CONDITION OF THE FACILITY TO DETERMINE MEASURES REQUIRED TO RESTORE THE FILTRATION FUNCTION, INCLUDING BUT NOT LIMITED TO REMOVAL OF ACCUMULATED SEDIMENTS OR RECONSTRUCTION OF THE FILTER THE SYSTEM SHALL DRAWDOWN WITHIN 48-HOURS FOLLOWING A RAINFALL EVENT.

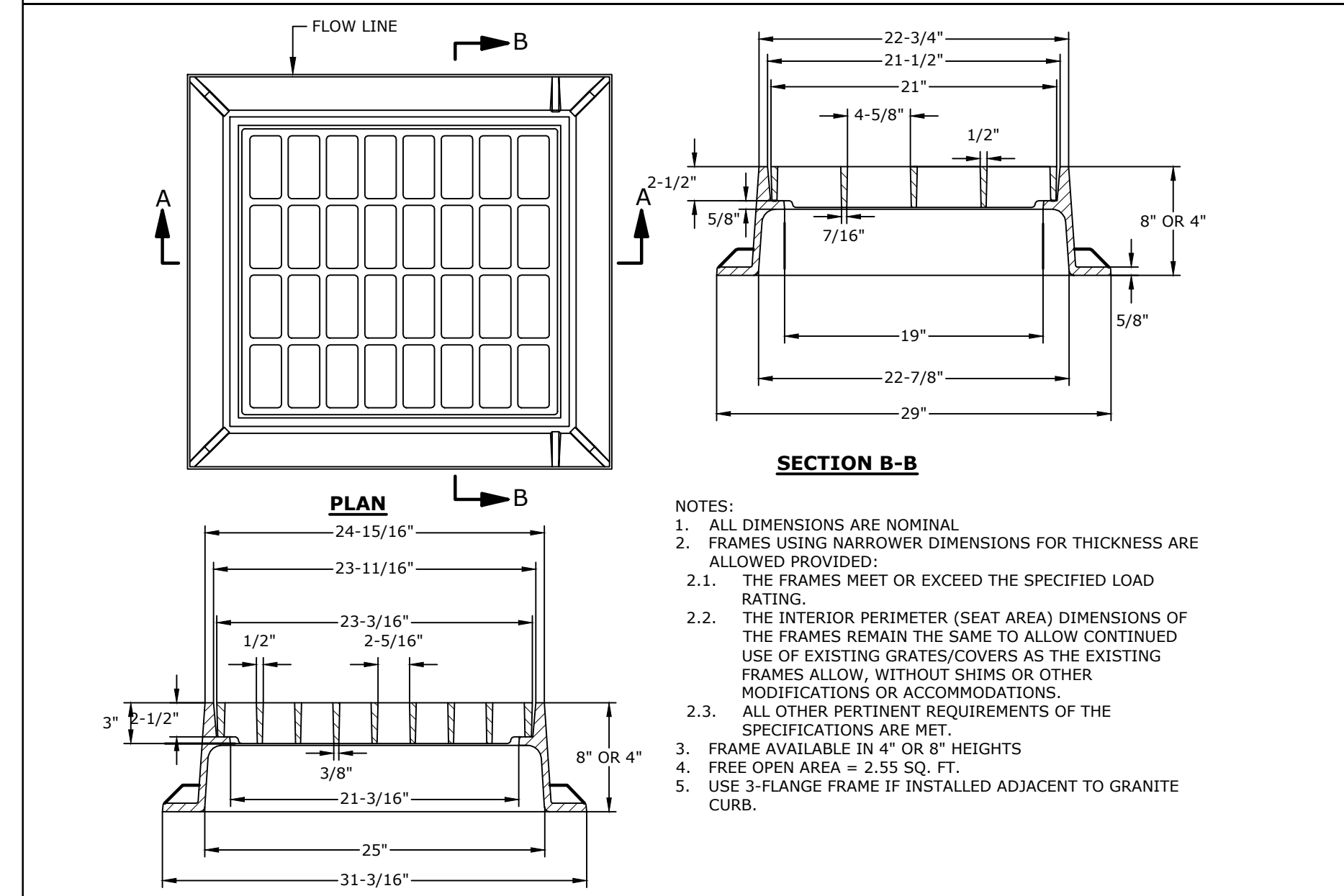
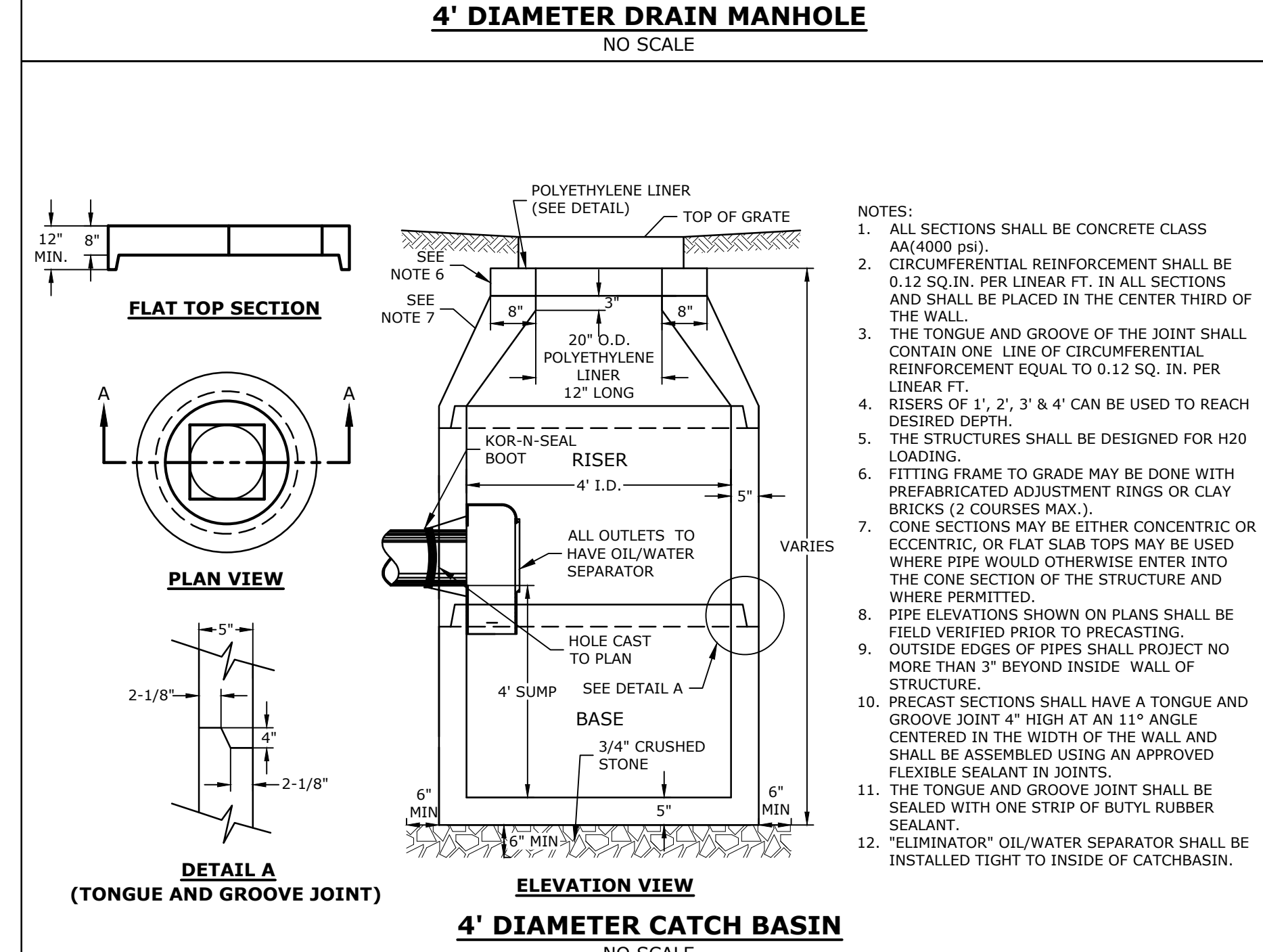
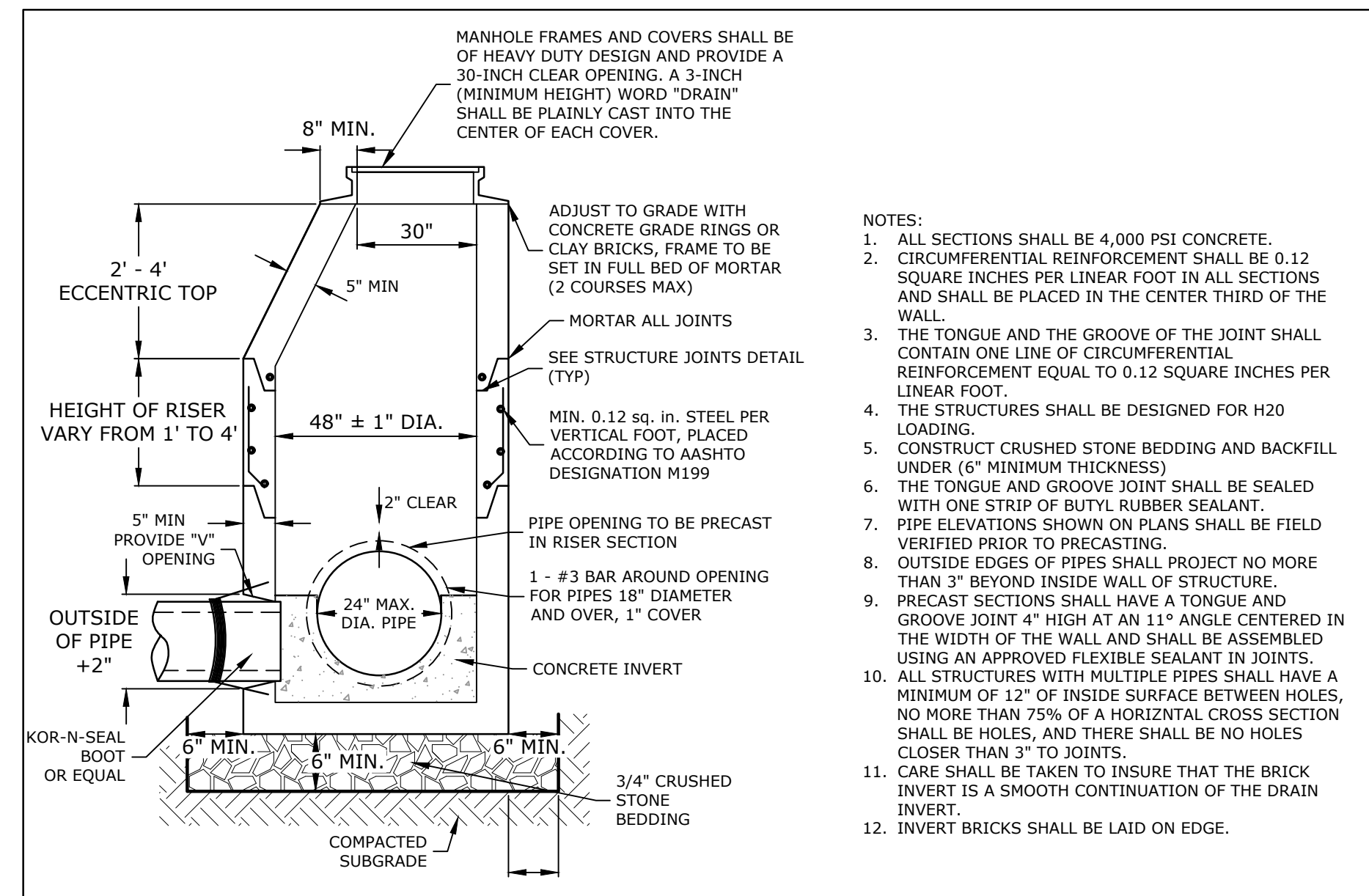


PIPE SIZE (I.D.)	SNOUT MODEL REQ'D
12"	18R
15"	18R
18"	24R
24"	30R
30"	54R
36"	54R
42"	72F
48"	72F
54"	96F
60"	96F
66"	96F

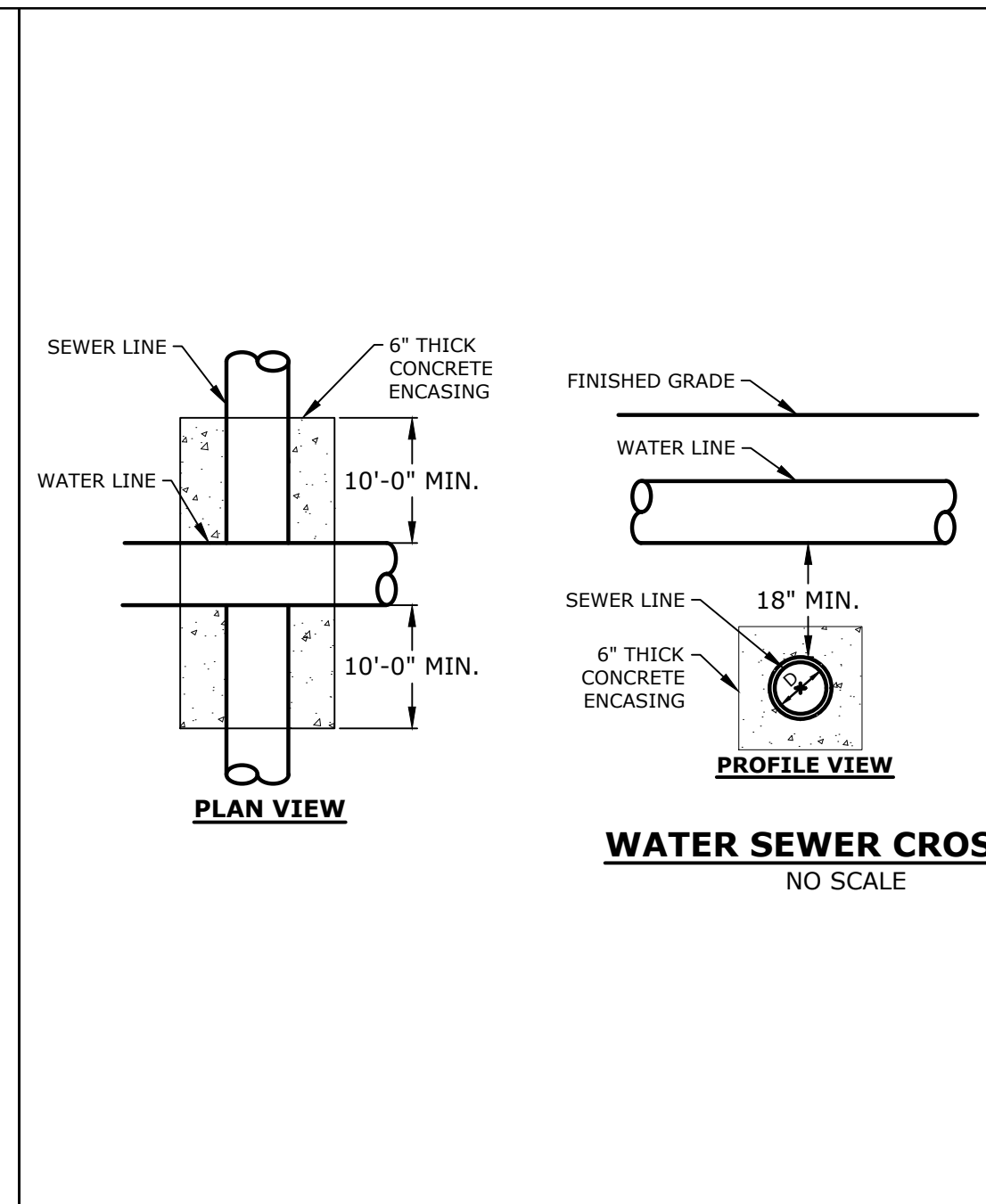
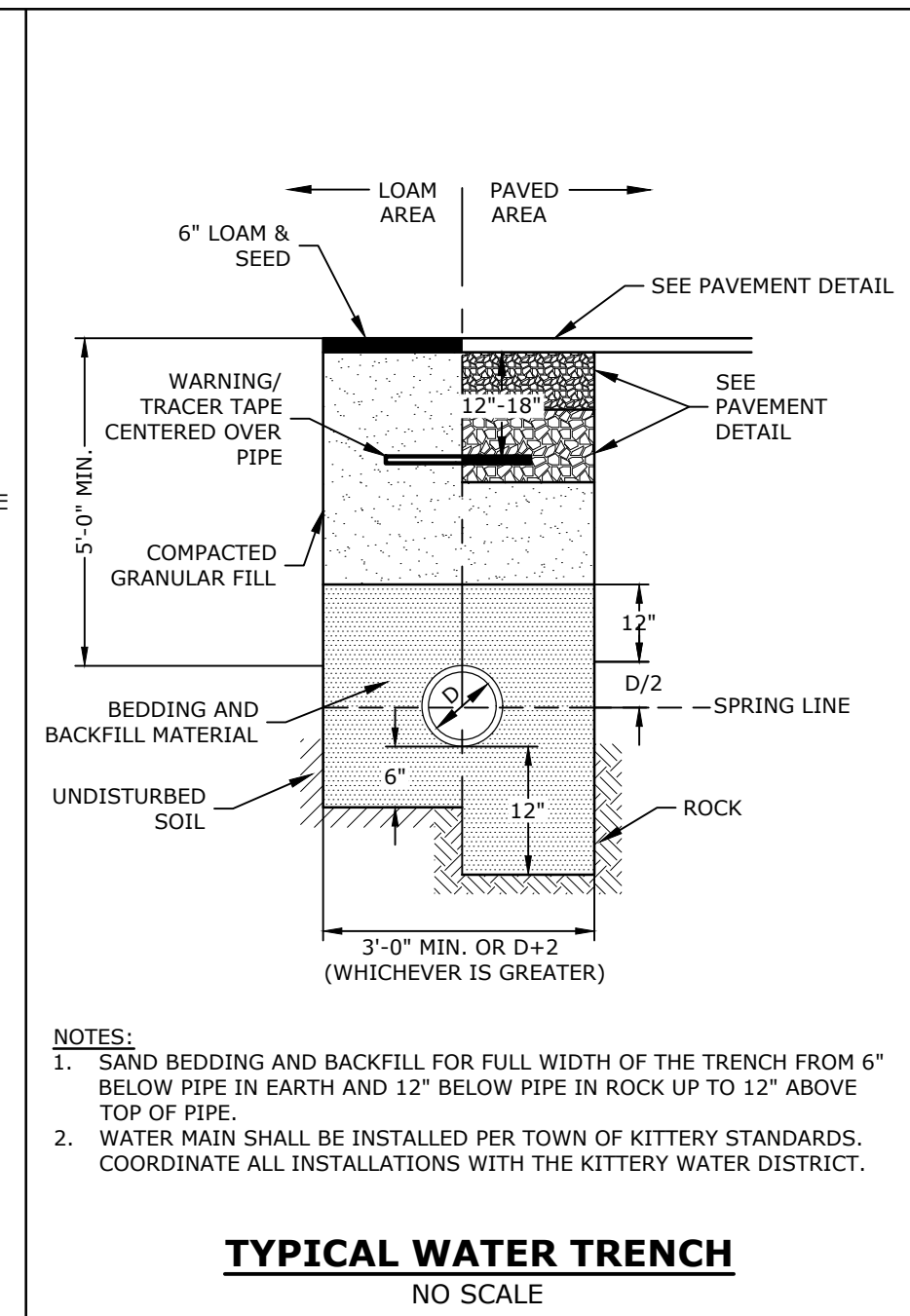
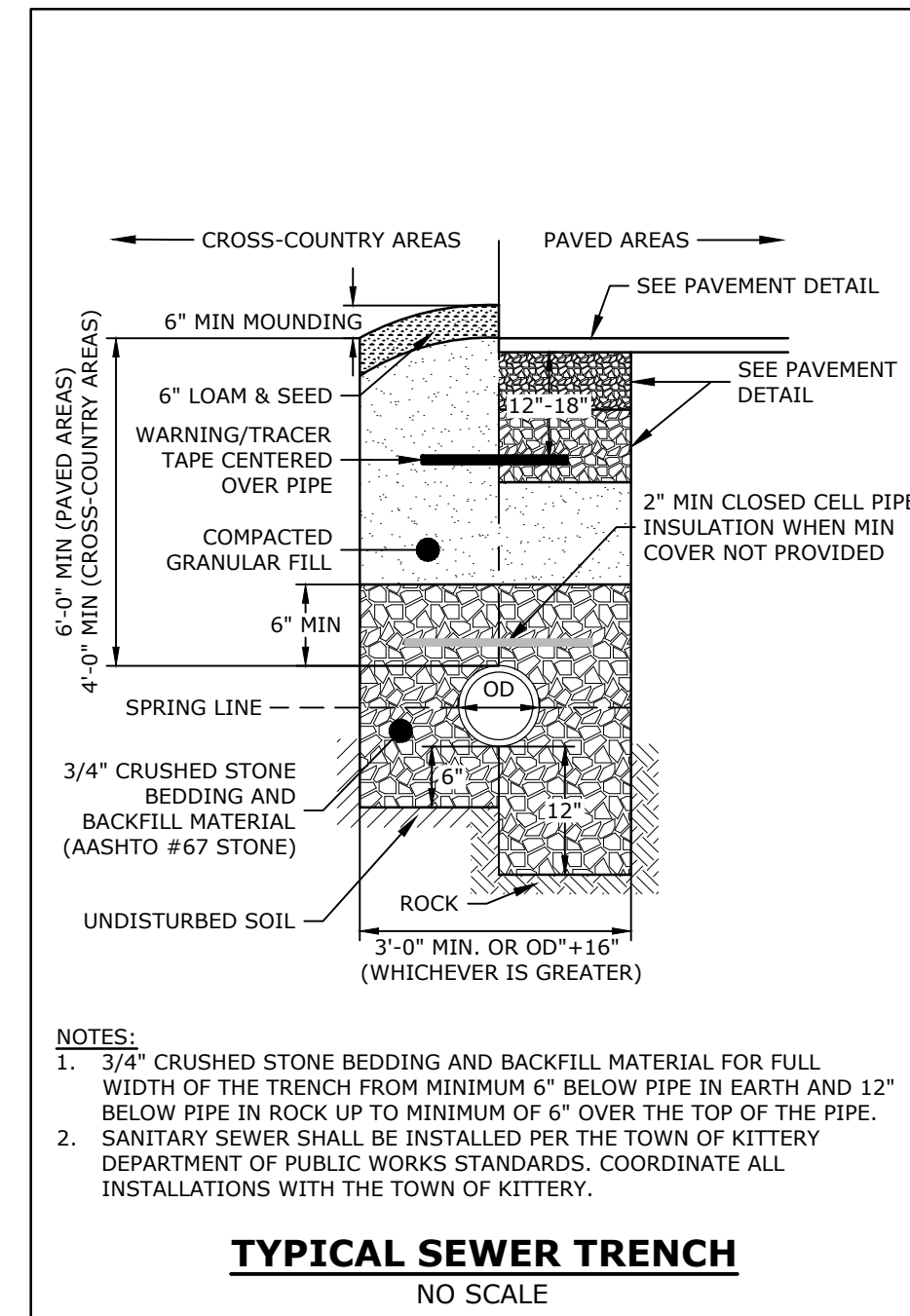
F=SQUARE STRUCTURE
R=CIRCULAR STRUCTURE



DESIGNATION	TREE BOX FILTER NUMBER	MEDIA BAY SIZE	VAULT SIZE (L x W)	MAX. OUTLET/BYPASS PIPE DIA. (REF.)	MAX. BYPASS FLOW (CFS)	UNDERDRAIN PIPE DIA. (REF.)	TREE GRATE QTY. & SIZE
FTIBC0806-C	1-9	8' X 6'	10' X 6'	10" SDR 35	2.37	4" SDR 35	(1) 4' X 4'

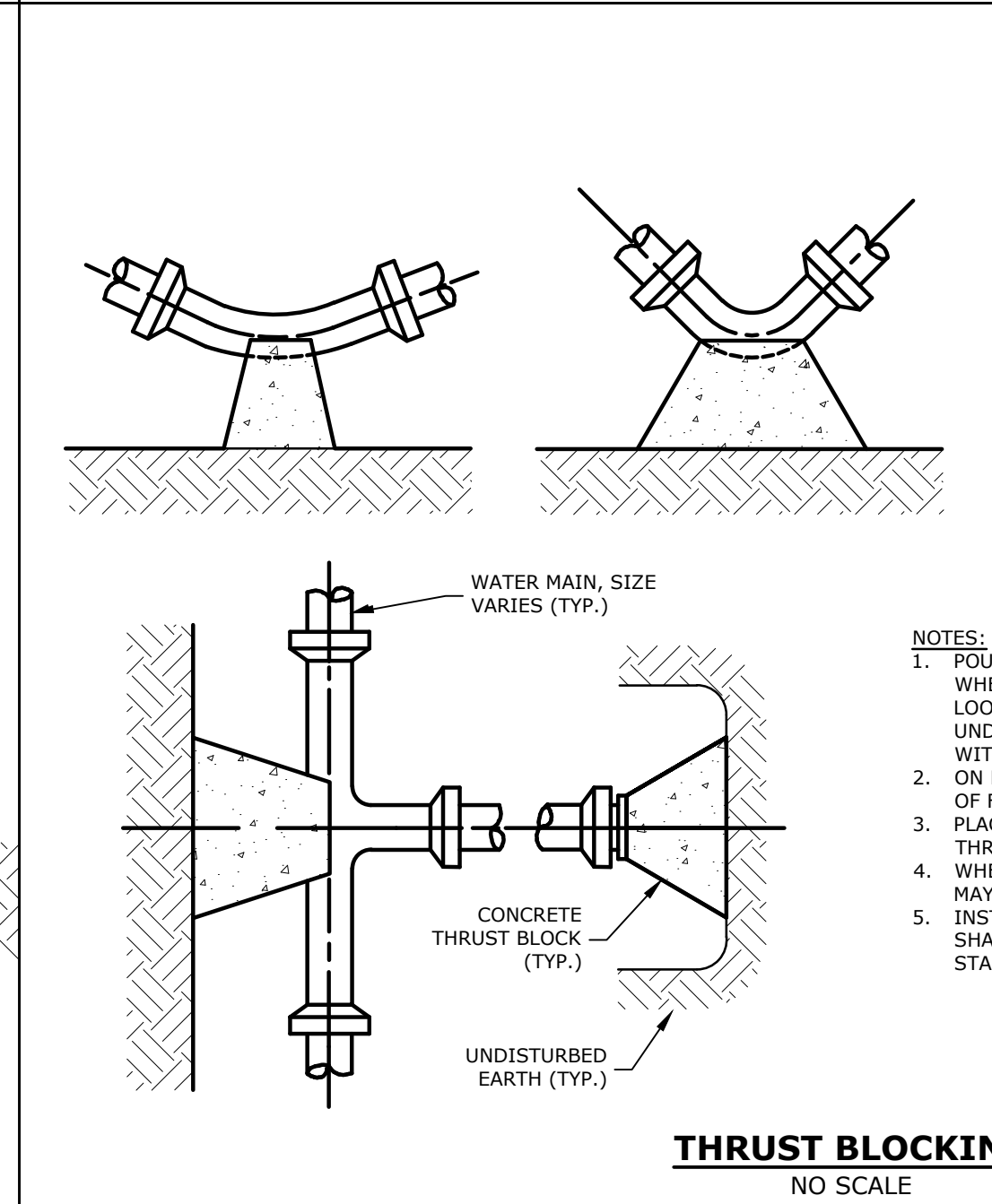
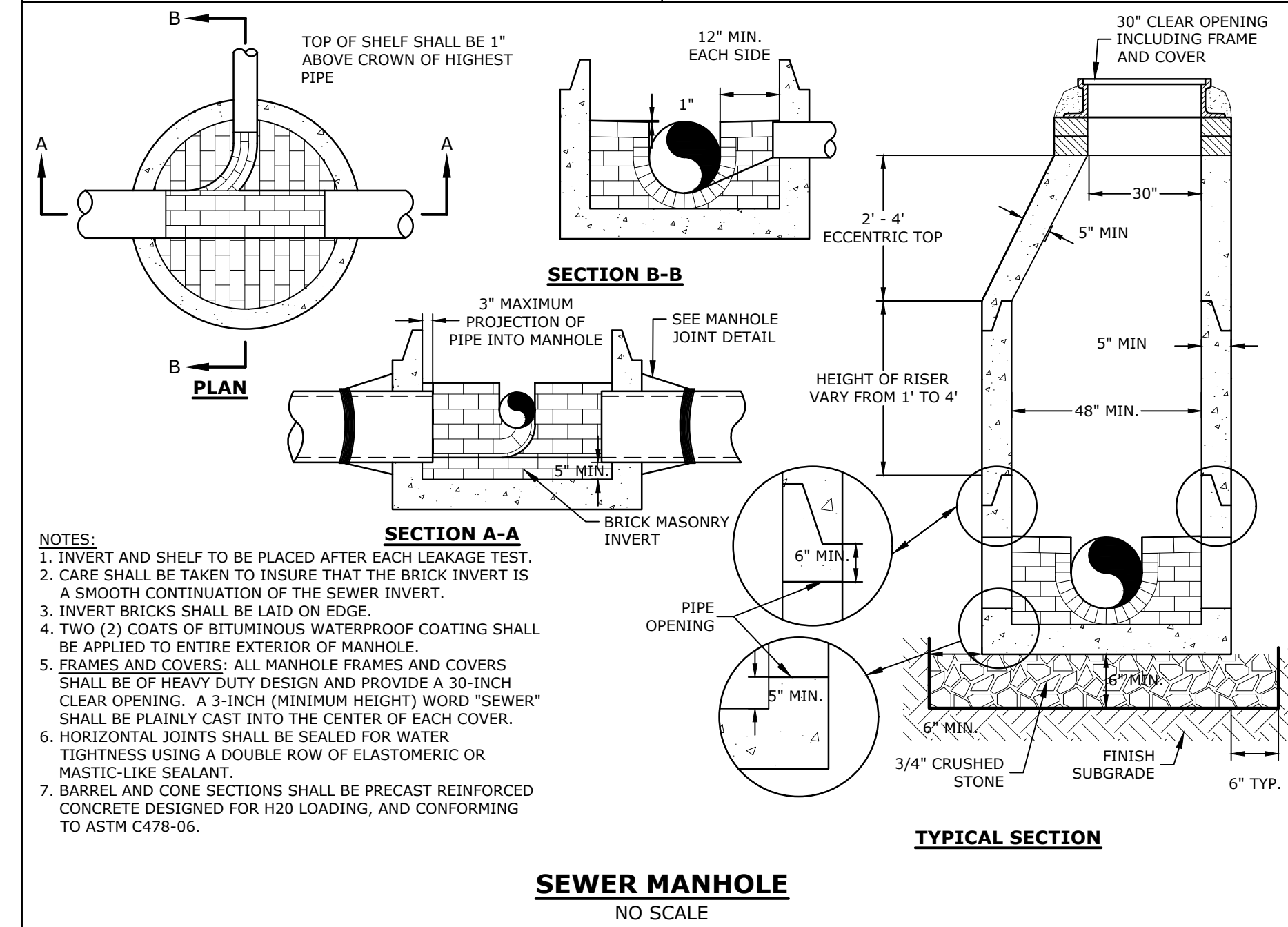
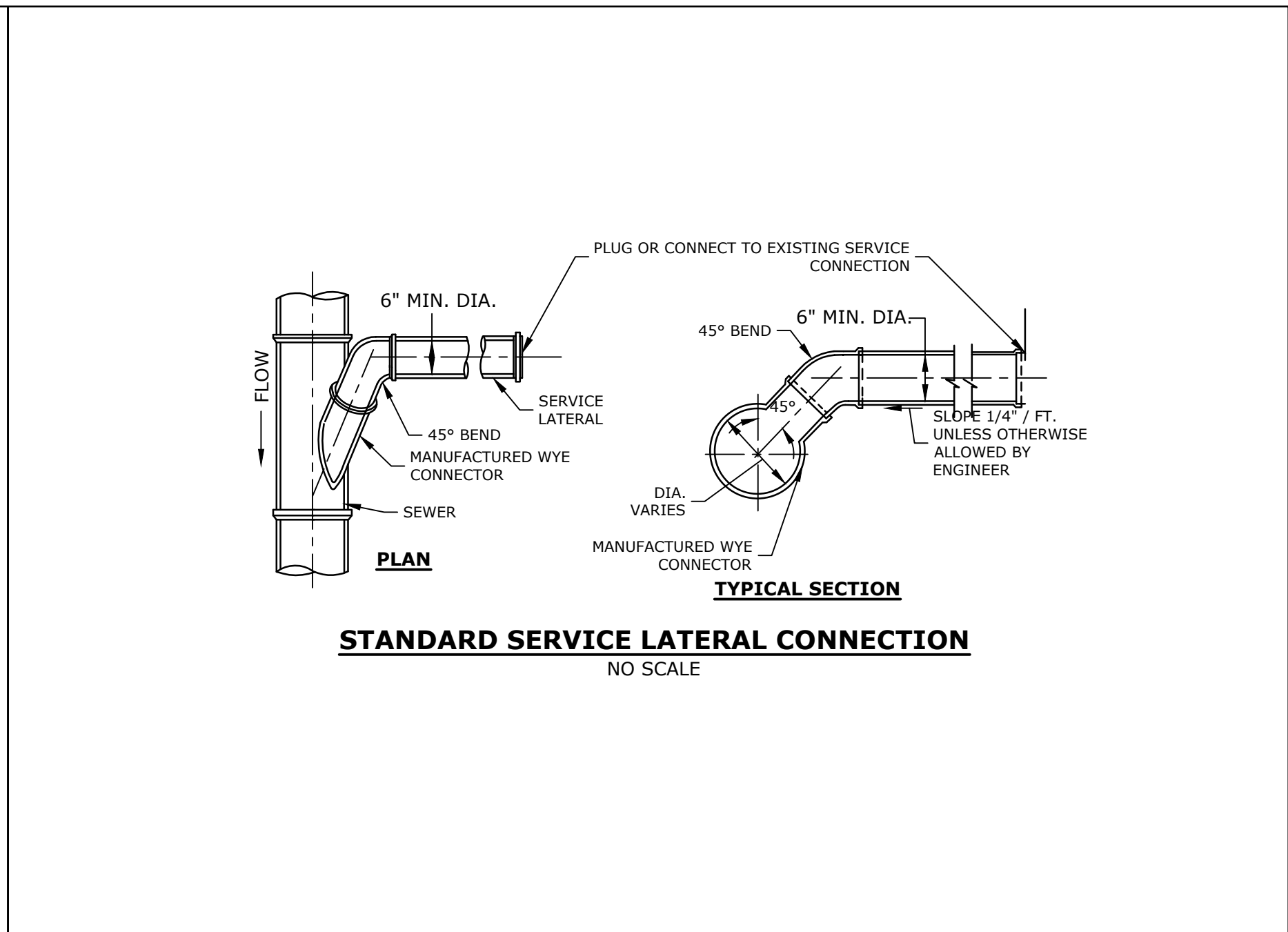


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NOTES:

- A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED FROM ANY EXISTING OR PROPOSED WATER LINE.
- AN 18" MINIMUM EDGE TO EDGE VERTICAL SEPARATION SHALL BE PROVIDED, WITH WATER ABOVE SEWER, AT ALL CROSSINGS.
- SEWER PIPE JOINTS SHALL BE LOCATED AT LEAST 6 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN.
- WHERE AN 18" VERTICAL SEPARATION CANNOT BE PROVIDED, SEWER PIPE SHALL BE CONSTRUCTED USING A SDR 26 PVC PIPE OR ENCASED CONCRETE FOR A MINIMUM DISTANCE OF 10 FEET ON BOTH SIDES OF THE LINE BEING CROSSED, AS SHOWN ABOVE.
- CROSSINGS SHALL CONFORM TO THE TOWN KITTEERY DPW STANDARDS AND SPECIFICATIONS.



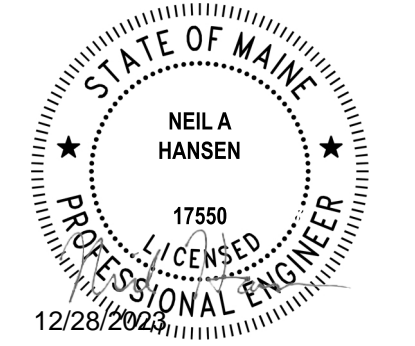
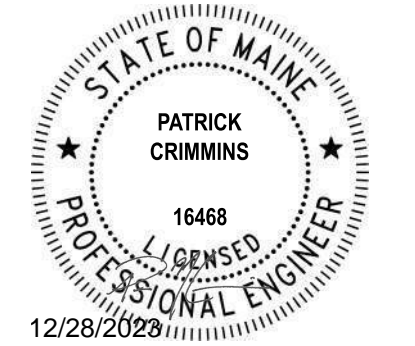
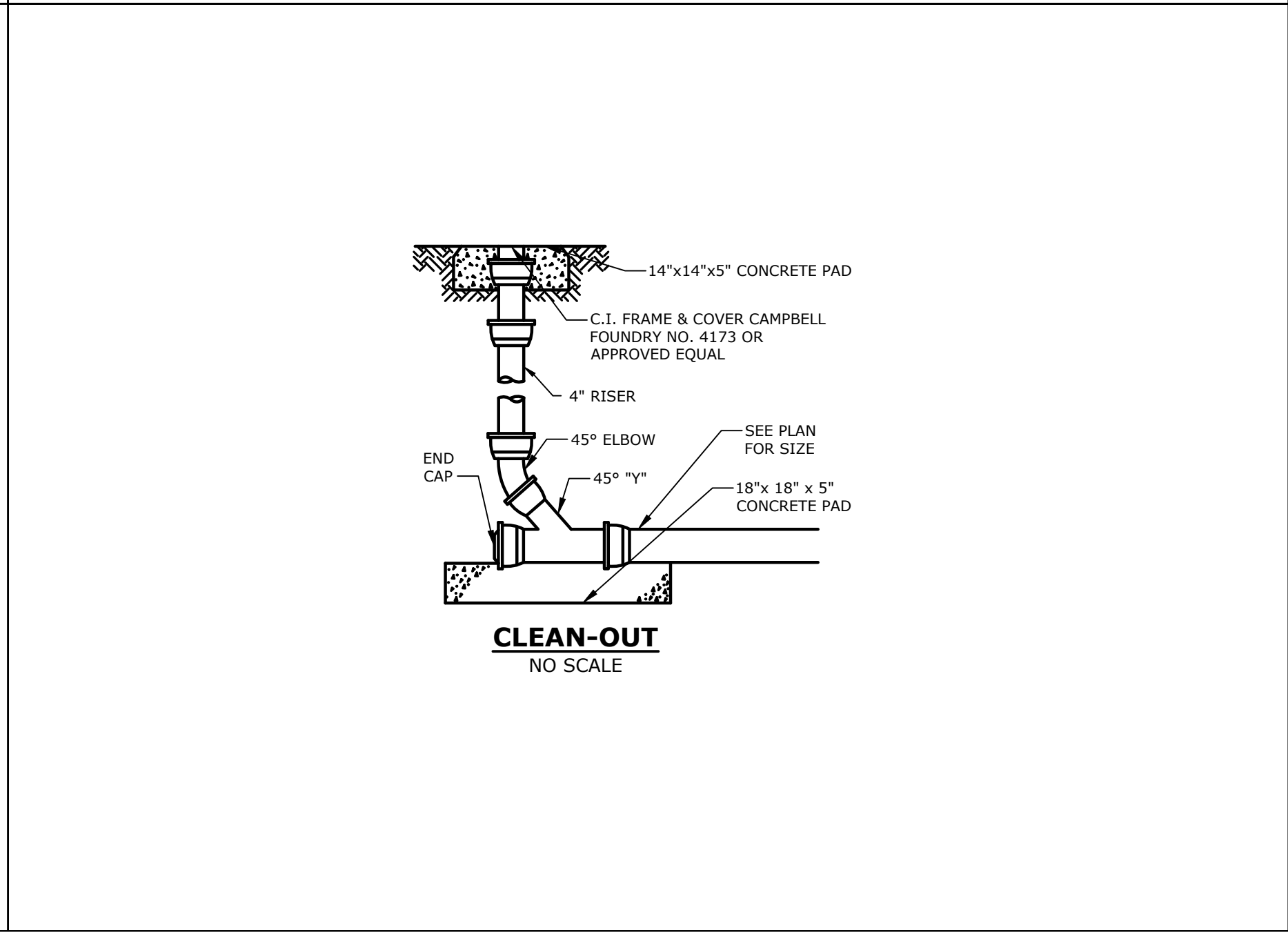
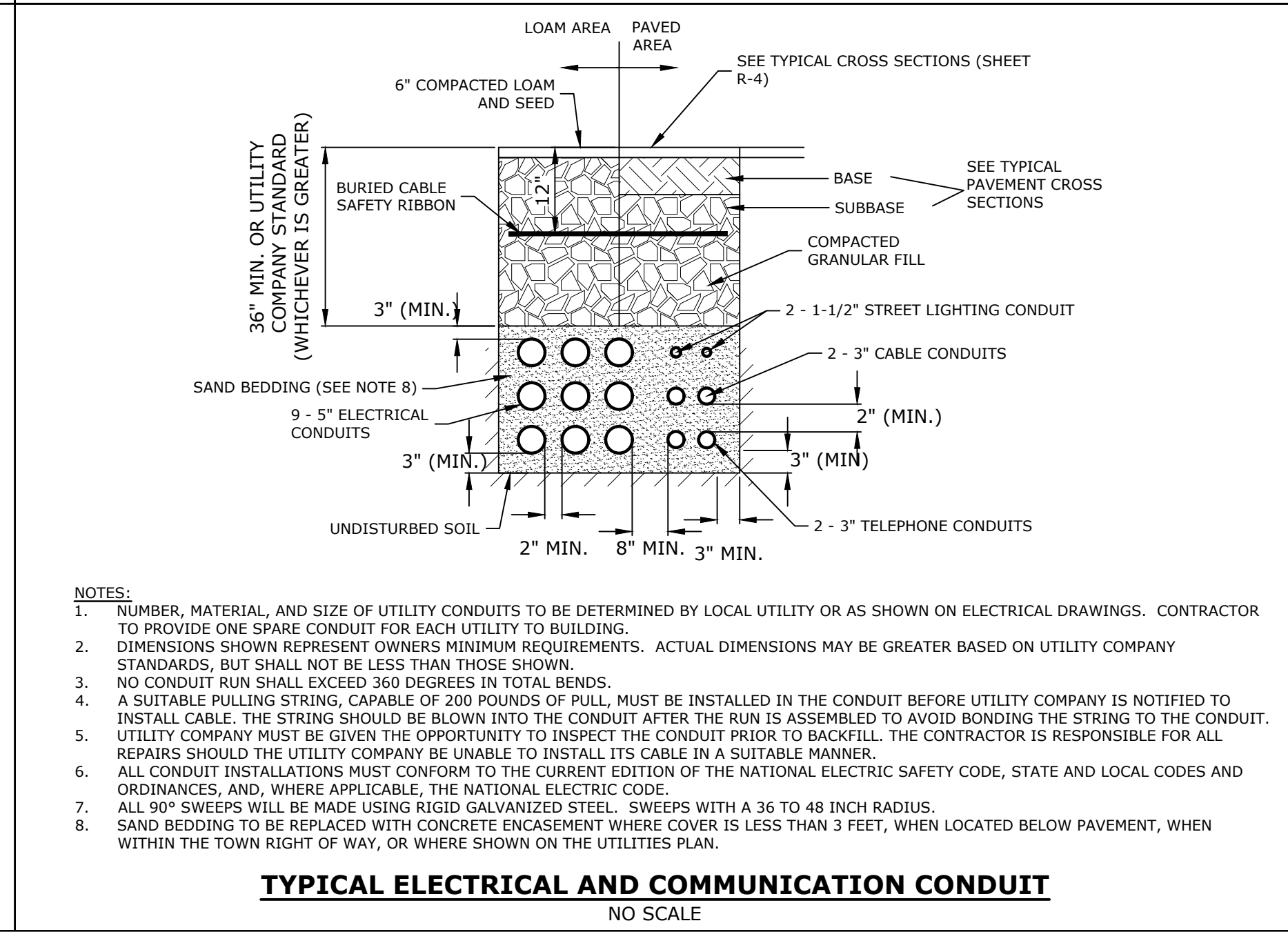
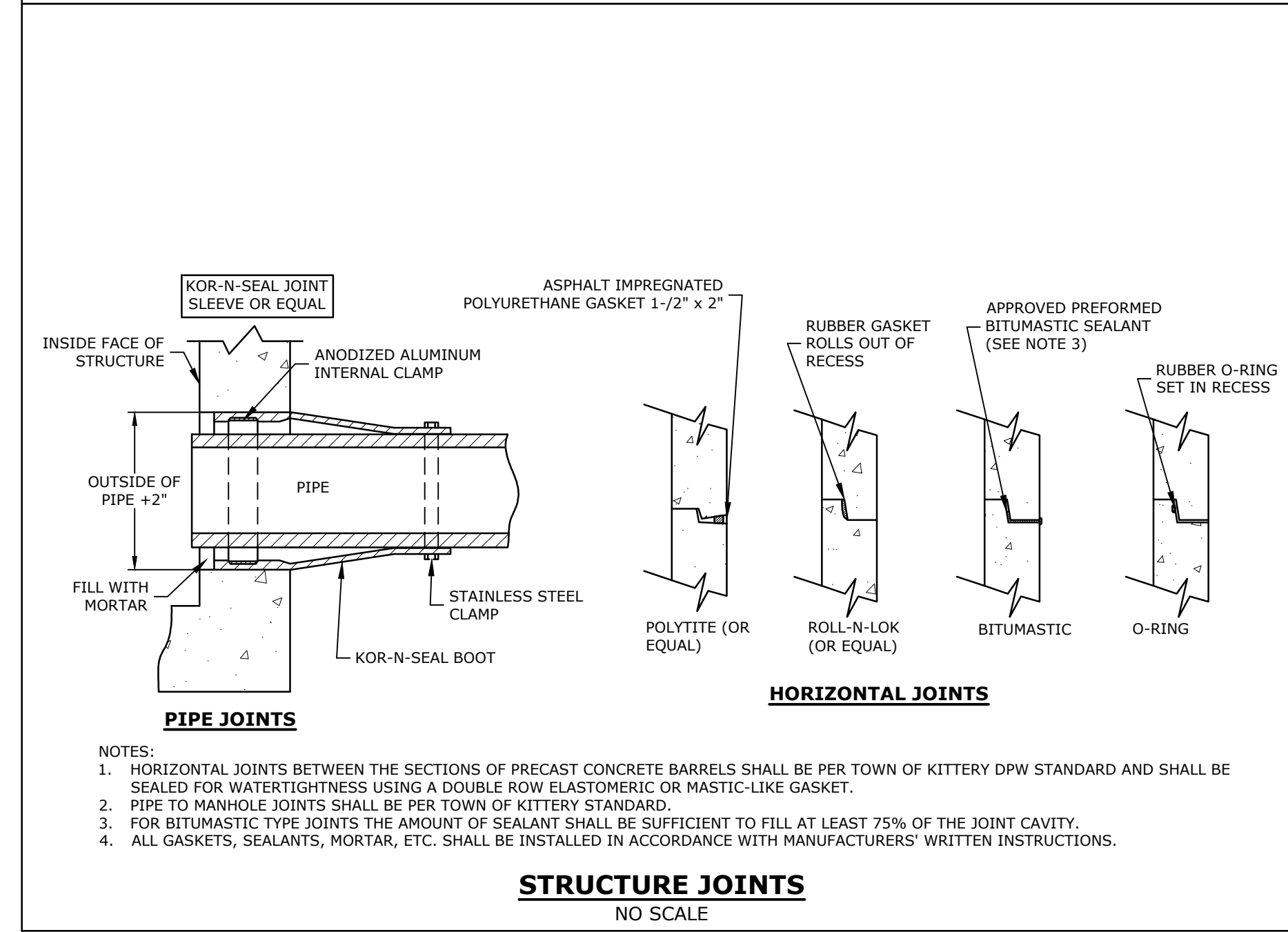
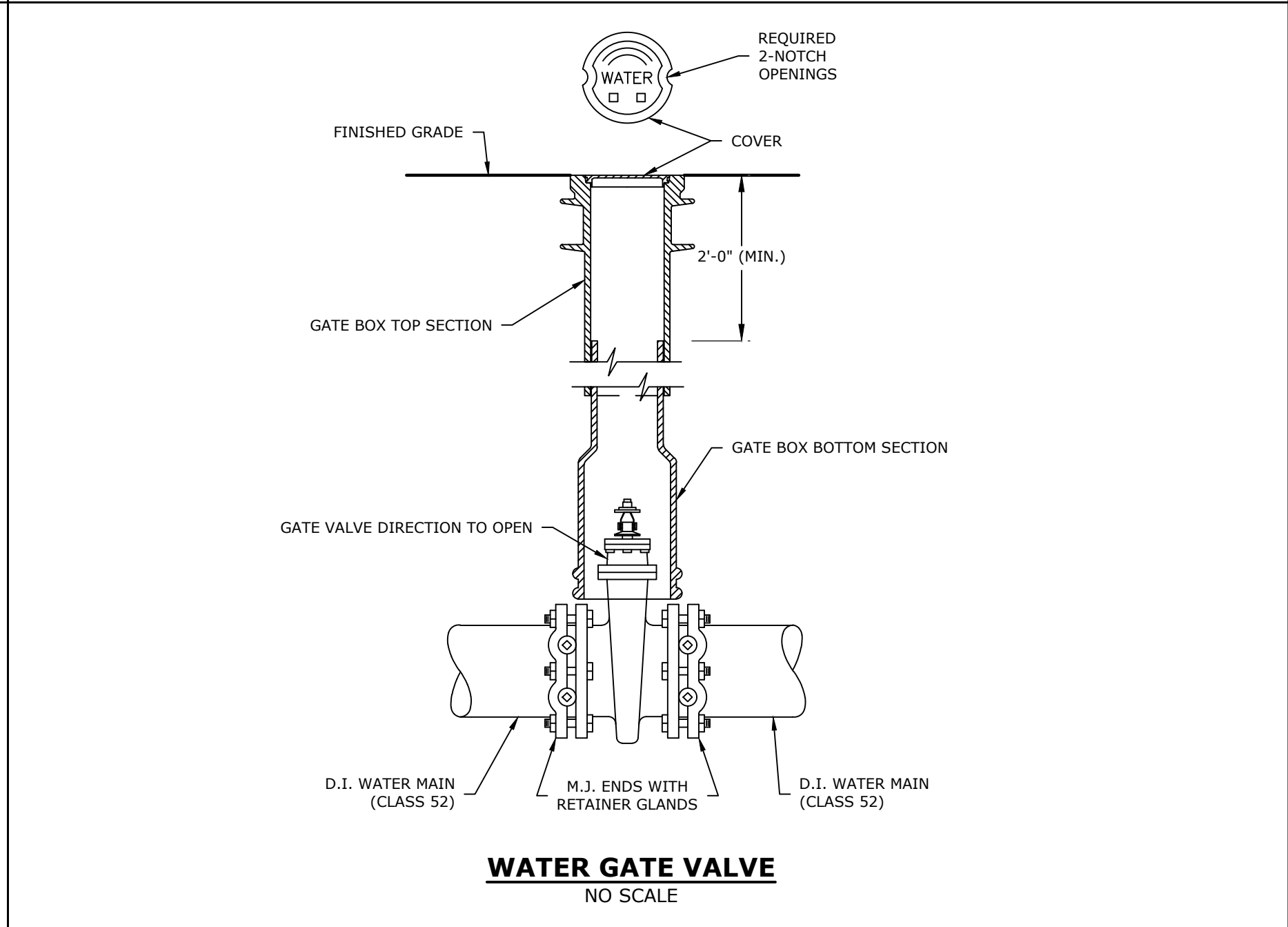
SQUARE FEET OF CONCRETE THRUST BLOCKING BEARING ON UNDISTURBED MATERIAL

REACTION TYPE	PIPE SIZE				
	4"	6"	8"	10"	12"
A 90°	0.89	2.19	3.82	11.14	17.24
B 180°	0.65	1.55	2.78	8.38	12.00
C 45°	0.48	1.19	2.12	6.02	9.32
D 22-1/2°	0.25	0.60	1.06	3.08	4.74
E 11-1/4°	0.13	0.30	0.54	1.54	2.38

TEST PRESSURE = 200PSI

NOTES:

- FOUR THRUST BLOCKS AGAINST UNDISTURBED MATERIAL, WHERE TRENCH WALL HAS BEEN DISTURBED, EXCAVATE LOOSE MATERIAL AND EXTEND THRUST BLOCK TO UNDISTURBED MATERIAL. NO JOINTS SHALL BE COVERED WITH CONCRETE.
- ON BENDS AND TEES, EXTEND THRUST BLOCKS FULL LENGTH OF FITTING.
- PLACE BOARD IN FRONT OF ALL PLUGS BEFORE POURING THRUST BLOCKS.
- WHERE M.J. PIPE IS USED, M.J. PLUG WITH RETAINER GLAND MAY BE SUBSTITUTED FOR END BLOCKINGS.
- INSTALLATION AND STANDARD DIMENSIONAL REQUIREMENTS SHALL BE WITH TOWN OF KITTEERY WATER DEPARTMENT STANDARDS.



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Kittery Mixed-Use Development

Two International Group

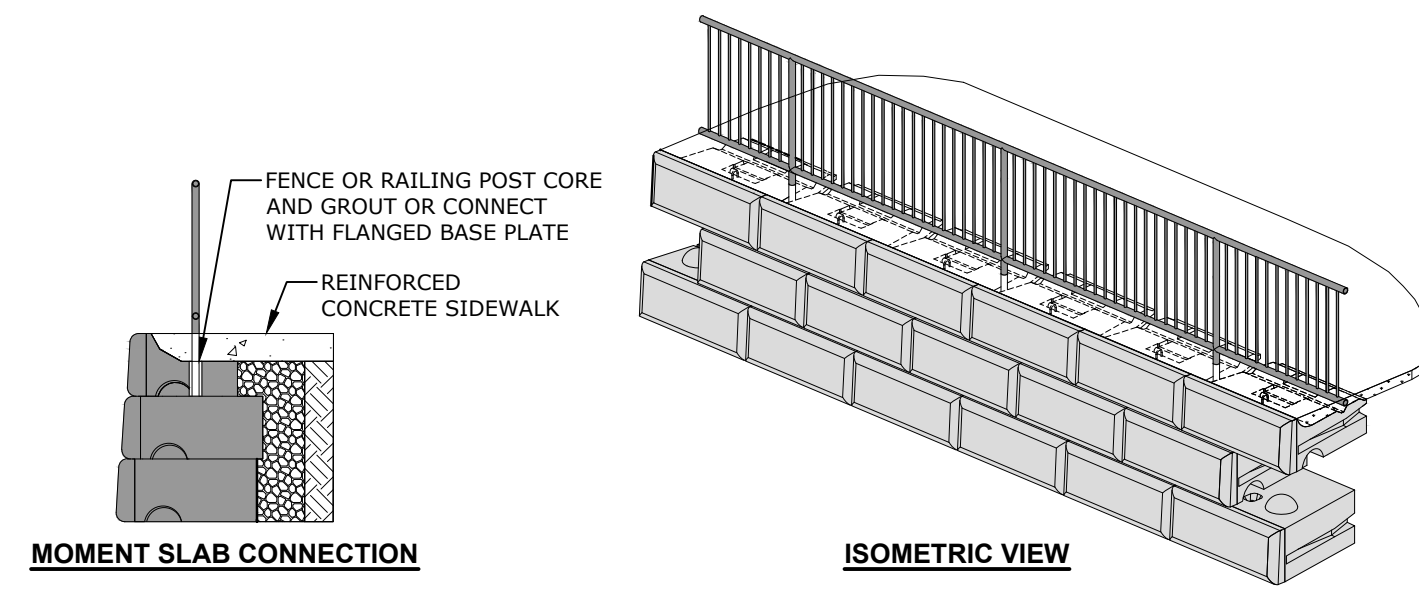
283 US Route 1
Kittery, Maine

MARK	DATE	DESCRIPTION
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A	10/5/2023	Preliminary Site Plan Review

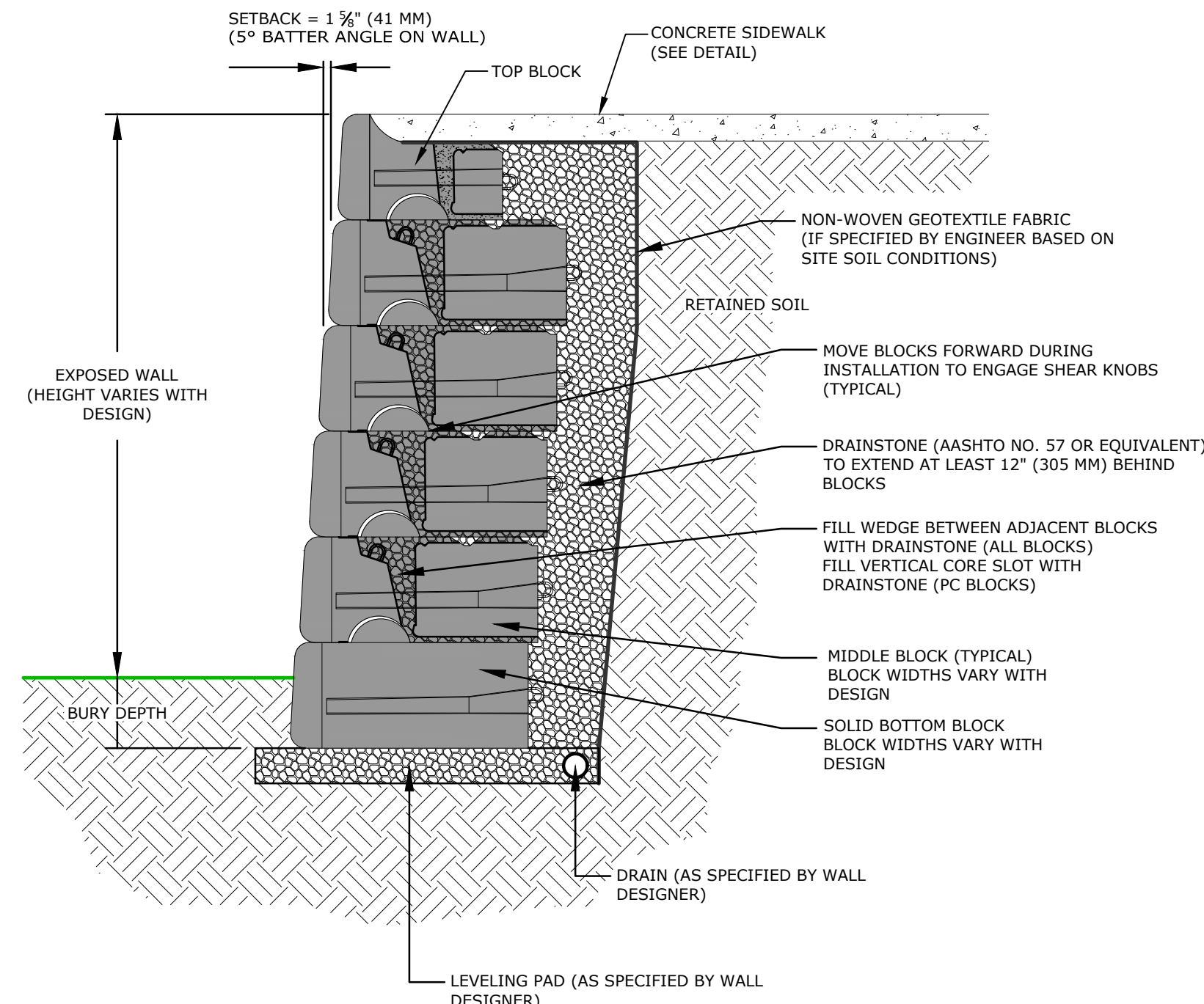
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CHECKED: NAH
APPROVED: PMC

DETAILS SHEET
SCALE: AS SHOWN
C-505

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TYPICAL RETAINING WALL FENCE CONNECTION

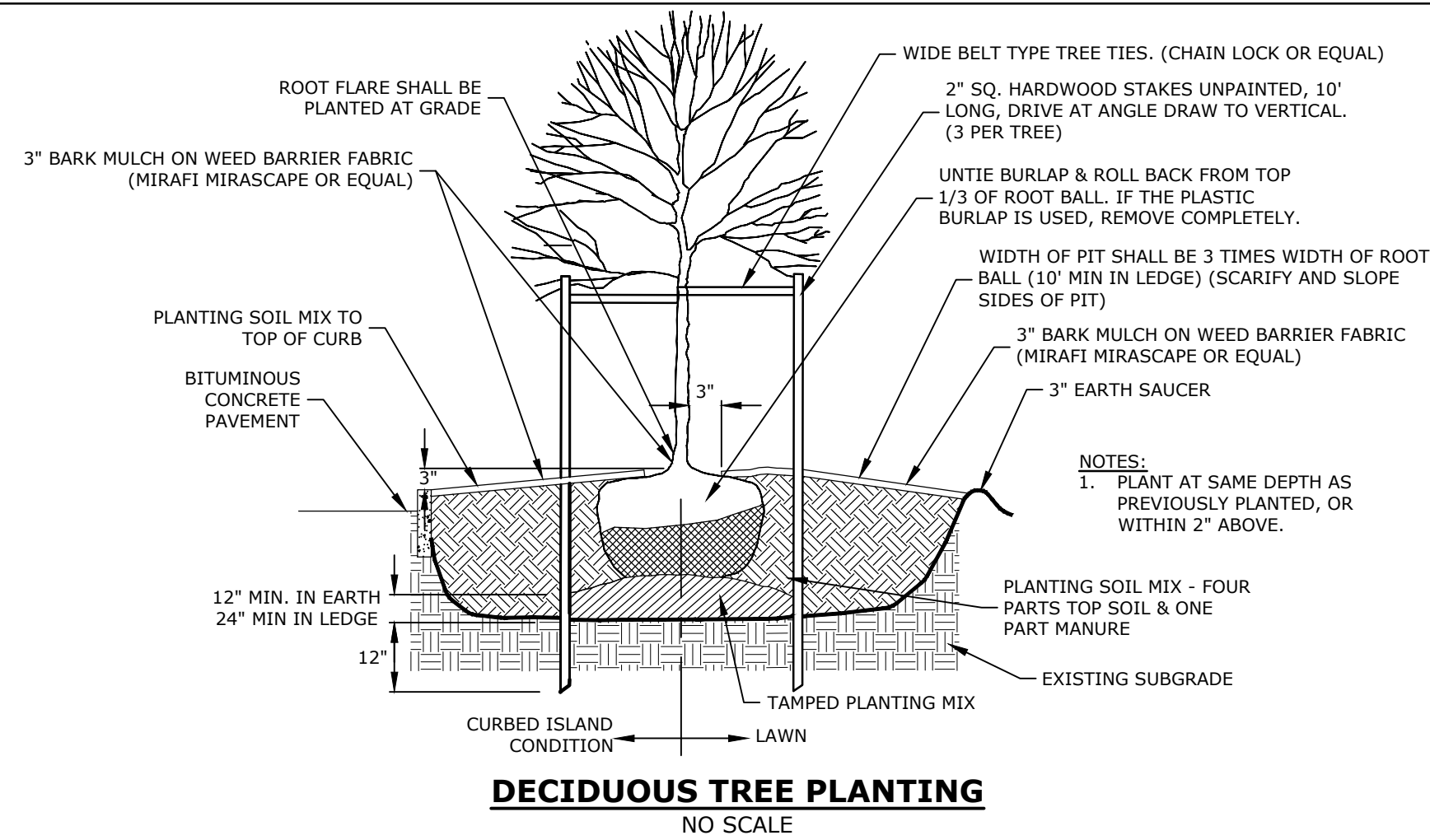


TYPICAL RETAINING WALL SECTION

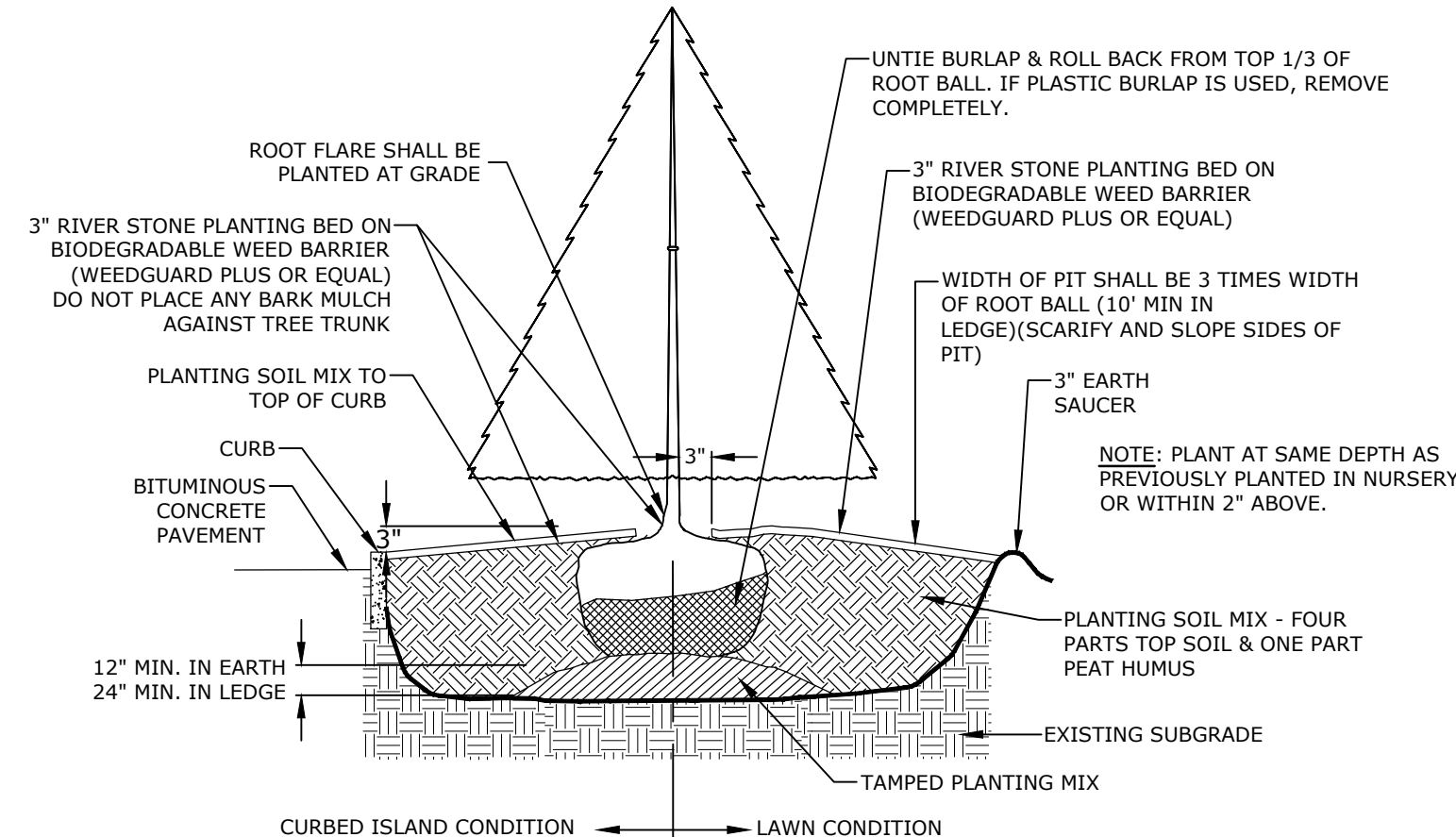
- NOTES:**
- RETAINING WALL SHALL BE REDI ROCK (BASIS OF DESIGN), VERSA-LOK, MAGNUMSTONE, OR EQUAL.
 - THE CONTRACTOR SHALL SUBMIT DESIGN AND CALCULATIONS FOR THE RETAINING WALL THAT SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MASSACHUSETTS. CALCULATIONS SHALL INCLUDE A GLOBAL STABILITY ANALYSIS.
 - MINIMUM DESIGN PARAMETERS:
 - GLOBAL STABILITY FACTOR OF SAFETY = 1.3
 - OVERTURNING FACTOR OF SAFETY UNDER STATIC LOADS = 1.5
 - SLIDING FACTOR OF SAFETY UNDER STATIC LOADS = 1.5
 - GEOGRID PULLOUT FACTOR OF SAFETY = 1.5
 - SEISMIC FACTOR OF SAFETY = 1.1
 - EQUIVALENT FLUID PRESSURE = 40 POUNDS PER CUBIC FOOT (PCF) FOR GRAVITY AND CANTILEVERED WALLS ABOVE GROUNDWATER AND WALLS WITH APPROPRIATE DRAINAGE BEHIND THE WALL.
 - HYDROSTATIC WATER PRESSURE ALONG THE HEIGHT OF THE WALL BELOW GROUNDWATER SHOULD BE INCLUDED IF DRAINAGE IS NOT PROVIDED.
 - WHERE THE CALCULATED EARTH PRESSURE BEHIND THE WALL IS LESS THAN 250 POUNDS PER SQUARE FOOT (PSF), IT SHOULD BE INCREASED TO 250 PSF TO ACCOUNT FOR STRESSES CREATED BY COMPACTION WITHIN 5 FEET OF THE WALL.
 - WALLS SHOULD BE DESIGNED FOR APPROPRIATE SLOPING BACKFILL.
 - WALLS SHOULD BE DESIGNED TO RESIST AN EARTHQUAKE FORCE FW EVALUATED IN ACCORDANCE WITH SECTION 1610.2 OF THE MSBC AS FOLLOWS:

$$FW = 0.100 (SS)(FA)(GT)(H)^2$$
 WHERE:
 - SS IS THE SPECTRAL RESPONSE ACCELERATION PARAMETERS AT 0.2-SECOND PERIOD EQUAL TO 0.208
 - FA IS THE SITE COEFFICIENT FROM TABLE 1613.3.3(1) OF 2015 IBC (FA=2.5 FOR SEISMIC SITE CLASS C);
 - G_t IS THE SOIL TOTAL UNIT WEIGHT (G_t=130 PCF FOR COMPACTED GRAVEL BORROW);
 - H IS THE HEIGHT OF THE WALL.
 - WALL DESIGNS SHALL CONSIDER EFFECTS OF SLOPE, TRAFFIC LOADS, BUILDING LOADS, GUARDRAIL AND/OR FENCING AS REQUIRED.
 - WALL DESIGN ENGINEER SHALL CONSIDER HEIGHT AND SPECIFY SAFETY RAIL WHERE REQUIRED.
 - ALL INSTALLATION PROCEDURES SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION MANUAL AND THE WALL DESIGN ENGINEER'S DESIGN PLANS AND SPECIFICATIONS.
 - THE WALL DESIGN ENGINEER SHALL COMPLETE SUFFICIENT INSPECTIONS DURING CONSTRUCTION TO CERTIFY WORK IS COMPLETED IN ACCORDANCE WITH DESIGN.
 - CONTRACTOR SHALL DIRECT SURFACE RUNOFF AWAY FROM THE WALL DURING CONSTRUCTION.
 - ANY SURFACE DRAINAGE FEATURES, FINISH GRADING, PAVEMENT OR OTHER SURFACE TREATMENT SHALL BE INSTALLED IN THE AREA OF THE WALL IMMEDIATELY AFTER THE WALL IS COMPLETE OR OTHER MEASURES SHALL BE TAKEN TO PROTECT THE WALL FROM RUNOFF.
 - CONTRACTOR SHALL SUPPLY SAMPLE TO THE OWNER FOR APPROVAL PRIOR TO WALL CONSTRUCTION.
 - FINAL DESIGN PLANS OF WALL SHOWING FENCING SHALL BE SUBMITTED WITH THE FINAL DESIGN PLANS.
 - RETAINING WALL DESIGN SHALL BE FROM THE WALL MANUFACTURER AND SHALL INCLUDE A GLOBAL STABILITY ANALYSIS.
 - FINAL STRUCTURAL DESIGN TO BE SUBMITTED TO THE ENGINEER WITH ALL CALCULATIONS AND PLANS.
 - STRUCTURAL DESIGN TO BE COMPLETED AND STAMPED BY A MAINE LICENSED STRUCTURAL ENGINEER. DESIGN ENGINEER SHALL INSPECT WALL DURING CONSTRUCTION AND CERTIFY THAT IT HAS BEEN INSTALLED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS SUBMITTED AS PART OF THE BUILDING PERMIT.
 - AN AS-BUILT PLAN SHOWING WALL LOCATION AND DIMENSIONS SHALL BE SUBMITTED TO THE OWNER UPON COMPLETION.
 - THESE DETAILS ARE FOR REFERENCE ONLY. DETERMINATION OF THE SUITABILITY AND/OR MANNER OF USE OF ANY DETAILS CONTAINED IN THIS DOCUMENT IS THE SOLE RESPONSIBILITY OF THE WALL DESIGN ENGINEER OF RECORD. FINAL PROJECT DESIGNS, INCLUDING ALL CONSTRUCTION DETAILS, SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER USING THE ACTUAL CONDITIONS OF THE PROPOSED SITE.
 - ANY UNSUITABLE SOIL SUCH AS FROZEN OR ORGANIC SOILS SHOULD BE REMOVED FROM BEHIND THE PROPOSED RETAINING WALLS AND REPLACED WITH FREE DRAINING BACKFILL SUCH AS GRAVEL BORROW.
 - EXISTING FILL SHOULD NOT BE USED WITHIN THREE FEET OF GRAVITY WALLS.

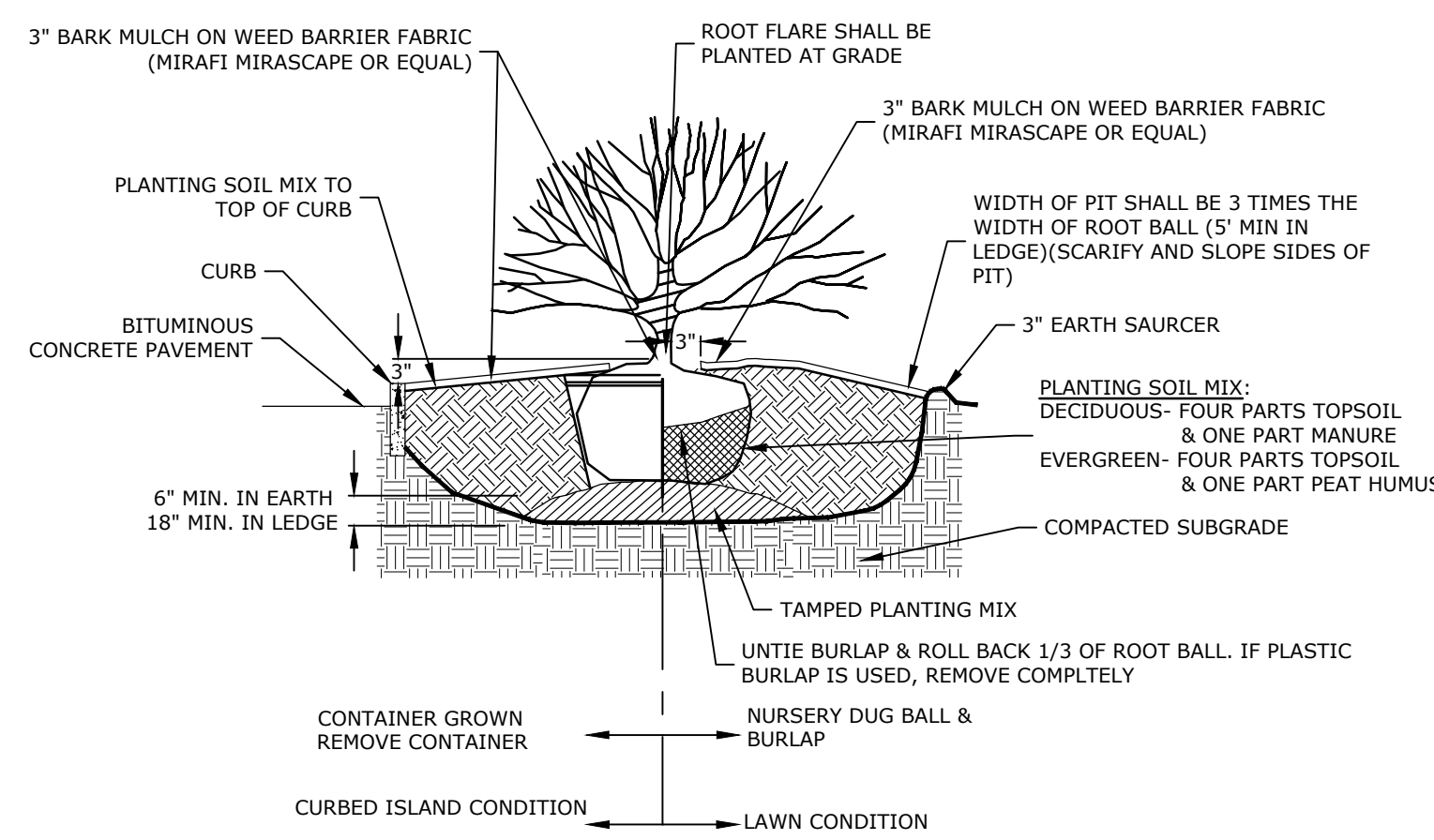
TYPICAL GRAVITY WALL
NO SCALE



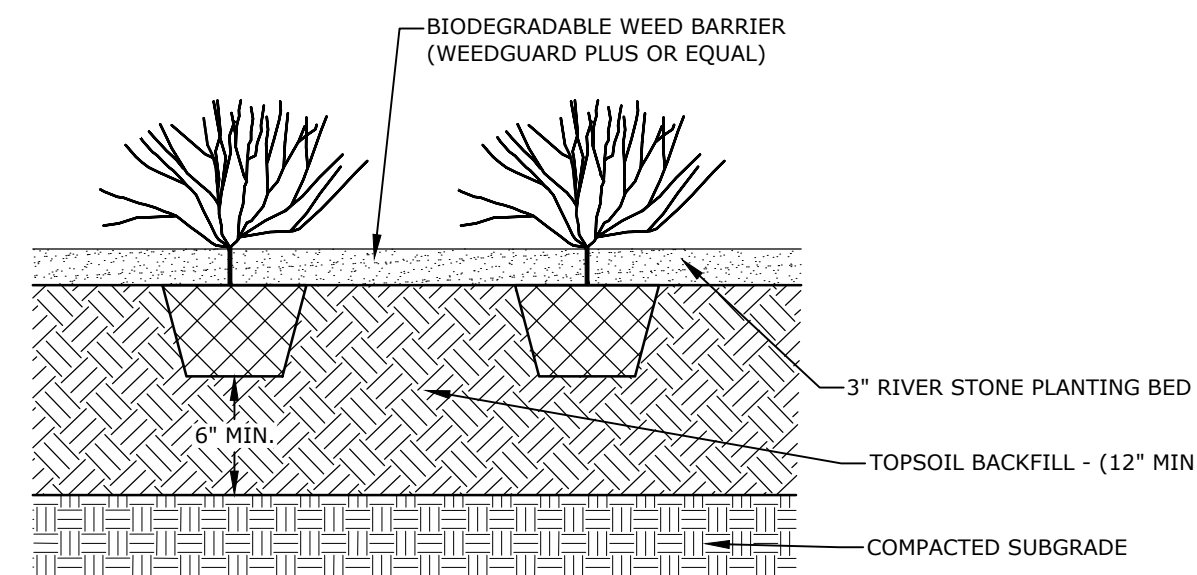
DECIDUOUS TREE PLANTING
NO SCALE



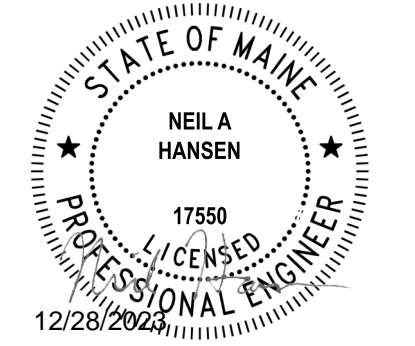
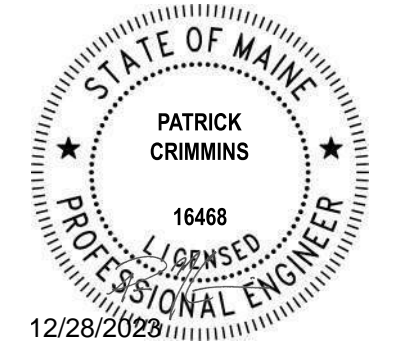
EVERGREEN TREE PLANTING
NO SCALE



SHRUB PLANTING
NO SCALE



PERENNIAL PLANTING
NO SCALE



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Kittery Mixed-Use Development

Two International Group

283 US Route 1
Kittery, Maine

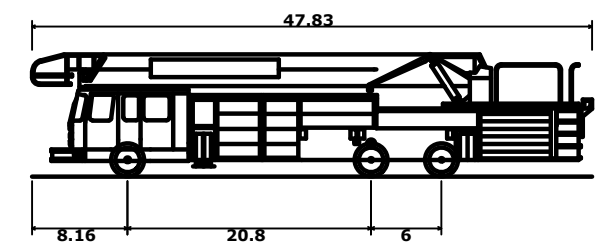
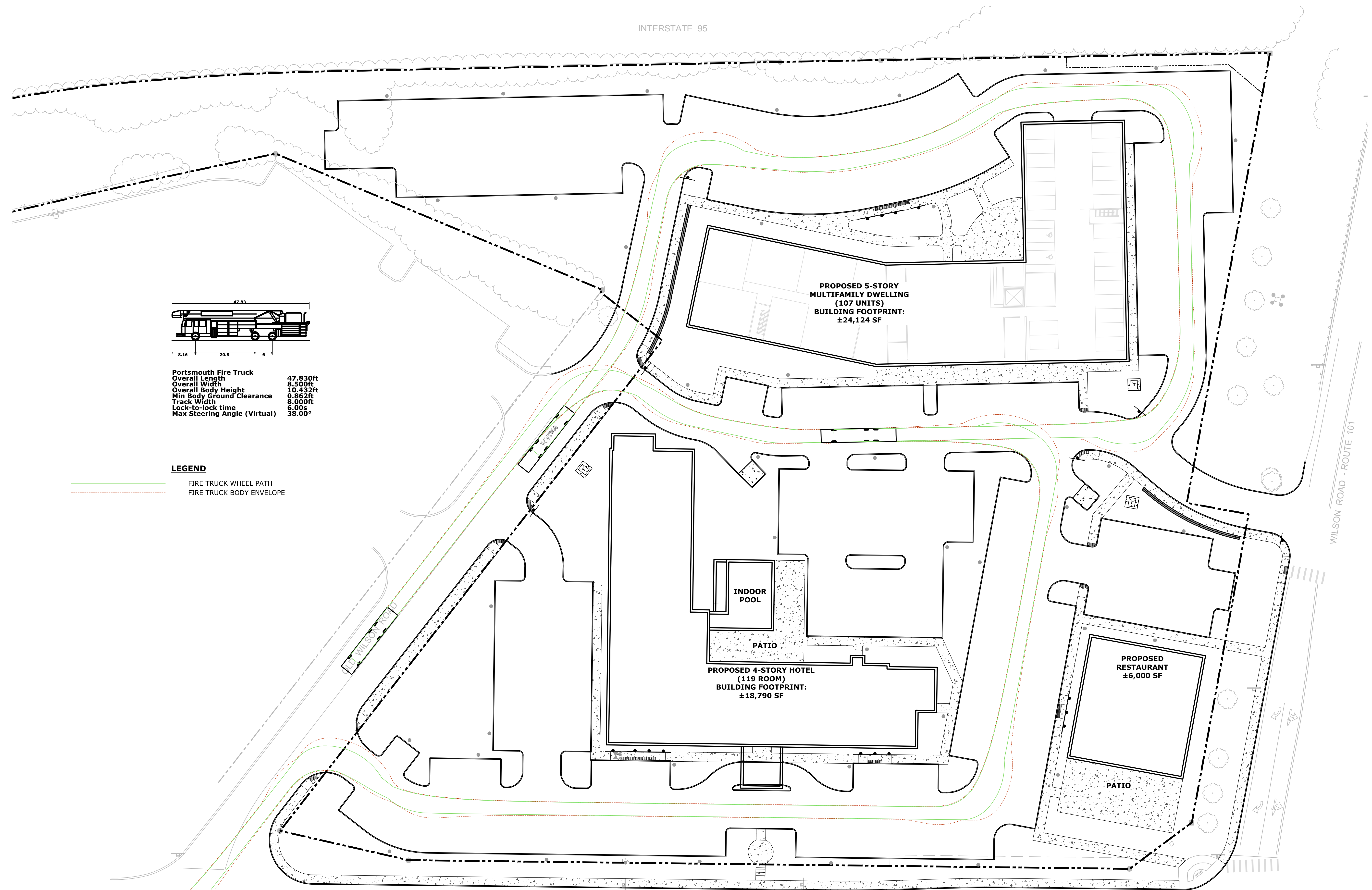
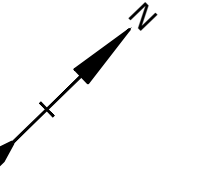
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A	10/5/2023	Preliminary Site Plan Review

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APPROVED BY:	PMC

DETAILS SHEET

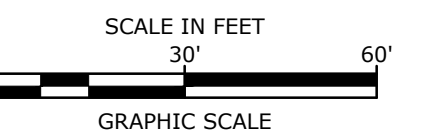
SCALE: AS SHOWN

C-506



Portsmouth Fire Truck
 Overall Length 47.830ft
 Overall Width 8.500ft
 Overall Body Height 10.432ft
 Min Body Ground Clearance 0.862ft
 Track Width 8.000ft
 Lock-to-lock time 6.00s
 Max Steering Angle (Virtual) 38.00°

LEGEND
 FIRE TRUCK WHEEL PATH
 FIRE TRUCK BODY ENVELOPE



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Kittery Mixed-Use Development

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283 US Route 1
 Kittery, Maine

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FIRE TRUCK TURNING PLAN

SCALE: AS SHOWN

C-601

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1 EAST ELEVATION
SCALE: 1/16" = 1'-0"



2 WEST ELEVATION
SCALE: 1/16" = 1'-0"



3 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



4 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

PROPOSED MATERIALS



01-BLUE GRANITE



02-CEMENTITIOUS BOARD GREY



03-CEMENTITIOUS BOARD BLUE



04-CEMENTITIOUS CLAPBOARD WHITE



05-DARK WINDOW FRAME



06-AWNING



07-STOREFRONT

NOT FOR CONSTRUCTION

Date	25.10.05
Revisions:	
#	Description
1	PLANNING BOARD SUBMISSION

Scale:	1/16" = 1'-0"
Drawn By:	MAL
Checked By:	MAL
Project No.:	2023060
Date:	11/08/23

Title:	EXTERIOR ELEVATIONS
Scale:	A2.00

PRECEDENT IMAGES



**TWO INTERNATIONAL -
 MULTI-FAMILY**
 285 US ROUTE 1
 KITTERY, ME

**NOT FOR
 CONSTRUCTION**

Scale:	MAL	MAL	2023060	11/08/23
Drawn By:	MAL	MAL	2023060	11/08/23
Checked By:	MAL	MAL	2023060	11/08/23
Project No.:	MAL	MAL	2023060	11/08/23
SCHEMATIC DESIGN				
Date:	11/08/23			

Title:	EXTERIOR ELEVATIONS
Sheet No.:	A2.01



Title:
3D VIEW

Scale:
Drawn By:
Checked By:
Project No.:
Date:

Revisions:
Description:
PLANNING BOARD
SUBMISSION

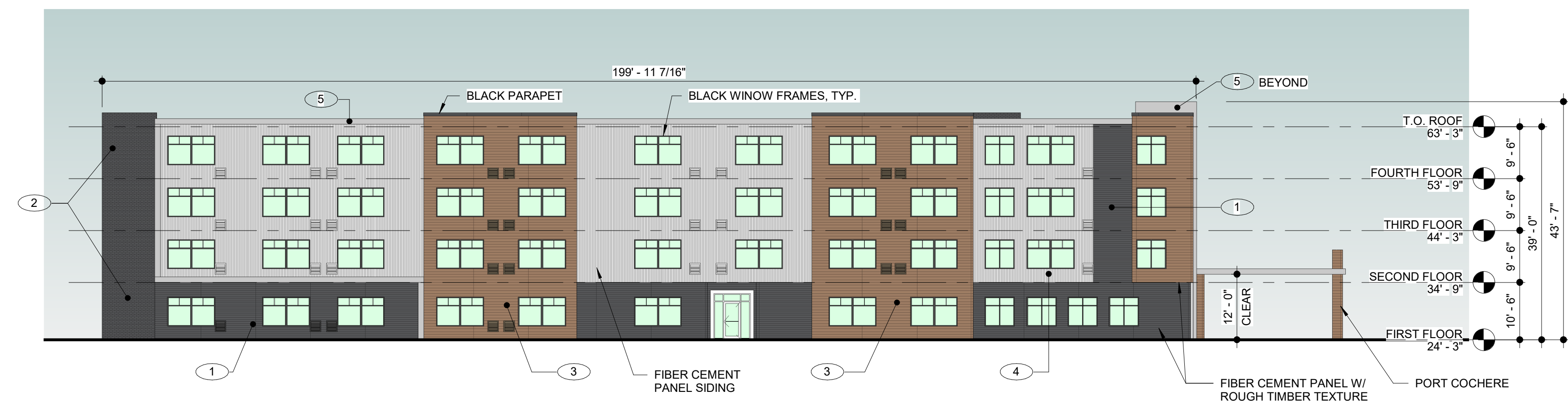
Date:
25.10.05

**NOT FOR
CONSTRUCTION**

**TWO INTERNATIONAL -
MULTI-FAMILY**
285 US ROUTE 1
KITTERY, ME

A2.02

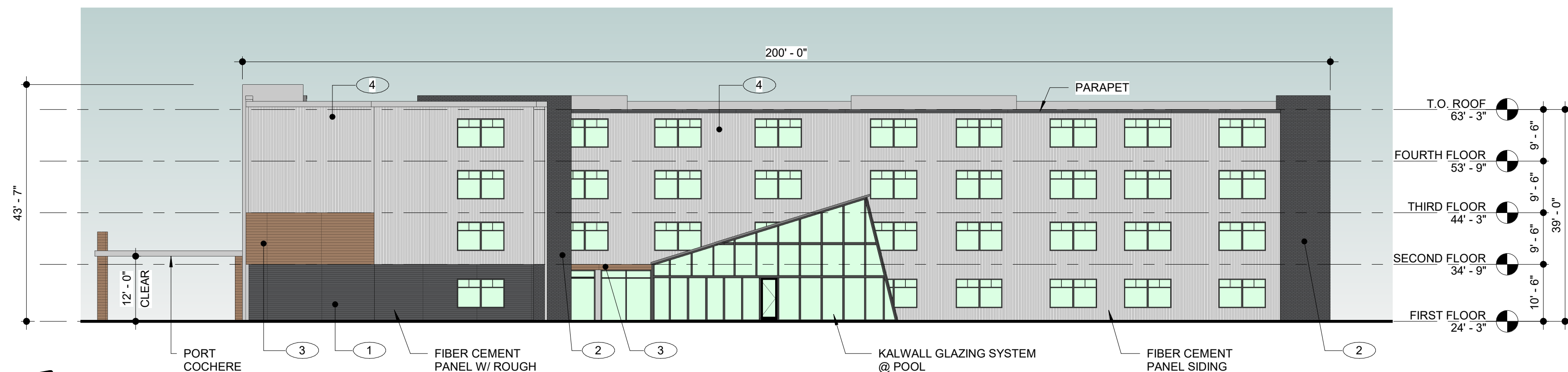
**MARKET
SQUARE**
ARCHITECTS
104 Congress St., STE. 203
Portsmouth, NH 03801
PH: 603.501.0202



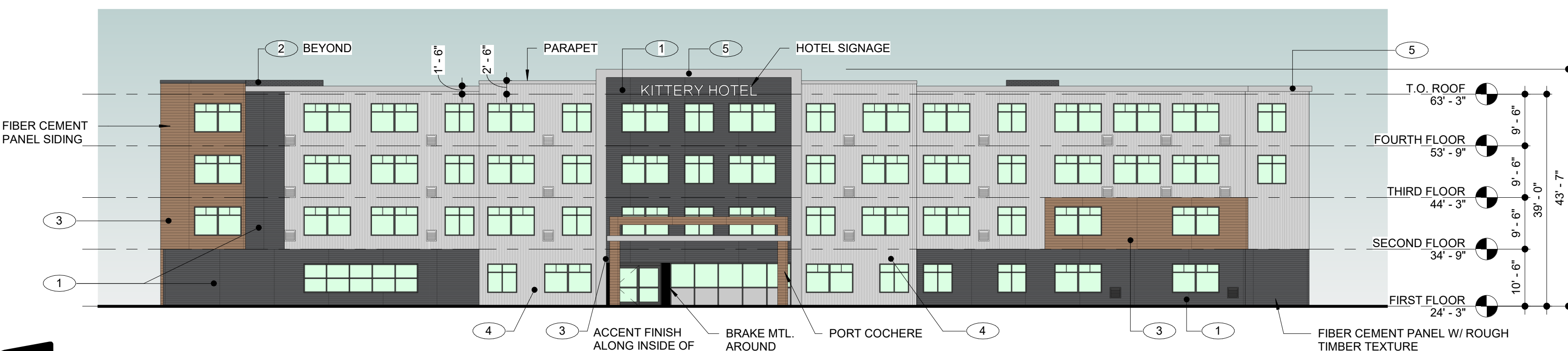
4 PROPOSED EXTERIOR ELEVATION - WEST
SCALE: 1/16" = 1'-0"



3 PROPOSED EXTERIOR ELEVATION - NORTH
SCALE: 1/16" = 1'-0"



2 PROPOSED EXTERIOR ELEVATION - EAST
SCALE: 1/16" = 1'-0"



1 PROPOSED EXTERIOR ELEVATION - SOUTH
SCALE: 1/16" = 1'-0"

PROPOSED EXTERIOR FINISH PALETTE



5 NICHHA MIRAIA SERIES ARCHITECTURAL WALL PANEL - GLACIER
ACCENT COLOR



4 NICHHA LATURA V-GROOVE SERIES ARCHITECTURAL WALL PANEL - VERTICAL - WHITE
UPPER FLOOR FINISH



3 NICHHA VINTAGEWOOD ARCHITECTURAL WALL PANEL - SPRUCE
ACCENT COLOR

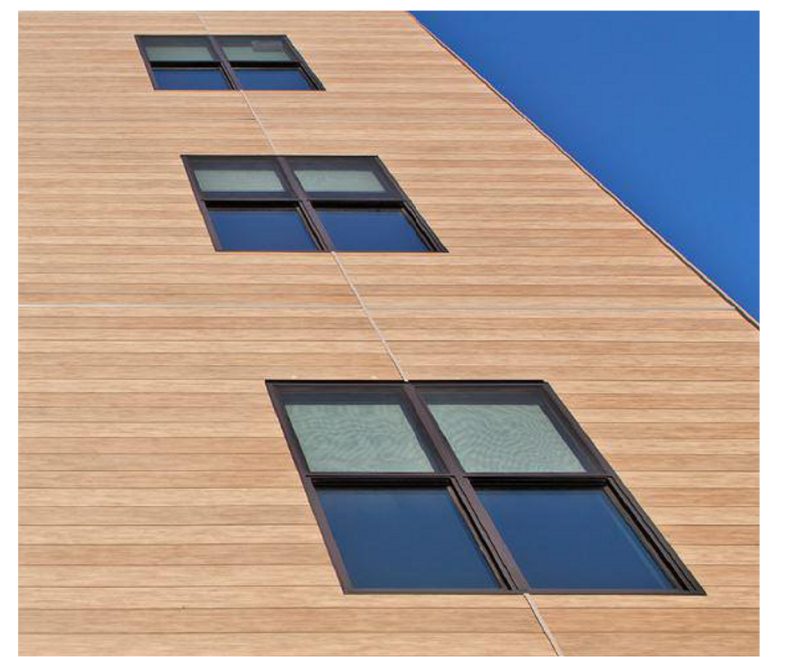


2 NICHHA MODERNBRICK ARCHITECTURAL WALL PANEL - MIDNIGHT
ACCENT BASE COLOR @ FIRST FLOOR + WALL FINISH @ STAIRWELLS



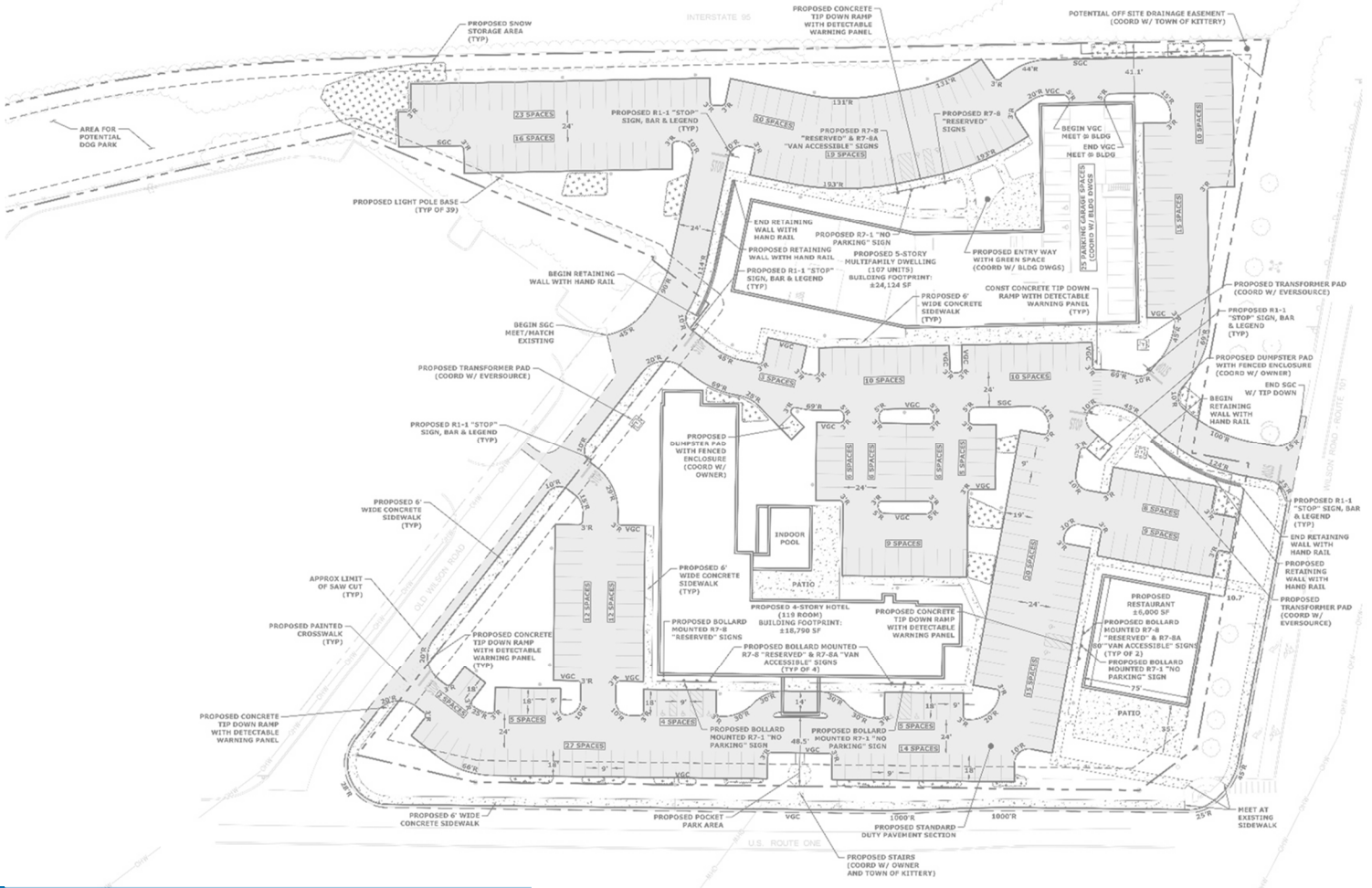
1 NICHHA ROUGHSAWN ARCHITECTURAL WALL PANEL - BARK
TYP. BASE COLOR @ FIRST FLOOR U.N.O.

REAL WORLD FINISH EXAMPLES





1 EXTERIOR PERSPECTIVE - SOUTH WEST
SCALE



283 US Route 1 Mixed-Use Development
Kittery, Maine

TRAFFIC IMPACT ASSESSMENT

Two International Group
December 29, 2023

Executive Summary

Section 1 Study Overview

Section 2 Existing Conditions

2.1 Roadways2-1

2.1.1 US Route 12-1

2.1.2 Route 101 (Wilson Road)2-1

2.1.3 Adams Drive2-1

2.2 Study Area Intersections2-2

2.2.1 US Route 1 at Route 101 (Wilson Road)2-2

2.2.2 US Route 1 at Adams Drive2-2

2.2.3 US Route 1 at Hampton Inn/ Outlets at Kittery Driveway (Old Wilson Road)2-2

2.2.4 Route 101 (Wilson Road) at Kittery Trading Post Driveway2-2

2.2.5 Route 101 (Wilson Road) at Outlets at Kittery Driveway2-3

2.3 Traffic Volumes2-3

2.4 Capacity and Queue Analyses - Existing Conditions2-4

2.5 Collision History2-5

2.6 Alternative Travel Modes2-7

Section 3 No-Build Conditions

3.1 Background Traffic Volumes3-1

3.2 Capacity and Queue Analyses – No-Build Conditions3-1

Section 4 Proposed Conditions

4.1 Site Access4-1

4.2 Proposed Roadway & Traffic Improvements4-1

4.3 Trip Generation4-1

4.4 Arrival and Departure Distribution4-2

Section 5 Build Conditions

5.1 Capacity and Queue Analyses - Build Condition5-1

5.2 Discussion of Project Impacts5-1

Section 6 Conclusions & Recommendations

Section 7 Tables

Section 8 Figures

Technical Appendices (Available Upon Request Under Separate Cover)

- A. Traffic Count Data
- B. MaineDOT Volume Data
- C. Capacity Analysis Methodology
- D. Capacity Analysis Worksheets
- E. Collision History Summary
- F. US Census Journey-to-Work Data
- G. Site Development Plan
- H. US Route 1 at Route 101 Planned Improvements

Executive Summary

This Traffic Impact Assessment (TIA) evaluates the potential traffic impact of the proposed mixed-use redevelopment of the existing Outlets at Kittery located at 283 US Route 1 in Kittery, ME. The TIA was prepared in accordance with Maine Department of Transportation (MaineDOT) and industry standards.

The project proposes to demolish the existing Outlets at Kittery and construct a 119-room hotel, 107-unit residential building, and 6,000 square foot restaurant. The proposed development is expected to be constructed and occupied in 2025.

The following summarizes the study methodology, analyses, and conclusions:

1. Traffic Data: Traffic volume data was compiled from historical weekday data available from MaineDOT for July 2022, and newly collected weekday and Saturday data for September 2023. Data was adjusted as appropriate based on factors maintained by MaineDOT to create the 2023 Existing volumes.
2. Collision History: Vehicle collision history compiled from the Maine Public Crash Query Tool does not indicate a significant history of intersection crashes.
3. Critical rate factor (CRF): Calculations indicate CRFs exceeding 1.0 for roadway links on US Route 1 and Route 101 (Wilson Road). The Route 101 link has fewer than eight crashes over a three year period and does not meet MaineDOT criteria for a high crash location. The US Route 1 link from Adams Drive to Route 101 has a CRF of 1.15 and meets the threshold as a high crash location; the elimination of the existing entrance only driveway within this segment is expected to reduce crash frequency and improve safety.
4. Site Access: Access to the site will be provided via four access points via the shared access road with the Hampton Inn to remain (Old Wilson Road) and by retaining the existing site access drive to Route 101 (Wilson Road). The site is well connected via existing and proposed sidewalk connections to existing land uses.
5. Trip Generation: The proposed project is expected to generate a total of 191 new trips (92 entering, 99 exiting) during the weekday morning peak hour, 153 new trips (107 entering, 46 exiting) during the weekday afternoon peak hour, and 91 new trips (67 entering, 24 exiting) during the Saturday midday peak hour, respectively. Existing retail trips were quantified based on existing turning movement count data and credited towards site trip generation.
6. Capacity Analyses: Analyses show that the study area intersections will continue to operate at the same LOS under Build Conditions as in No-Build Conditions, except for the Adams Road approach to US Route 1 which degrades from LOS D to LOS E in the weekday afternoon peak hour, with an increase in average delay of fewer than 5 seconds.

Based on the results of the foregoing analysis, it is the professional opinion of Tighe & Bond that the additional traffic expected to be generated by the proposed mixed-use development at 283 US Route 1 in Kittery is not expected to have a significant impact to traffic operations within the study area.

Section 1

Study Overview

This Traffic Impact Assessment (TIA) evaluates the potential traffic impact of the proposed mixed-use redevelopment of the existing Outlets at Kittery located at 283 US Route 1 in Kittery, ME. The TIA was prepared in accordance with Maine Department of Transportation (MaineDOT) and industry standards. The Project Site is bounded by I-95 to the west, Route 101 (Wilson Road) to the north, Route 1 to the east, and Old Wilson Road and the Hampton Inn to the south. The Site location is shown in Figure 1.

The project proposes to demolish the existing Outlets at Kittery and construct a 119-room hotel, 107-unit residential building, and 6,000 square foot restaurant. The proposed Site Plan Layout is enclosed in Appendix G. The proposed development is expected to be constructed and occupied in 2025.

Based on the results of the foregoing analysis, it is the professional opinion of Tighe & Bond that the additional traffic expected to be generated by the proposed mixed-use development at 283 US Route 1 in Kittery is not expected to have a significant impact to traffic operations within the study area. Signalization improvements planned by MaineDOT at the US Route 1/ Route 101 (Wilson Road) intersection result in operational improvements in the 2028 design year both with and without the proposed development when compared to the existing condition. Elimination of the existing entrance only site drive will improve safety along US Route 1.

Section 2

Existing Conditions

The Site is currently occupied by three buildings accommodating existing retail outlet tenants, with existing parking primarily to the northeast of the building. The property is accessible via one full-access driveway shared with the Hampton Inn & Suites, one full-access driveway on Route 101 (Wilson Road) and one entrance-only driveway from US Route 1. The site is located within the Commercial 1 (C-1) zoning district, consistent with other uses along the US Route 1 corridor.

2.1 Roadways

The following sections provide details on the adjacent roadways within the study area.

2.1.1 US Route 1

US Route 1 runs essentially parallel to I-95 throughout New England and along the southern Maine coast, and is classified as an urban minor arterial within the project area. In Kittery, US Route 1 connects to the Memorial Bridge that crosses the Piscataqua River between Kittery and Portsmouth, NH, the easternmost of the three primary river crossings to Portsmouth.

Within the project area, the roadway is a four-lane road with 12-foot lanes and no shoulders. A 5-foot sidewalk is provided from Adams Drive along the of the east side of the road and terminating beyond the northern project limits. A 5-foot sidewalk is provided on the west side of the road starting at the Outlets at Kittery entrance driveway and continuing past the northern project limits.

The roadway is posted at 25 miles per hour (mph) within the project area. Land use along US Route 1 is primarily commercial. In the vicinity of the project site, US Route 1 provides access to the Hampton Inn and Suites, the Maine Outlet Shopping Center, the Kittery Outlets, the Outlets at Kittery, and the Kittery Trading Post.

2.1.2 Route 101 (Wilson Road)

Route 101 is an urban major collector and follows a southeast-northwest trajectory, signed as a north-south route. In this report, it will be referred to as east-west to differentiate it from US Route 1 which is also signed as a north-south route. Route 101 begins at an intersection with US Route 1 and runs through Kittery into Eliot and South Berwick, ending at the Maine-New Hampshire state line at a bridge crossing the Salmon Falls River, and continuing as Gulf Road into Dover, NH. Within the project area, Route 101 is a two-lane road with 12-foot lanes and 5-foot shoulders. A 5-foot sidewalk is provided on the north side of the roadway only from the Outlets at Kittery driveway to the Route 1 intersection.

The posted speed limit is 35 mph in the project area. Land use is primarily commercial within the project area with driveways to the Outlets at Kittery and the Kittery Trading Post, but is primarily rural residential west of the Route 101 overpass of I-95.

2.1.3 Adams Drive

Adams Drive is an urban local road that runs parallel to US Route 1 before turning to intersect it to the north of the I-95 and Route 1 Bypass interchange. The road is a dead-

end street with no pavement markings. The roadway is approximately 25 feet wide and allows for two-way traffic. There is no posted speed limit for Adams Drive. Land use along the roadway is exclusively residential.

2.2 Study Area Intersections

2.2.1 US Route 1 at Route 101 (Wilson Road)

Route 101 (Wilson Road) and the Kittery Premium Outlets driveway intersect US Route 1 from the west and east, respectively, to form a four-way signalized intersection. US Route 1 provides a three-lane cross section with dedicated left-turn lane, through, and shared through/ right lane in both the northbound and southbound directions. The southbound Route 101 approach provides a dedicated right-turn lane and shared through/ left-turn lane. The northbound approach provides a dedicated left-turn lane and shared through/ right-turn lane with a raised median island separating the opposing travel lanes. Marked crosswalks and curb ramps are provided on all intersection approaches.

Left turn movements from US Route 1 are controlled with exclusive signal phases, followed by a phase for through movements on US Route 1 in both directions and a phase for Route 101 and the Kittery Premium Outlets driveway. Pedestrians are accommodated by an exclusive, pushbutton-actuated pedestrian phase.

2.2.2 US Route 1 at Adams Drive

Adams Drive intersects US Route 1 from the east to form a three way, T-type intersection. US Route 1 provides two lanes in each direction. US Route 1 splits just south of the intersection to provide a raised median prior to the interchange with I-95 and US Route 1 Bypass. Adams Drive provides one all-purpose lane under stop control. No shoulders or pedestrian accommodations are provided at the intersection.

2.2.3 US Route 1 at Hampton Inn/ Outlets at Kittery Driveway (Old Wilson Road)

The driveway from the Hampton Inn/ Outlets at Kittery intersects Route 1 from the west to form a three way, T-type intersection approximately 200 feet east of the intersection with Adams Drive. US Route 1 provides two lanes of travel in each direction. The driveway provides one all-purpose lane under stop control. No shoulders or pedestrian accommodations are provided along the driveway. US Route 1 has no shoulders and provides a sidewalk along the east side of the roadway.

2.2.4 Route 101 (Wilson Road) at Kittery Trading Post Driveway

Route 101 (Wilson Road) runs east-west and is intersected from the north by the Kittery Trading Post Driveway at a T-type intersection. The intersection is located approximately 125 feet west of the stop line for Route 101 at US Route 1. Both the westbound and eastbound approaches have one all-purpose lane, with the eastbound lane widening to a two lane approach with a dedicated right-turn lane and a shared through/ right lane at US Route 1. The Kittery Trading Post driveway approach provides one all-purpose lane under presumed stop control although no stop sign is provided.

No shoulders are provided on either roadway. A sidewalk is located on the north side of Wilson Road and a crosswalk is provided across the Kittery Trading Post driveway. A

crosswalk across Wilson Road is located approximately 55 feet west of the center of the intersection.

2.2.5 Route 101 (Wilson Road) at Outlets at Kittery Driveway

Route 101 (Wilson Road) runs east-west and is intersected from the south by the Kittery Outlets driveway at a T-type intersection. The intersection is located approximately 90 feet west of the Route 101 at Kittery Trading Post intersection. Wilson Road provides one lane of travel in both directions and shoulders are provided only to the west of the intersection. All approaches provide one all-purpose lane. The Outlets at Kittery driveway is stop controlled.

A sidewalk is provided on the north side of Wilson Road east of the intersection. A crosswalk is provided from the sidewalk across the east leg of the intersection to a stone walkway that leads to the Kittery Outlets parking lot.

2.3 Traffic Volumes

A mix of historical turning movement counts (TMCs) maintained by MaineDOT and new TMCs collected in September 2023 were utilized for the weekday morning (7:00 AM to 9:00 AM), weekday afternoon (4:00 PM to 6:00 PM), and Saturday midday (11:00 AM to 2:00 PM) peak periods, as summarized in Table 1.

TABLE 1

Traffic Volume Data Source Summary

Intersection	Data Date	
	Weekday (AM and PM)	Saturday Midday
US Route 1 at Route 101 (Wilson Dr)	Wed 7/20/2022	Sat 9/16/2023
US Route 1 at Adams Dr	Tue 7/26/2022	Sat 9/16/2023
US 1 at Hampton Inn/Outlets at Kittery	Tue 7/26/2022	Sat 9/16/2023
Rte 101 (Wilson Rd) at Outlets at Kittery	Wed 9/13/2023	Sat 9/16/2023
Rte 101 (Wilson Rd) at Kittery Trading Post	Wed 9/13/2023	Sat 9/16/2023

Traffic data collected during time periods other than the summer months of July and August require adjustment to reflect "peak" travel conditions. In this case, weekday data from both July and September were utilized, with September data balanced to match July data. For this reason, no adjustment to peak was made for weekday data. Saturday data was entirely collected in September 2023, and as such were adjusted to peak conditions. MaineDOT provides factors for adjustment utilizing highway classifications of I, II, or III for all State and Local roadways. Group I roadways are defined as urban roadways which typically see commuter traffic and experience little fluctuation from week to week throughout the year. Group II roadways are those that see a combination of commuter and recreational traffic and, therefore, experience moderate fluctuations during the year. Group III roadways are typically used for recreational purposes and experience significant seasonal fluctuations in volume. MaineDOT has designated US Route 1 in the study area as a Group II & III roadway, which requires an adjustment factor of 1.14 to approximate "peak" summer travel conditions for data collected in September. Saturday data was adjusted using this factor, and balanced as appropriate.

The 2023 existing traffic volumes for the weekday morning, weekday afternoon, and Saturday midday peak hours are shown in Figure 2.

Automatic Traffic Recorder (ATR) counts were conducted on US Route 1, south of Route 101 (Wilson Road) during a 96-hour period from Wednesday September 13 through Saturday, September 16 to record hourly traffic volumes and vehicular speeds. Weekday and Saturday daily volumes were similarly adjusted by a factor of 1.14 to approximate AADT for a Group II & III roadway. The calculated AADT is approximately 21,400 vehicles per day (vpd), with 1,180 vehicles in the weekday morning peak hour and 1,760 vehicles in the weekday afternoon peak hour. Saturday traffic was approximately 21,100 vpd with 2,100 vehicles during the Saturday midday peak period. The raw TMC data and ATR data are provided in Appendix A.

2.4 Capacity and Queue Analyses - Existing Conditions

Capacity and queue analyses were performed for the study intersections for the 2023 Existing Conditions during the weekday morning, weekday afternoon, and Saturday midday peak hours. Capacity analyses were conducted using Trafficware Synchro Studio 11 software, which conducts the analysis based on *Highway Capacity Manual (HCM)* methodology. The analysis results are categorized in terms of Level of Service (LOS), which describes the qualitative intersection operational conditions based on the calculated average delay per vehicle. A summary of the HCM capacity analysis methodology and a detailed definition of LOS is provided in Appendix C. Queue analyses were conducted using Trafficware SimTraffic software, which summarizes queues based upon the length of vehicle queueing on an intersection approach. For unsignalized intersections, queues are quantified for 95th percentile (design queues). For signalized intersections, queues are quantified by 95th percentile (design) and 50th percentile (average) queues. Tables 2 and 3 in Section 7 summarize the capacity and queue analyses results, respectively. Analysis worksheets align approach directions with the closest cardinal direction, which results in US Route 1 being analyzed as an east/west roadway. For clarity, report text will specify the direction matching Tables 2 and 3, and include the assumed cardinal direction (e.g., US Route 1 eastbound (northbound)). Capacity and queue analysis worksheets with full inputs, settings, and results are provided in Appendix D.

As shown in Table 2, the majority of the overall intersections and individual intersection approaches operate acceptably at LOS D or better during the peak hours with the exception of the following individual movements:

- **US Route 1 at Route 101 (Wilson Road):** The US Route 1 eastbound (northbound) shared through/ left, westbound left, and Route 101 southbound (eastbound) shared through/ left movements operate at LOS E during the Saturday midday peak period.

A review of the queuing results in Table 3 shows that the majority of the design queues are accommodated within available storage between intersections. The following queues extend more than one car length beyond available storage:

- **US Route 1 at Route 101 (Wilson Road):**
 - The US Route 1 eastbound (northbound) left movement design queues exceeds available storage by two car lengths during the weekday afternoon peak hour.

- The US Route 1 eastbound (northbound) left, westbound left, and northbound left movements design queues exceed the available storage by approximately two car lengths during the Saturday midday peak.

2.5 Collision History

Vehicle collision history from January 2020 through December 2022 was collected from the Maine Public Crash Query Tool at the study area intersections. Table 4 provides a summary of collisions within the study area, including type and severity of the collisions. Table 3 summarizes crashes by study area intersection and segment, while Table 4 summarizes Critical Rate Factor (CRF) for the segment links and for the US Route 1/Route 101 intersection. Appendix E includes detailed collision summaries for each of the intersections.

TABLE 4

Study Area Collision History Summary

COLLISION TYPE					
	2020	2021	2022	Total	Percent
Intersection Movement	2	4	6	12	48.0%
Rear End / Sideswipe	3	6	4	13	52.0%
TOTAL	5	10	10	25	100%
COLLISION EVENT					
	2020	2021	2022	Total	Percent
Motor Vehicle	5	10	10	25	100.0%
TOTAL	5	10	10	25	100%
SEVERITY					
	2020	2021	2022	Total	Percent
Personal Injury	0	0	1	1	4.0%
Property Damage Only (PDO)	5	10	9	24	96.0%
TOTAL	5	10	10	25	100%
DAY & TIME					
	2020	2021	2022	Total	Percent
Weekday 3-6 P.M.	1	0	3	4	16.0%
Weekday Off-Peak	2	4	4	10	40.0%
Saturday 11 A.M. - 2 P.M.	1	4	1	6	24.0%
Weekend Off-Peak	1	2	2	5	20.0%
TOTAL	5	10	10	25	100%

TABLE 5

Crashes by Study Area Intersection or Roadway Segment

	2020	2021	2022	Total	Percent
Route 1 at Route 101 (Wilson Road)	1	2	1	4	16.0%
Route 1 at Adams Drive	3	1	1	5	20.0%
Route 1 at Hampton Inn/ Outlets at Kittery Driveway	1	1	1	3	12.0%
Wilson Road at Kittery Trading Post Driveway	0	1	2	3	12.0%
Wilson Road at Kittery Outlets Driveway	0	0	1	1	4.0%
US Route 1	0	5	4	9	36.0%
TOTAL	5	10	10	25	100%

There were twenty-five (25) reported motor vehicle collisions within the study area in the period analyzed. The most frequent type of collision was Rear End/Sideswipe (52% of the collisions); the second most frequent type was Intersection Movement (48% of the collisions). Rear End/Sideswipe and Intersection Movement were the only types of collision recorded at the study intersections.

Throughout the period analyzed, there were no fatalities, with only 4% of the collisions reporting injuries (one reported collision). The remaining 96% of the collisions reported property damage only.

As shown in Table 5, Route 1 at Adams Drive experienced the most collisions of the study area intersections, with 5 total crashes (20% of the total crashes). The intersection of Route 1 at Route 101 (Wilson Road) had the second most collisions with 4 total crashes (16%). The highest percentage of crashes occurred along the US Route 1 corridor (9 total crashes at 36%) and were not attributed to a specific study intersection.

The crash rate for each link and node was calculated according to the MaineDOT standards and compared to the crash rates published in *State of Maine Highway Crash Statistics (2022 Edition)* to find the CRF. The statewide crash rate for urban minor arterials is 289.16 and urban major collectors is 251.91, applying to US Route 1 and Route 101 (Wilson Road), respectively. The statewide crash rate for signalized intersections is 0.64. To be considered a high crash location, a road segment or intersection must have 8 or more crashes occurring in a 3 year period and a critical rate factor greater than 1.0.

As shown in Table 6 below, both links have a CRF greater than one (1.0), however, only US Route 1 experiences greater than 8 crashes over the three year study period (2020-2022).

TABLE 6

Critical Rate Factor (CRF) Summary Table

NODES	Total Crashes	Average per Year	Crash Rate (Crashes/MEV¹)	CRF
US Route 1 at Route 101	5	1.67	0.19	0.29
LINKS	Total Crashes	Average per Year	Crash Rate (Crashes/HMVM²)	CRF
US Route 1 (Adams Drive to Wilson Road)	15	5.00	331.60	1.15
Route 101 (Wilson Road) (US Route 1 to Kittery Outlets Driveway)	4	1.33	429.87	1.71

¹MEV: million entering vehicles²HMVM: hundred million vehicle miles

2.6 Alternative Travel Modes

The project site is well connected via sidewalks to the adjacent land uses. Sidewalks are provided on the eastern site frontage along US Route 1 and on the northern side of Route 101, providing connection to the protected crossings at the US Route 1/ Route 101 intersection. Beyond the site, sidewalks are provided on both sides of US Route 1 between the entrance only driveway to the south and Route 101. No sidewalk is provided on the south side of Route 101 along the site frontage.

On-road bicycle facilities and public transit services are not provided within the study area.

Section 3

No-Build Conditions

The No-Build Condition represents the projection of traffic volumes and operating conditions without the anticipated additional site generated traffic. The study area is analyzed for a design year of 2028, reflecting a five-year planning horizon. This section describes the growth and development considerations included in the 2028 No-Build traffic volumes.

3.1 Background Traffic Volumes

To develop the traffic volumes for the 2028 No-Build Condition, the 2023 Existing traffic volumes were grown by one percent per year to represent the general growth of traffic on the study area roadways. As noted previously, July 2022 and September 2023 TMC data were found to be similar within the study area, suggesting that 2023 data accurately represents a post-COVID condition and that a more aggressive growth rate would be inappropriate for the study area.

During coordination with the Town of Kittery, no specific developments were identified which would add measurable traffic to the study area. It is assumed that any smaller developments or vacancies in existing developments are captured by the background traffic growth rate.

The 2028 No-Build traffic volumes for the weekday morning and weekday evening peak hours are shown in Figure 3.

3.2 Capacity and Queue Analyses – No-Build Conditions

Capacity and queue analyses were conducted for the 2028 No-Build Conditions traffic volumes for each peak period using the methodology described in Section 2.4. Tables 2 and 3 in Section 7 summarize the capacity and queue results, respectively. Capacity and queue analysis worksheets with full inputs, settings, and results are provided in Appendix D.

The increase in expected future traffic based on the one percent per year compounded growth rate that was added to the future 2028 No-Build Conditions traffic volumes result in some degradation of operations when compared to existing conditions. Operations improve at the intersection of US Route 1 at Route 101 during the Saturday midday peak period due to the change to concurrent pedestrian phasing as part of planned improvements by MaineDOT described further in Section 3.2. The following identifies intersections and approaches which predict a degradation of LOS or increased delay exceeding available storage between the 2023 Existing and 2028 No-Build Conditions:

- **US Route 1 at Adams Drive:** The northbound approach experiences a degradation in LOS from D to LOS E during the Saturday midday peak period.

Minimal increases in design queues were experienced at all intersection movements as a result of the background traffic volume growth.

Section 4

Proposed Conditions

The proposed redevelopment includes the redevelopment of the existing Outlets at Kittery to demolish the existing retail outlet buildings and construct a 119-room hotel, 107-unit residential building, and 6,000 square foot restaurant. The project will include approximately 316 parking spaces shared between the uses. The project is expected to be completed in 2025. The Site Layout Plan is presented in Appendix G.

4.1 Site Access

Access to the site will be provided via four access points along the modified shared access driveway (Old Wilson Road) between the existing Hampton Inn to remain and the project site, and via the existing full access, unsignalized driveway with Route 101 (Wilson Road). The existing enter-only driveway on Route 1 will be eliminated as part of the project. Access points along Old Wilson Road include three driveways to internal site parking areas, and a final access point that extends the roadway to terminate at site parking areas both north and south of the Old Wilson Road terminus.

Stopping sight distance was reviewed at the existing driveway along Route 101 (Wilson Road) and reconfigured driveways along Old Wilson Road in accordance with criteria set forth in the AASHTO publication *A Policy on the Geometric Design of Highways and Streets*, 7th Edition, 2018. Available site distances were estimated based on the site layout plan and available aerial mapping. The posted speed of 35 miles per hour on Route 101 and an assumed operating speed of 25 mph on Old Wilson Road was used as a basis for the analysis.

Based on AASHTO guidelines and the posted speed of the roadway, the available sight distance exceeds the 250-foot stopping sight distance requirement. Stopping sight distance is not met for vehicles traveling northbound toward the southernmost site driveway on Old Wilson Road based on the 25 mph design speed due to the proximity of the driveway to Route 1. However, it is reasonable to assume that vehicles turning onto Old Wilson Road will be traveling at a lower rate of speed after completing their turning movement. Based on an assumed 15 mph design speed for northbound vehicles, the stopping sight distance requirement of 80 feet is met.

4.2 Proposed Roadway & Traffic Improvements

MaineDOT is planning a full traffic signal replacement at the intersection of US Route 1 at Route 101 (Wilson Road) as part of Work Plan ID 025435. The proposed work includes complete traffic signal replacement and accessibility improvements. The intersection lane arrangements will remain the same as compared to existing, while traffic signal phasing will be modified to include concurrent pedestrian signal phasing. The project is scheduled to be completed in 2024 and has been incorporated into the future year analyses. The project plans are enclosed in Appendix H.

4.3 Trip Generation

Site generated traffic volumes for the proposed development were estimated using rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, 2021. Hotel (LUC 310), Residential - Multifamily Housing (Mid-Rise) (LUC 221),

and High-Turnover (Sit-Down) Restaurant (LUC 932) were used to estimate vehicle trips expected to be generated by the development based on the currently proposed development program. For the purposes of determining if a Traffic Movement Permit (TMP) will be required by MaineDOT, and to present a conservative analysis, the higher of the peak hour of adjacent street and the peak hour of the generator were used as a basis for the trip generation estimate.

In addition to the trips expected to be generated by the proposed uses, trip characteristics of the existing retail outlet use were quantified using available data for the purpose of applying a credit to account for existing trips to be replaced by the proposed redevelopment. Existing trips were credited based on turning movement counts compiled from July 2022 and September 2023 for the US Route 1/ Hampton Inn/ Outlets at Kittery driveway (Old Wilson Road) and for the Route 101 (Wilson Road) at Outlets at Kittery driveway. Data from both access points was reviewed to conservatively estimate trips for the existing Hampton Inn to remain and potential cut-through vehicles between Route 101 and US Route 1; the remainder of trips were assumed to be generated by the existing retail outlets and are summarized in the site-generated traffic summary shown in Table 7. Based on a review of existing tenants and operating hours, no credit was taken for trips in the weekday morning peak hour, as most businesses open after the conclusion of the morning peak period.

LUC 221 Residential - Multifamily Housing (Mid-Rise) was determined to be appropriate for the proposed residential use. ITE defines "low-rise" as two to three floors; "mid-rise" as between four and ten floors; and "high-rise" as ten floors or greater. The proposed five-story structure meets the "mid-rise" criteria. Table 7 summarizes the net new trips expected to be generated by the proposed redevelopment. It is estimated that the proposed development may generate a total of 191 new trips (92 entering, 99 exiting) during the weekday morning peak hour, 153 new trips (107 entering, 46 exiting) during the weekday afternoon peak hour, and 91 new trips (67 entering, 24 exiting) during the Saturday midday peak hour, respectively.

4.4 Arrival and Departure Distribution

The distribution of the proposed site generated traffic entering and exiting the site was based on varied methods for the varied land uses proposed for the project. The distribution of residential uses was determined based on a review of Journey-to-Work data obtained from the US Census. Journey-to-Work data is provided in Appendix F. Data was refined based on existing travel patterns within the study area.

Arrive and distribution patterns for the residential component are shown in Figure 4 and are as follows:

- 40% to/ from the South via I-95
- 15% to/ from the North via US Route 1
- 15% to/ from the South via US Route 1 Bypass
- 10% to/ from the Northwest via Route 101
- 5% to/ from the North via I-95
- 5% to/ from the South via US Route 1
- 5% to/ from the Northwest via Route 236

- 5% to/ from the South via Route 236

Arrive and distribution patterns for the development for the hotel and restaurant uses are shown in Figure 5 and are as follows:

- 25% to/ from the North via US Route 1
- 25% to/ from the South via US Route 1 Bypass
- 15% to/from the Northwest via Route 101
- 10% to/ from the South via I-95
- 10% to/ from the South via US Route 1
- 5% to/ from the North via I-95
- 5% to/ from the Northwest via Route 236
- 5% to/ from the South via Route 236

Figures 6 and 7 show the proposed site generated traffic distributed to the study area roadways for the weekday morning, weekday afternoon, and Saturday midday peak hours for the residential and hotel/restaurant uses, respectively.

Section 5

Build Conditions

The anticipated site generated traffic volumes associated with the proposed development were added to the 2028 No-Build Conditions traffic volumes to develop the 2028 Build Conditions traffic volumes, which are presented in Figure 8.

5.1 Capacity and Queue Analyses - Build Condition

Capacity and queue analyses were conducted for the 2028 Build Conditions for the peak hours using the methodology described in Section 2.4. Tables 2 and 3 in Section 7 summarize the capacity and queue results, respectively. Capacity analysis worksheets with full inputs, settings, and results are provided in Appendix D.

The majority of the study area intersections will continue to operate with the same overall LOS under 2028 Build Conditions as in the 2028 No-Build Conditions. All intersections will operate at overall LOS D or better in the peak periods.

Similarly, intersection movements and approaches continue to operate at 2028 No-Build Conditions LOS with those realizing a deterioration in LOS operating acceptably at LOS D or better, with the exception of the following:

- **US Route 1 at Adams Drive:** The northbound movement degrades from LOS D to LOS E, an increase in delay of less than 5 seconds per vehicle, during the weekday afternoon peak hour.

Nominal increases in design queues were experienced on all intersection approaches that had shown queues exceeding available storage by more than one vehicle previously as compared to the 2028 No-Build Conditions. All other intersection movement design queues predicted under the 2028 Build Conditions are accommodated within available storage.

5.2 Discussion of Project Impacts

Operational analyses indicate minimal increases in delay, and no unsatisfactory levels of service or operating capacity. Planned traffic signal improvements by MaineDOT at the intersection of US Route 1 and Route 101 (Wilson Road) generally result in improved level of service and/or reduction in delay overall and for individual intersection improvements in both the 2028 No-Build and Build Conditions compared to the 2023 Existing Condition.

As noted in Section 2.5, the roadway link of US Route 1 from Adams Drive to Route 101 (Wilson Drive) has a critical rate factor (CRF) of 1.15 with 15 crashes over the 3 year study period, which meets MaineDOT thresholds for a high crash location, and per Town of Kittery regulations requires improvement to address deficiencies. This roadway segment features two commercial driveways on the west side of US Route 1 and four commercial driveways on the east side of US Route 1 within a four lane undivided section, resulting in conflict between turning vehicles entering and exiting the existing retail, hotel, and gas/convenience store uses along this roadway segment. One of the two driveways on the west side is an entrance only driveway to the existing Outlets at Kittery site, which will be eliminated by the proposed redevelopment. The elimination of

an access point within this segment will reduce vehicle conflicts and therefore can be expected to reduce crash frequency.

Section 6

Conclusions & Recommendations

1. The proposed mixed-use development proposes to demolish the existing Outlets at Kittery located at 283 US Route 1 and construct a 119-room hotel, 107-unit residential building, and 6,000 square foot restaurant. The project will provide approximately 316 parking spaces including 12 accessible spaces. The project is expected to be completed in 2025.
2. Access to the site will be provided via four access points via the shared access road with the Hampton Inn to remain (Old Wilson Road) and by retaining the existing site access drive to Route 101 (Wilson Road). The site is well connected via existing and proposed sidewalk connections to existing land uses.
3. Vehicle collision history compiled from the Maine Public Crash Query Tool does not indicate a significant history of intersection crashes. Critical rate factor (CRF) calculations indicate CRFs exceeding 1.0 for roadway links on US Route 1 and Route 101 (Wilson Road). The Route 101 link has fewer than eight crashes over a three year period and does not meet MaineDOT criteria for a high crash location. The US Route 1 link from Adams Drive to Route 101 has a CRF of 1.15 and meets the threshold as a high crash location; the elimination of the existing entrance only driveway within this segment is expected to reduce crash frequency and improve safety.
4. The proposed project is expected to generate a total of 191 new trips (92 entering, 99 exiting) during the weekday morning peak hour, 153 new trips (107 entering, 46 exiting) during the weekday afternoon peak hour, and 91 new trips (67 entering, 24 exiting) during the Saturday midday peak hour, respectively. Existing retail trips were quantified based on existing turning movement count data and credited towards site trip generation.
5. The capacity analyses shown that the study area intersections will continue to operate at the same LOS under Build Conditions as in No-Build Conditions, except for the Adams Road approach to US Route 1 which degrades from LOS D to LOS E in the weekday afternoon peak hour, with an increase in average delay of fewer than 5 seconds.
6. Based on the results of the foregoing analysis, it is the professional opinion of Tighe & Bond that the additional traffic expected to be generated by the proposed mixed-use development at 283 US Route 1 in Kittery is not expected to have a significant impact to traffic operations within the study area. Signalization improvements planned by MaineDOT at the US Route 1/ Route 101 (Wilson Road) intersection result in operational improvements in the 2028 design year both with and without the proposed development when compared to the existing condition.

Section 7 Tables

TABLE 2
Intersection Operation Summary - Capacity

Lane Use	Weekday Morning Peak Hour									Weekday Afternoon Peak Hour									Saturday Midday Peak Hour									
	2023 Existing			2028 No-Build			2028 Build			2023 Existing			2028 No-Build			2028 Build			2023 Existing			2028 No-Build			2028 Build			
	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	
Traffic Signal - US Route 1 at Route 101 (Wilson Road)																												
Overall	B	14.7	0.52	B	12.0	0.51	B	12.9	0.54	B	16.1	0.66	B	16.6	0.67	B	17.1	0.68	C	34.4	0.83	C	29.2	0.80	C	30.0	0.81	
US Route 1	EBL	C	29.2	0.32	C	23.9	0.31	C	25.6	0.33	C	28.9	0.53	C	30.8	0.57	C	32.4	0.59	E	71.4	0.83	E	60.5	0.80	E	62.4	0.81
	EBTR	B	10.4	0.25	A	7.9	0.25	A	8.1	0.26	A	6.6	0.30	A	6.6	0.31	A	6.8	0.32	C	27.4	0.59	C	20.2	0.55	C	21.4	0.58
	WBL	C	33.0	0.01	C	25.0	0.01	C	26.0	0.01	C	31.8	0.11	C	32.3	0.12	C	33.6	0.12	E	61.9	0.56	D	52.9	0.56	D	53.7	0.56
	WBTR	B	19.1	0.52	B	15.8	0.51	B	16.3	0.54	B	20.0	0.66	B	20.0	0.67	C	20.3	0.68	C	33.5	0.76	C	27.8	0.76	C	28.1	0.77
Kittery Outlets Driveway	NBL	C	23.4	0.03	B	16.8	0.03	B	18.0	0.03	C	27.7	0.21	C	28.5	0.23	C	28.8	0.22	D	40.0	0.24	C	32.3	0.24	C	32.6	0.24
	NBTR	C	23.3	0.01	B	16.7	0.01	B	17.7	0.01	B	14.8	0.14	B	14.9	0.15	B	15.0	0.15	B	12.6	0.21	B	10.2	0.21	B	10.2	0.21
Route 101 (Wilson Road)	SBLT	C	28.5	0.45	C	22.5	0.42	C	25.2	0.50	C	33.1	0.45	C	34.9	0.49	D	36.0	0.51	E	56.7	0.77	D	50.5	0.78	D	51.6	0.79
	SBR	A	2.7	0.33	A	3.1	0.32	A	4.0	0.34	A	3.0	0.17	A	5.3	0.18	A	5.6	0.18	A	3.0	0.29	B	13.8	0.32	B	14.1	0.33
Unsignalized TWSC - US Route 1 at Adams Drive																												
Adams Drive	NB	B	14.4	0.03	C	15.0	0.03	C	16.4	0.04	D	29.8	0.12	D	33.1	0.14	E	37.7	0.15	D	31.3	0.07	E	35.0	0.08	E	37.7	0.08
US Route 1	WB	A	8.4	0.00	A	8.5	0.00	A	8.7	0.00	A	10.0	0.00	B	10.2	0.00	B	10.5	0.00	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00
Unsignalized TWSC - US Route 1 at Hampton Inn/Outlets Driveway																												
US Route 1	EB	A	9.4	0.01	A	9.5	0.01	A	10.0	0.09	B	10.3	0.05	B	10.5	0.06	B	11.2	0.16	B	10.6	0.03	B	10.9	0.03	B	11.4	0.11
Hampton Inn/Outlets Driveway	SB	B	12.1	0.02	B	12.4	0.02	B	14.7	0.29	C	19.2	0.14	C	20.5	0.15	D	25.6	0.34	C	20.1	0.13	C	21.7	0.15	D	25.4	0.25
Unsignalized TWSC - Route 101 (Wilson Road) at Kittery Trading Post																												
Kittery Trading Post Driveway	WB	B	11.8	0.02	B	12.0	0.02	B	12.4	0.02	B	13.5	0.21	B	14.0	0.23	B	14.5	0.24	C	22.1	0.48	C	24.9	0.53	D	25.7	0.55
Route 101 (Wilson Road)	SB	A	7.5	0.01	A	7.5	0.01	A	7.6	0.01	A	8.0	0.02	A	8.0	0.02	A	8.1	0.02	A	8.1	0.05	A	8.2	0.05	A	8.2	0.05
Unsignalized TWSC - Route 101 (Wilson Road) at Kittery Outlets Driveway																												
Route 101 (Wilson Road)	NB	A	8.0	0.00	A	8.0	0.00	A	8.1	0.02	A	7.6	0.01	A	7.6	0.01	A	7.7	0.03	A	7.9	0.04	A	8.0	0.04	A	8.0	0.05
Kittery Outlet Driveway	EB	B	11.0	0.02	B	11.2	0.02	B	11.9	0.12	B	11.8	0.14	B	12.1	0.15	B	12.8	0.19	B	12.1	0.18	B	12.5	0.20	B	12.8	0.21

Legend
LOS - Level of Service
Delay - average delay per vehicle in seconds
V/C - volume to capacity ratio

TABLE 3
Intersection Operation Summary - Queues (In Feet)

		Weekday Morning Peak Hour								Weekday Afternoon Peak Hour						Saturday Midday Peak Hour					
		Lane Use	Available Storage	2023 Existing		2028 No-Build		2028 Build		2023 Existing		2028 No-Build		2028 Build		2023 Existing		2028 No-Build		2028 Build	
				50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th
Traffic Signal - US Route 1 at Route 101 (Wilson Road)																					
US Route 1	EBL	105	38	75	36	75	40	79	92	137	94	140	102	146	121	155	120	144	120	150	
	EBT	560	44	81	54	106	47	87	75	167	82	173	90	202	265	453	201	385	218	396	
	EBTR	560	27	64	36	81	32	76	58	121	61	124	67	146	231	411	179	345	190	356	
	WBL	115	9	4	1	9	1	8	12	43	16	59	14	48	81	163	80	160	76	153	
	WBT	350	94	157	93	151	96	153	127	194	135	199	139	204	200	322	185	281	192	298	
Kittery Outlets Driveway	WBTR	350	49	115	47	104	57	115	81	152	91	166	92	169	160	277	147	234	153	256	
	NBL	30	4	20	3	18	4	21	22	49	23	53	19	49	29	63	27	62	31	65	
	NBTR	80	2	12	3	17	2	14	18	45	19	52	18	46	39	73	39	76	39	76	
Route 101 (Wilson Road)	SBLT	175	37	75	38	74	45	83	42	80	44	83	52	97	85	130	82	123	87	126	
	SBR	100	60	104	61	104	55	95	44	87	45	88	49	95	67	116	67	113	70	115	
Unsignalized TWSC - US Route 1 at Adams Drive																					
US Route 1	EBT	625	0	0	0	0	0	0	0	3	1	14	5	37	5	42	2	18	8	55	
	EBTR	625	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	36	
	WBLT	165	1	11	1	7	0	4	1	12	3	21	3	24	0	0	0	0	0	0	
	WBT	165	0	0	0	0	0	0	0	7	0	10	0	0	0	0	0	0	0	0	
Adams Drive	NB	155	9	30	6	26	6	26	9	34	11	37	35	35	9	30	9	32	11	39	
Unsignalized TWSC - US Route 1 at Hampton Inn/Outlets Driveway																					
US Route 1	EBLT	160	2	18	2	15	35	87	36	109	36	108	80	170	29	116	26	102	65	168	
	EBT	160	0	0	0	0	1	12	3	30	6	46	23	102	7	53	7	52	17	90	
	WBT	555	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
	WBTR	555	0	0	0	0	0	3	0	0	0	3	1	8	0	0	0	0	0	3	
Hampton Inn/Outlets Driveway	SB	390	6	27	5	24	32	53	21	46	20	48	34	70	22	52	24	62	37	74	
Unsignalized TWSC - Route 101 (Wilson Road) at Kittery Trading Post																					
Kittery Trading Post Driveway	WB	100	5	28	5	25	3	21	36	64	41	71	40	69	56	93	56	91	57	92	
	NB	85	1	10	1	7	2	21	5	31	6	33	14	56	27	84	36	94	29	84	
Route 101 (Wilson Road)	SB	500	3	21	3	22	3	18	5	24	6	26	7	30	24	51	20	49	24	51	
Unsignalized TWSC - Route 101 (Wilson Road) at Kittery Outlets Driveway																					
Kittery Outlets Driveway	EB	100	5	22	6	25	21	47	31	60	32	58	35	62	39	73	37	67	41	73	
	NB	175	0	7	1	8	8	32	4	21	3	19	9	35	13	40	14	42	14	41	
	Route 101 (Wilson Road)	SB	500	2	17	4	28	3	22	1	14	2	13	3	21	33	98	24	74	29	79

Legend

50th & 95th - 50th and 95th percentile queue lengths in feet

Note: Queues presented in this table are based on SimTraffic results

TABLE 7
Site-Generated Traffic Summary

Existing Retail Trips¹			
Peak Hour Period	Enter	Exit	Total
Weekday Morning	0	0	0
Weekday Afternoon	14	52	66
Saturday MIDDAY	38	69	107
Weekday	NO DATA	NO DATA	NO DATA
Saturday	NO DATA	NO DATA	NO DATA

Proposed - 119-Room Hotel			
Peak Hour Period	Enter	Exit	LUC 310 Total
Weekday Morning (Peak Hour of Generator)	36	33	69
Weekday Afternoon (Peak Hour of Generator)	41	31	72
Saturday MIDDAY (Peak Hour of Generator)	49	39	88
Weekday	476	475	951
Saturday	480	480	960

Proposed - 107 Units Residential			
Peak Hour Period	Enter	Exit	LUC 221 Total
Weekday Morning (Peak Hour of Adjacent Street)	9	31	40
Weekday Afternoon (Peak Hour of Generator)	30	20	50
Saturday MIDDAY (Peak Hour of Generator)	22	21	43
Weekday	243	243	486
Saturday	255	254	509

Proposed - 6,000 SF Restaurant			
Peak Hour Period	Enter	Exit	LUC 932 Total
Weekday Morning (Peak Hour of Generator)	47	35	82
Weekday Afternoon (Peak Hour of Generator)	50	48	98
Saturday MIDDAY (Peak Hour of Generator)	34	33	67
Weekday	322	321	643
Saturday	367	367	734

Net Vehicular Trips (Proposed minus Existing Retail Trips)			
Peak Hour Period	Enter	Exit	Total
Weekday Morning	92	99	191
Weekday Afternoon	107	46	153
Saturday MIDDAY	67	24	91
Weekday	NO DATA	NO DATA	NO DATA
Saturday	NO DATA	NO DATA	NO DATA

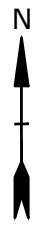
¹Existing Kittery Outlets trips based on 2022 and 2023 turning movement count data

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021
Land Use - 221 [Residential - Multifamily Housing (Mid-Rise)]
Land Use - 310 [Hotel]
Land Use - 932 [High-Turnover (Sit-Down) Restaurant]

Section 8

Figures

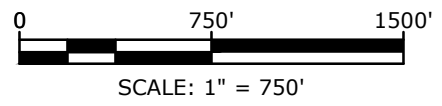
Dec 28, 2023-11:06am Plotted By: MStoutz
Tighe & Bond, Inc. J:\15037 Two International Group\003 Kittery Mixed Use Development\Drawings\AutoCAD\Figures\15037-001 Traffic Study Area Figure.dwg

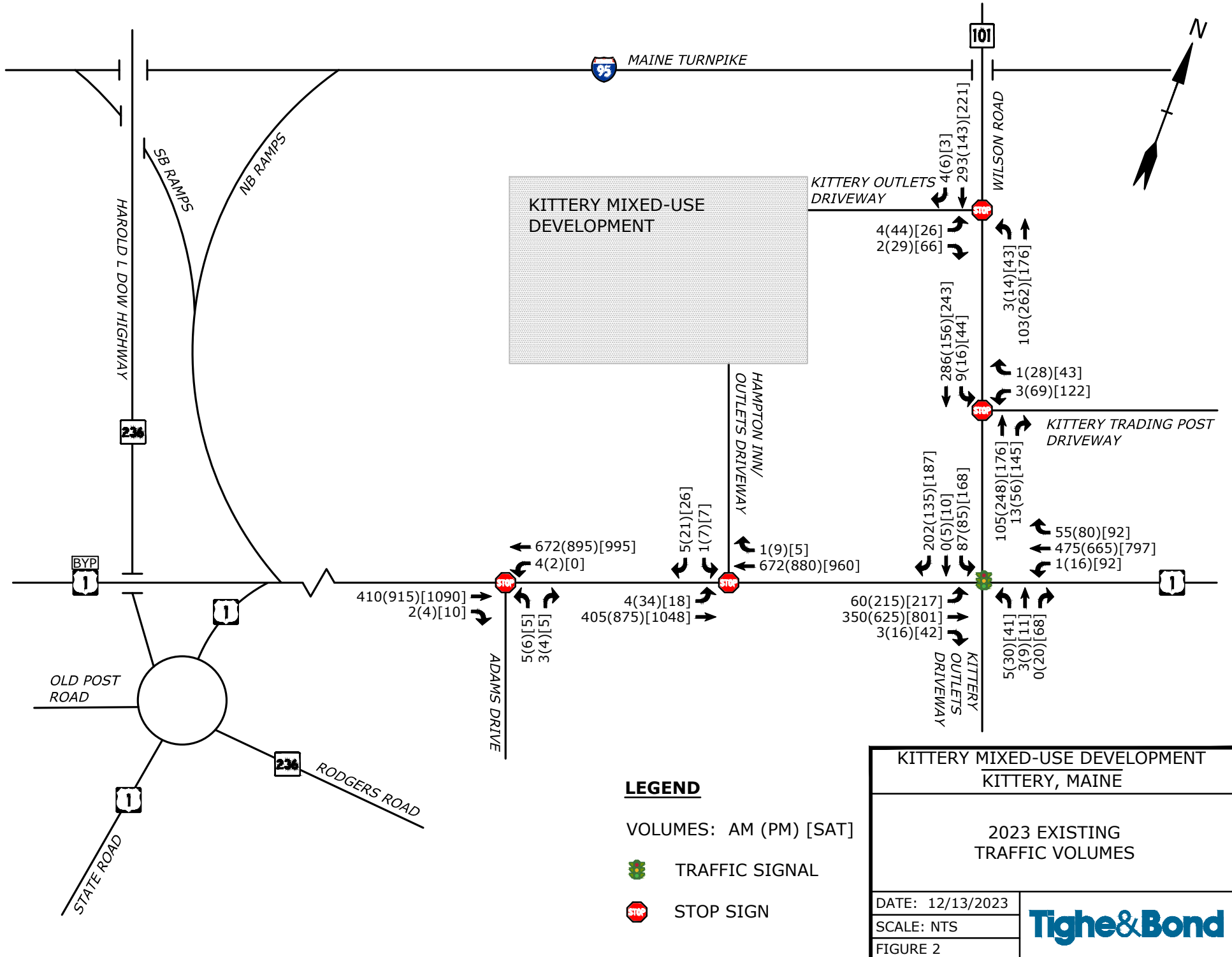


KITTERY MIXED-USE DEVELOPMENT
KITTERY, ME

STUDY AREA

DATE: 10/16/2023
SCALE: 1" = 750'
FIGURE: 1





HAROLD L DOW HIGHWAY

SB RAMP

NB RAMP

95 MAINE TURNPIKE

101 WILSON ROAD

KITTERY MIXED-USE DEVELOPMENT

KITTERY OUTLETS DRIVEWAY

HAMPTON INN/ OUTLETS DRIVEWAY

KITTERY OUTLETS DRIVEWAY

KITTERY TRADING POST DRIVEWAY

OLD POST ROAD

STATE ROAD

RODGERS ROAD

ADAMS DRIVE

BYP 1

1

234



672(895)[995]
4(2)[0]

410(915)[1090]
2(4)[10]

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3(4)[5]

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5(21)[26]
1(7)[7]

1(9)[5]
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60(215)[217]
350(625)[801]
3(16)[42]

202(135)[187]
0(5)[10]
87(85)[168]

105(248)[176]
13(56)[145]
55(80)[92]
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1(16)[92]

5(30)[41]
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0(20)[68]

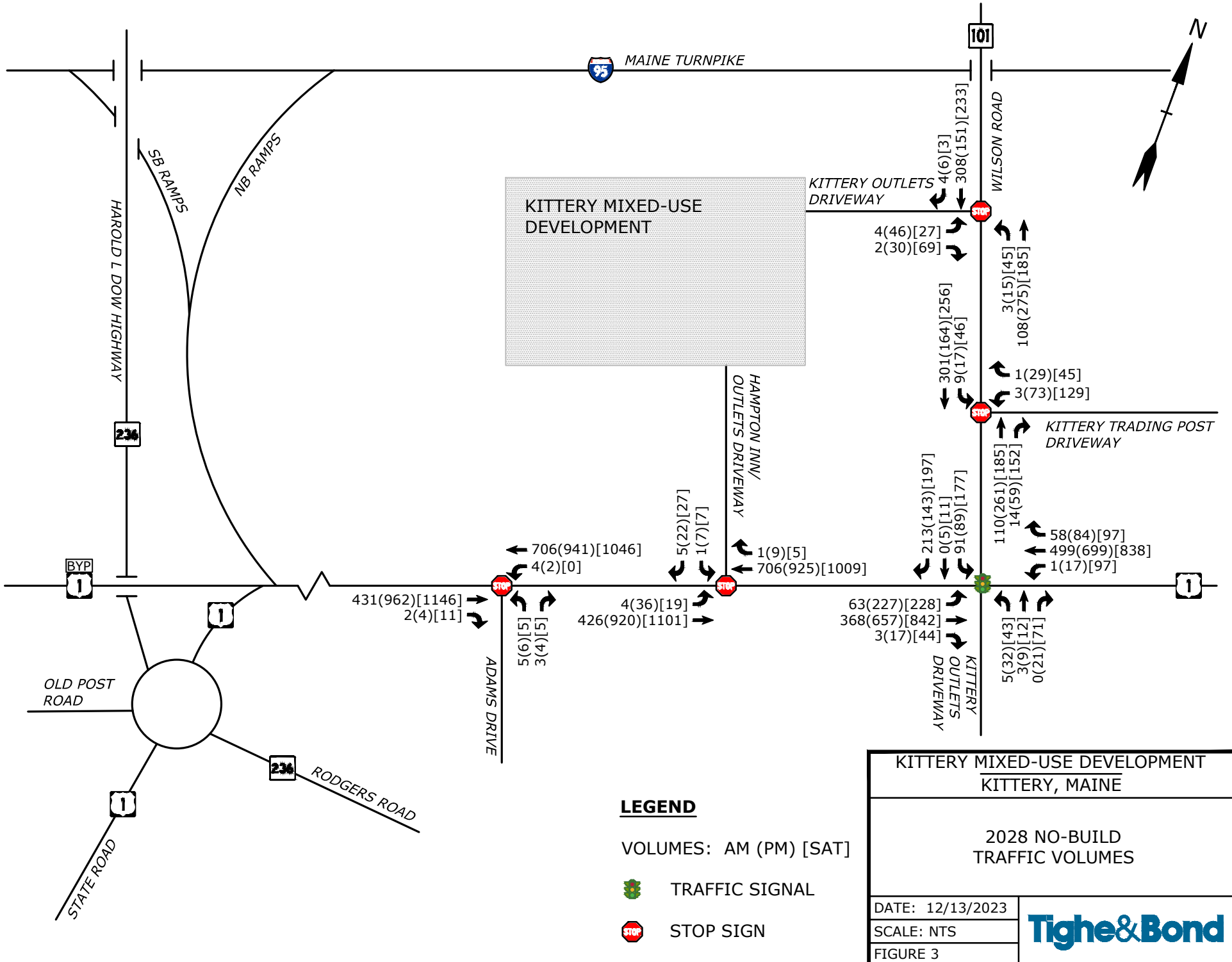
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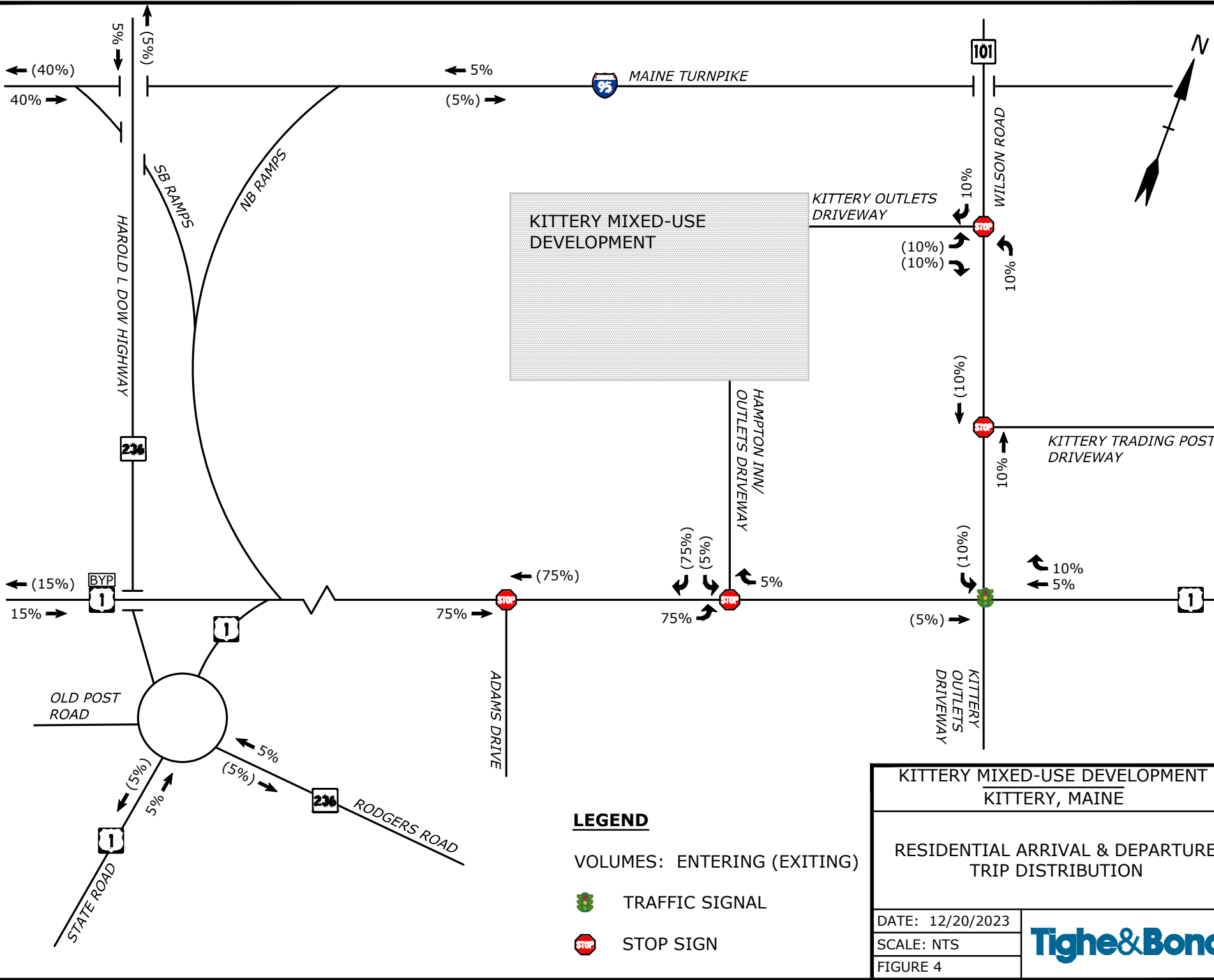
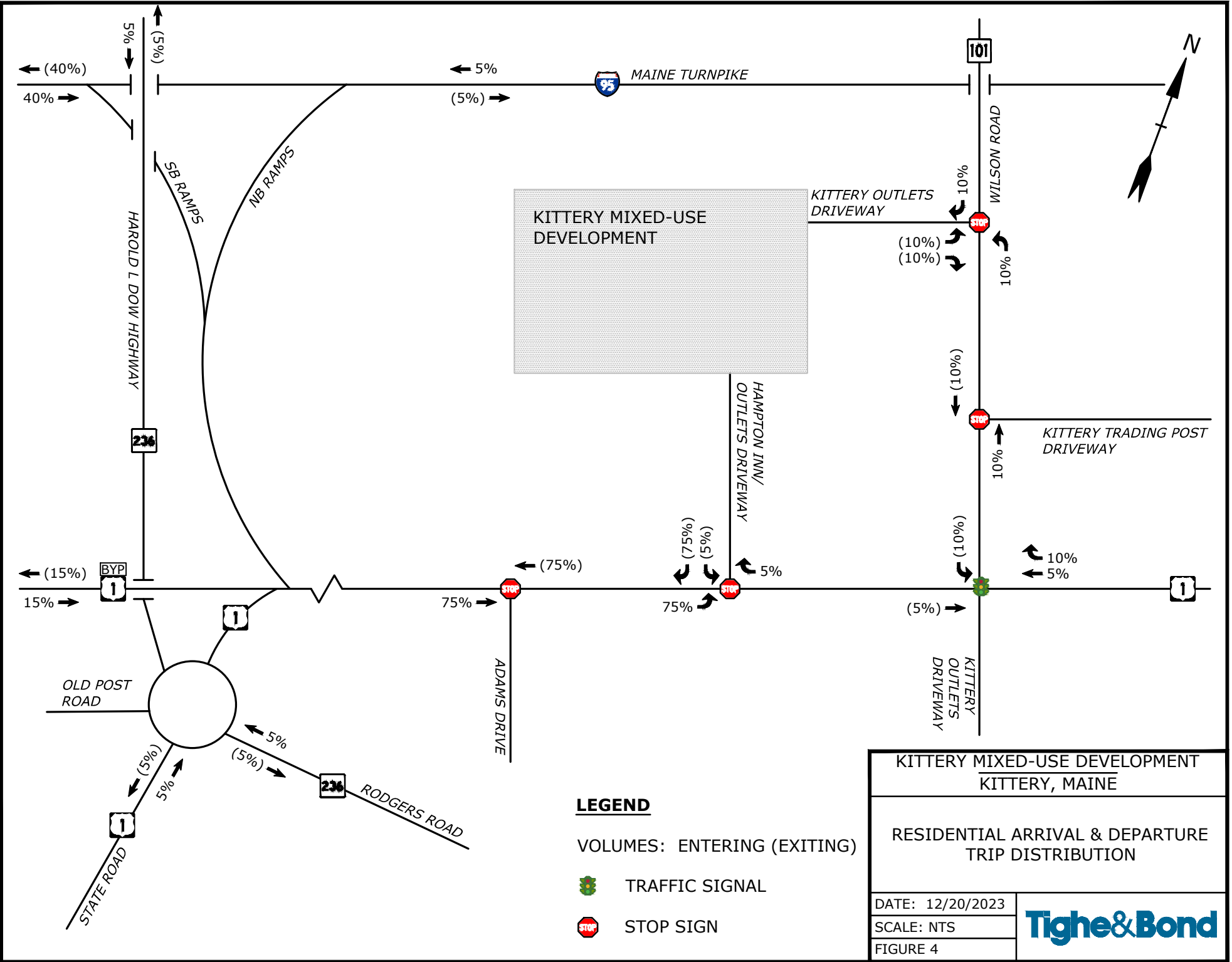
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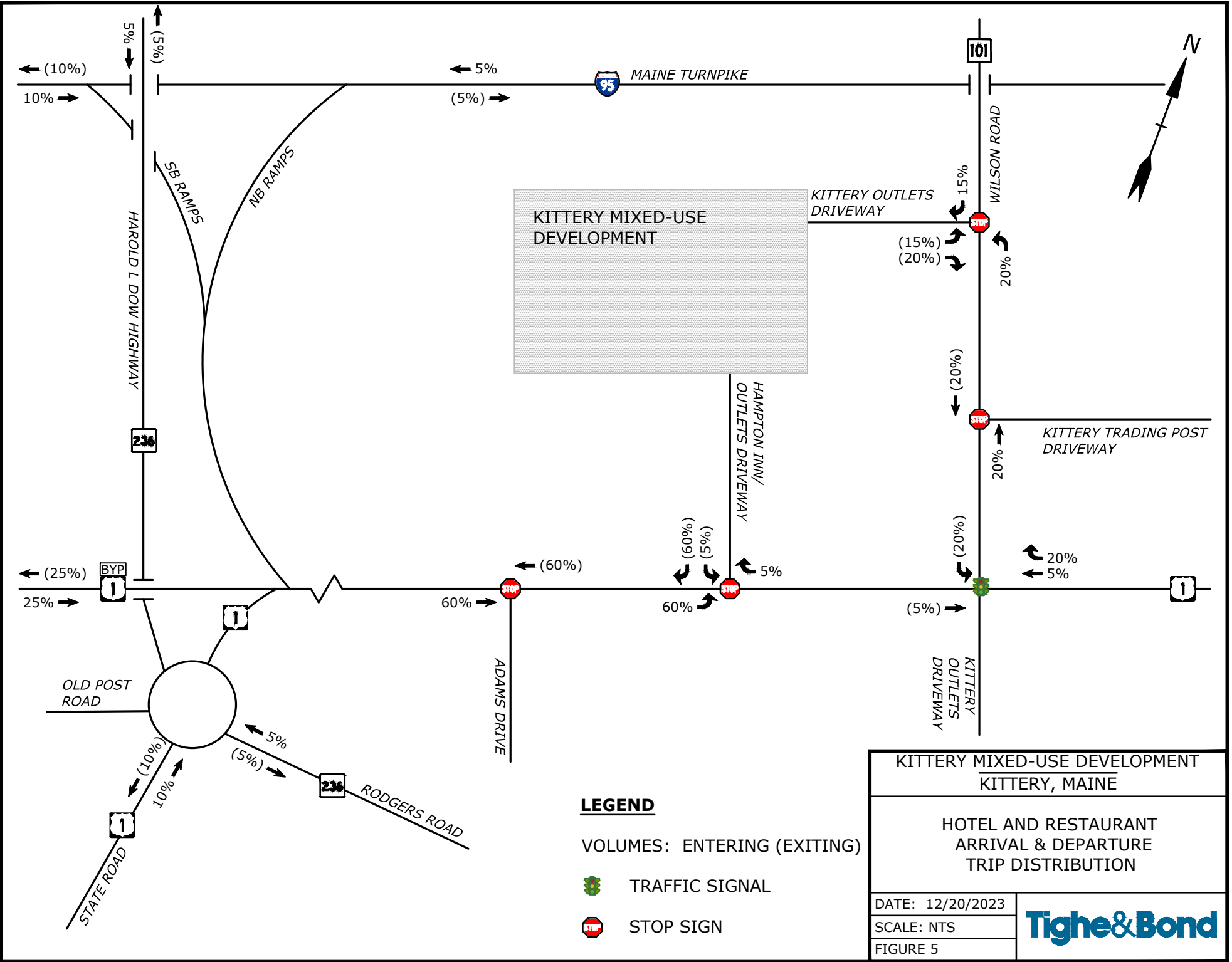
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3(69)[122]






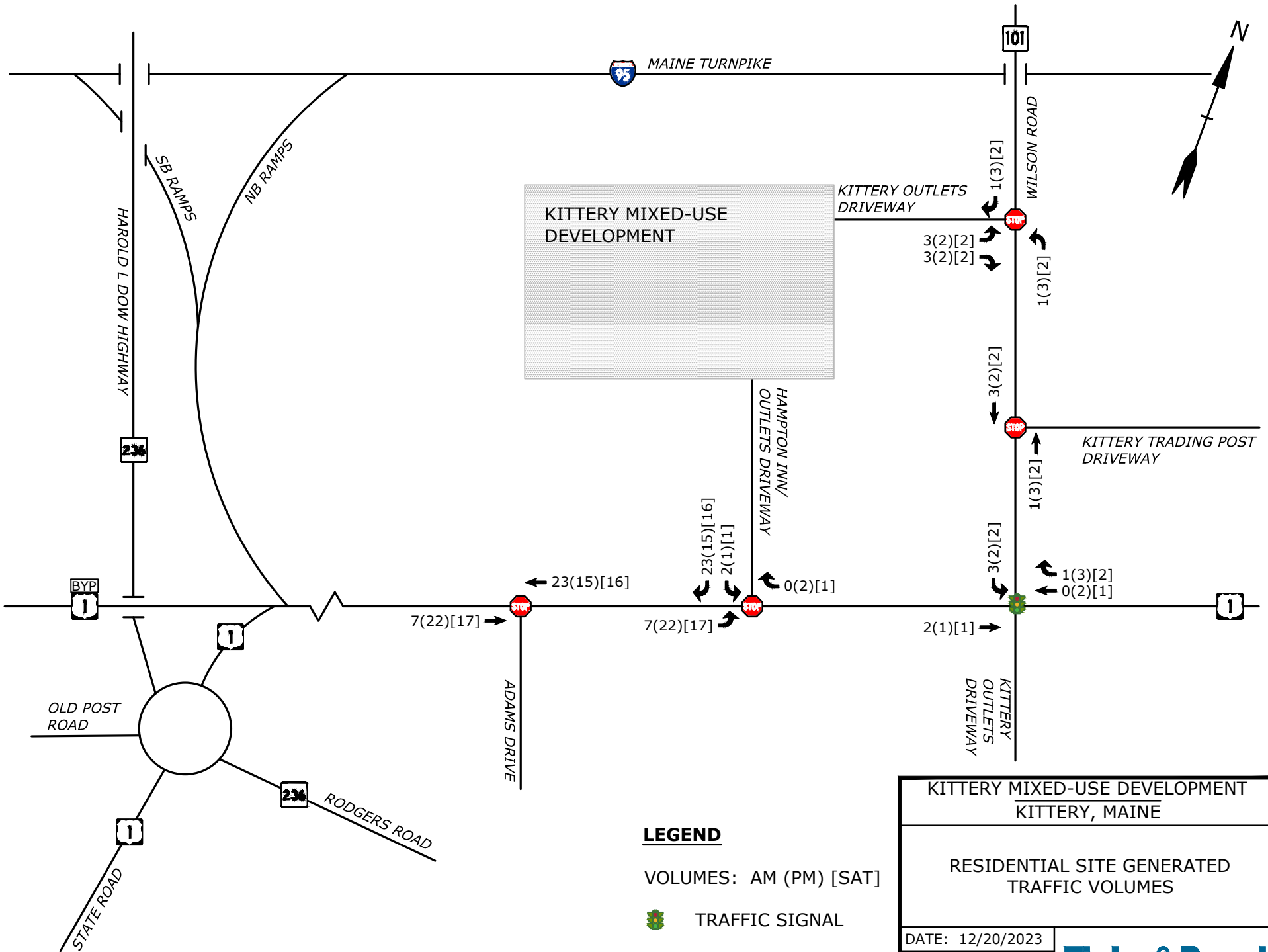


LEGEND

VOLUMES: ENTERING (EXITING)

-  TRAFFIC SIGNAL
-  STOP SIGN

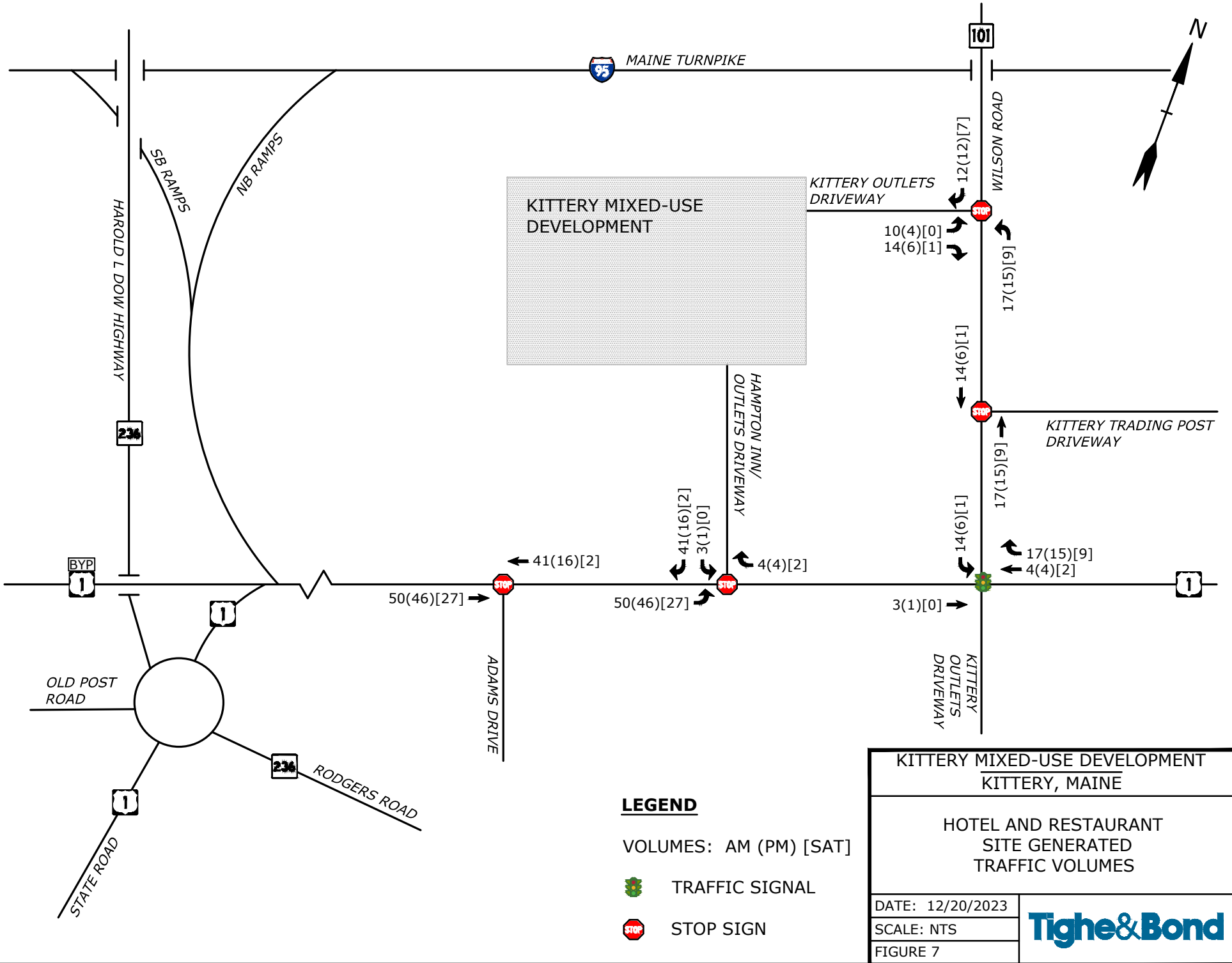
KITTERY MIXED-USE DEVELOPMENT KITTERY, MAINE	
HOTEL AND RESTAURANT ARRIVAL & DEPARTURE TRIP DISTRIBUTION	
DATE: 12/20/2023	
SCALE: NTS	
FIGURE 5	

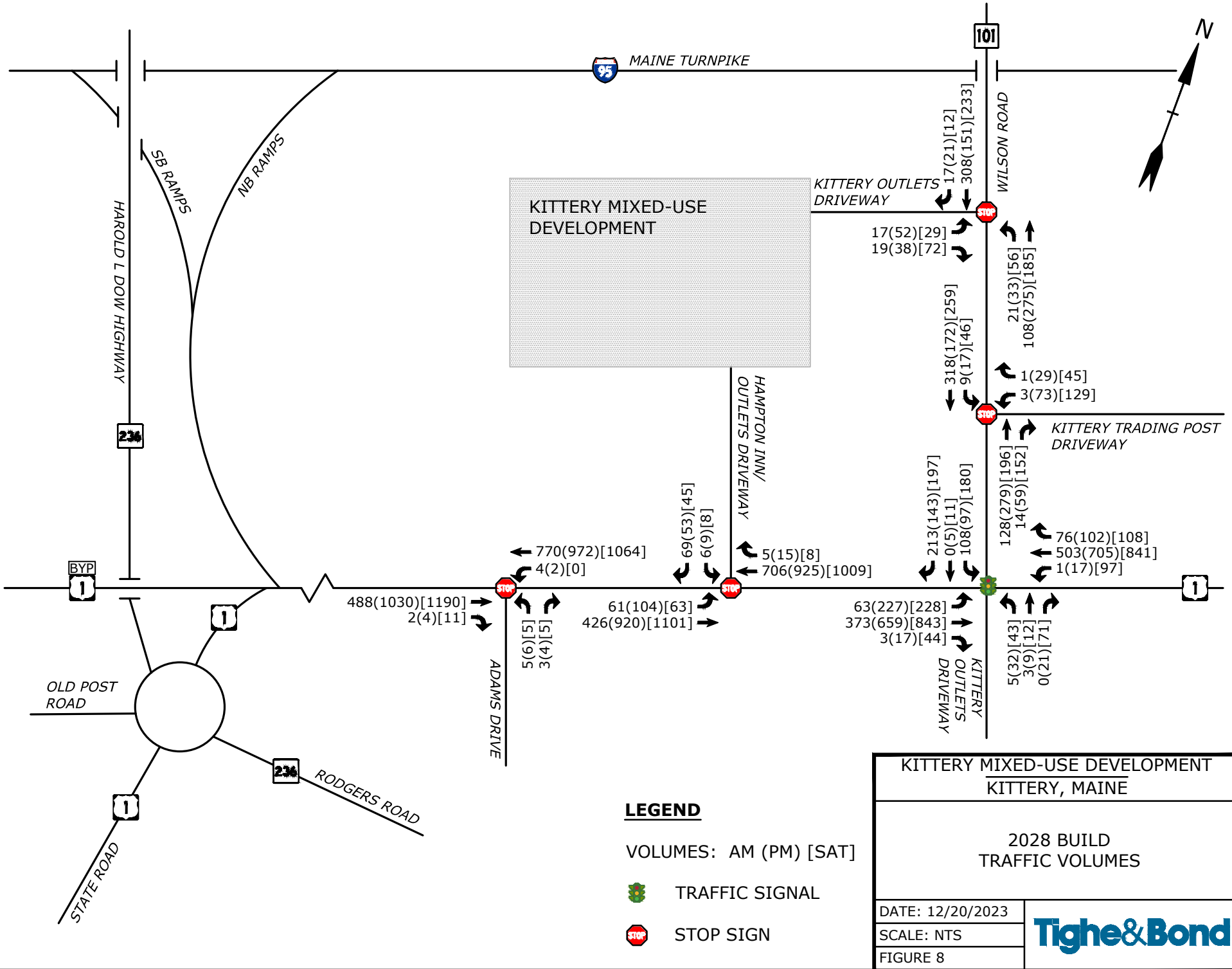


**KITTERY MIXED-USE DEVELOPMENT
KITTERY, MAINE**

**RESIDENTIAL SITE GENERATED
TRAFFIC VOLUMES**

DATE: 12/20/2023	
SCALE: NTS	
FIGURE 6	





APPENDIX A
Traffic Volume Data

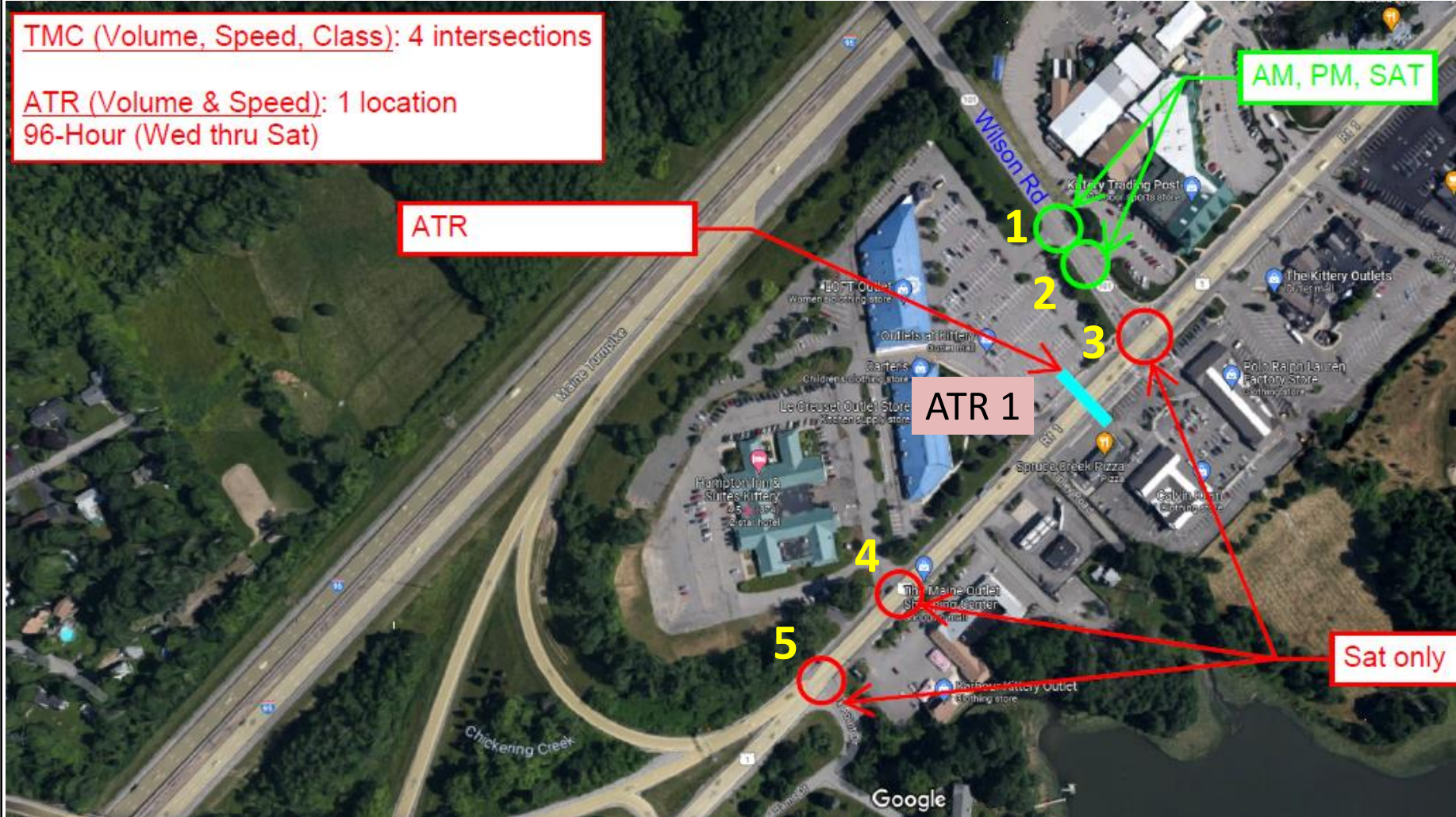


TMC (Volume, Speed, Class): 4 intersections

ATR (Volume & Speed): 1 location
96-Hour (Wed thru Sat)

ATR

AM, PM, SAT



Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTD #: Location 3
 Location: Kittery, ME
 Street 1: Route 1
 Street 2: Wilson Road/Kittery Outlets Drive
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Route 1 Northbound				Route 1 Southbound				Wilson Road Eastbound				Kittery Premium Outlets Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	41	149	4	0	8	148	17	0	20	3	38	0	3	5	10
11:15 AM	0	42	162	16	1	10	183	13	0	30	7	42	0	10	1	6
11:30 AM	0	41	178	9	0	8	185	9	0	30	1	36	0	10	4	9
11:45 AM	0	38	158	7	0	4	146	18	0	48	5	55	0	6	2	15
12:00 PM	0	48	192	10	0	8	166	17	0	36	1	38	0	10	4	16
12:15 PM	0	53	177	7	0	8	183	23	0	26	1	32	0	10	2	13
12:30 PM	0	51	176	13	0	5	204	23	0	37	2	39	0	10	2	16
12:45 PM	0	44	159	8	0	10	145	24	0	35	4	42	0	8	1	16
1:00 PM	0	45	179	16	0	7	184	21	0	30	2	44	0	8	4	12
1:15 PM	0	31	152	9	0	9	184	26	0	31	2	41	0	12	4	17
1:30 PM	0	43	164	4	0	9	195	22	0	38	1	46	0	8	2	9
1:45 PM	0	50	163	6	0	6	163	21	0	47	2	40	0	11	4	16

MID PEAK HOUR 11:45 AM to 12:45 PM	Route 1 Northbound				Route 1 Southbound				Wilson Road Eastbound				Kittery Premium Outlets Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	190	703	37	0	25	699	81	0	147	9	164	0	36	10	60
PHF	0.93				0.87				0.74				0.88			
HV %	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 3
 Location: Kittery, ME
 Street 1: Route 1
 Street 2: Wilson Road/Kittery Outlets Drive
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F



HEAVY VEHICLES

Start Time	Route 1 Northbound				Route 1 Southbound				Wilson Road Eastbound				Kittery Premium Outlets Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	5	0	0	1	0	1	0	0	0	0
11:15 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
1:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM <i>PHF</i>	Route 1 Northbound				Route 1 Southbound				Wilson Road Eastbound				Kittery Premium Outlets Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	4	0	0	0	6	0	0	1	0	2	0	0	0	0
	0.50				0.30				0.38				0.00			

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 3
 Location: Kittery, ME
 Street 1: Route 1
 Street 2: Wilson Road/Kittery Outlets Drive
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F



PEDESTRIANS & BICYCLES

Start Time	Route 1 Northbound				Route 1 Southbound				Wilson Road Eastbound				Kittery Premium Outlets Driveway Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	2	0	1	0	0	1	2	0	0	0	0	0	0	0	2
11:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	0	1	0	0	1	0	3	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0
12:15 PM	0	2	0	0	0	0	0	6	0	1	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
12:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
1:00 PM	0	1	0	0	0	0	0	2	0	0	1	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	0	0	2	0	1	0	2	0	0	0	0	0	0	0	5
1:45 PM	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	2

MID PEAK HOUR 11:45 AM to 12:45 PM	Route 1 Northbound				Route 1 Southbound				Wilson Road Eastbound				Kittery Premium Outlets Driveway Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	2	0	0	0	13	0	1	0	0	0	0	0	6

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 5
 Location: Kittery, ME
 Street 1: Route 1
 Street 2: Adams Drive
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Route 1 Northbound				Route 1 Southbound				Eastbound				Adams Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	202	2	0	1	194	0	0	0	0	0	0	3	0	0
11:15 AM	0	0	218	0	0	0	224	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	230	1	0	1	236	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	233	4	0	0	201	0	0	0	0	0	0	1	0	1
12:00 PM	0	0	251	1	0	0	213	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	238	2	0	0	222	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	234	2	0	0	237	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	225	1	0	0	196	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	241	0	0	1	215	0	0	0	0	0	0	1	0	1
1:15 PM	0	0	207	1	0	0	243	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	227	2	0	1	237	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	223	1	0	0	210	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:45 AM to 12:45 PM	Route 1 Northbound				Route 1 Southbound				Eastbound				Adams Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	956	9	0	0	873	0	0	0	0	0	0	4	0	4
PHF	0.96				0.92				0.00				1.00			
HV %	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 5
 Location: Kittery, ME
 Street 1: Route 1
 Street 2: Adams Drive
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F

BOSTON TRAFFIC DATA

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 Office: 978-746-1259
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 www.BostonTrafficData.com

HEAVY VEHICLES

Start Time	Route 1 Northbound				Route 1 Southbound				Eastbound				Adams Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM <i>PHF</i>	Route 1 Northbound				Route 1 Southbound				Eastbound				Adams Drive Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0
	1.00				0.40				0.00				0.00			

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 5
 Location: Kittery, ME
 Street 1: Route 1
 Street 2: Adams Drive
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F

BOSTON TRAFFIC DATA

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PEDESTRIANS & BICYCLES

Start Time	Route 1 Northbound				Route 1 Southbound				Eastbound				Adams Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	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	0	0	0	0
11:30 AM	0	0	0	0	0	1	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	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:45 AM to 12:45 PM	Route 1 Northbound				Route 1 Southbound				Eastbound				Adams Drive Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTD #: Location 4
 Location: Kittery, ME
 Street 1: Route 1
 Street 2: Hampton Inn/Outlets at Kittery Drive
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Route 1 Northbound				Route 1 Southbound				Hampton Inn/Outlets at Kittery Driveway Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	2	205	0	0	0	187	1	0	3	0	2	0	0	0	0
11:15 AM	0	4	213	0	0	0	223	0	0	3	0	3	0	0	0	0
11:30 AM	0	1	228	0	0	0	228	0	0	3	0	5	0	0	0	0
11:45 AM	0	1	224	0	0	0	195	0	0	2	0	5	0	0	0	0
12:00 PM	0	4	244	0	0	0	203	2	0	1	0	6	0	0	0	0
12:15 PM	0	8	226	0	0	0	211	2	0	1	0	7	0	0	0	0
12:30 PM	0	3	225	0	0	0	233	0	0	2	0	5	0	0	0	0
12:45 PM	0	3	205	0	0	0	187	1	0	2	0	3	0	0	0	0
1:00 PM	0	4	224	0	0	0	224	1	0	1	0	5	0	0	0	0
1:15 PM	0	7	202	0	0	0	211	1	0	3	0	8	0	0	0	0
1:30 PM	0	1	214	0	0	0	232	0	0	1	0	3	0	0	0	0
1:45 PM	0	4	210	0	0	0	202	1	0	0	0	4	0	0	0	0

MID PEAK HOUR 11:45 AM to 12:45 PM	Route 1 Northbound				Route 1 Southbound				Hampton Inn/Outlets at Kittery Driveway Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	16	919	0	0	0	842	4	0	6	0	23	0	0	0	0
PHF	0.94				0.91				0.91				0.00			
HV %	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 4
 Location: Kittery, ME
 Street 1: Route 1
 Street 2: Hampton Inn/Outlets at Kittery Drive
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F



HEAVY VEHICLES

Start Time	Route 1 Northbound				Route 1 Southbound				Hampton Inn/Outlets at Kittery Driveway Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM <i>PHF</i>	Route 1 Northbound				Route 1 Southbound				Hampton Inn/Outlets at Kittery Driveway Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0
	1.00				0.44				0.00				0.00			

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 4
 Location: Kittery, ME
 Street 1: Route 1
 Street 2: Hampton Inn/Outlets at Kittery Drive
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F

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PEDESTRIANS & BICYCLES

Start Time	Route 1 Northbound				Route 1 Southbound				Hampton Inn/Outlets at Kittery Driveway Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	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	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:45 AM to 12:45 PM	Route 1 Northbound				Route 1 Southbound				Hampton Inn/Outlets at Kittery Driveway Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 2
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Kittery Trading Post Driveway
 Count Date: 9/13/2023
 Day of Week: Wednesday
 Weather: Cloudy, 70°F

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PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	1	44	0	0	0	33	0
7:15 AM	0	0	0	0	0	0	0	1	0	3	78	0	0	0	18	1
7:30 AM	0	0	0	0	0	2	0	0	0	0	77	0	0	0	20	0
7:45 AM	0	0	0	0	0	0	0	0	0	5	73	0	0	0	18	6
8:00 AM	0	0	0	0	0	1	0	0	0	1	58	0	0	0	24	3
8:15 AM	0	0	0	0	0	1	0	0	0	1	48	0	0	0	21	3
8:30 AM	0	0	0	0	0	1	0	1	0	4	50	0	0	0	18	3
8:45 AM	0	0	0	0	0	2	0	2	0	5	43	0	0	0	21	9

Start Time	Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	16	0	5	0	4	37	0	0	0	57	11
4:15 PM	0	0	0	0	0	14	0	4	0	5	32	0	0	0	62	12
4:30 PM	0	0	0	0	0	20	0	3	0	7	28	0	0	0	50	17
4:45 PM	0	0	0	0	0	9	0	14	1	2	40	0	0	0	60	13
5:00 PM	0	0	0	0	0	16	0	5	0	5	38	0	0	0	56	9
5:15 PM	0	0	0	0	0	22	0	6	0	1	46	0	0	0	63	13
5:30 PM	0	0	0	0	0	14	0	1	0	1	34	0	0	0	52	7
5:45 PM	0	0	0	0	0	7	0	6	0	3	34	0	0	0	42	8

AM PEAK HOUR 7:15 AM to 8:15 AM	Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	3	0	1	0	9	286	0	0	0	80	10
PHF	0.00				0.50				0.91				0.83			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	7.5%	10.0%

PM PEAK HOUR 4:30 PM to 5:30 PM	Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	67	0	28	1	15	152	0	0	0	229	52
PHF	0.00				0.85				0.89				0.92			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 2
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Kittery Trading Post Driveway
 Count Date: 9/13/2023
 Day of Week: Wednesday
 Weather: Cloudy, 70°F

BOSTON TRAFFIC DATA

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HEAVY VEHICLES

Start Time	Northbound				Southbound				Wilson Road Eastbound			Wilson Road Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0

Start Time	Northbound				Southbound				Wilson Road Eastbound			Wilson Road Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	Northbound				Southbound				Wilson Road Eastbound			Wilson Road Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	1	0	0	0	0	7	0	0	0	6	2
	0.00				0.25				0.58			0.50				

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Northbound				Southbound				Wilson Road Eastbound			Wilson Road Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
	0.00				0.00				0.75			0.25				

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTD #: Location 2
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Kittery Trading Post Driveway
 Count Date: 9/13/2023
 Day of Week: Wednesday
 Weather: Cloudy, 70°F

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PEDESTRIANS & BICYCLES

Start Time	Kittery Trading Post Driveway Northbound				Kittery Trading Post Driveway Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Kittery Trading Post Driveway Northbound				Kittery Trading Post Driveway Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Kittery Trading Post Driveway Northbound				Kittery Trading Post Driveway Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Kittery Trading Post Driveway Northbound				Kittery Trading Post Driveway Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTD #: Location 2
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Kittery Trading Post Driveway
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Northbound				Kittery Trading Post Driveway Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	19	0	7	0	8	42	0	0	0	31	33
11:15 AM	0	0	0	0	0	33	0	7	0	12	44	0	0	0	28	28
11:30 AM	0	0	0	0	0	21	0	7	0	8	48	0	0	0	24	30
11:45 AM	0	0	0	0	0	33	0	9	0	13	71	0	0	0	30	27
12:00 PM	0	0	0	0	0	19	0	7	0	12	56	0	0	0	36	33
12:15 PM	0	0	0	0	0	22	0	15	0	8	38	0	0	0	41	35
12:30 PM	0	0	0	0	0	33	0	7	0	6	48	0	0	0	46	32
12:45 PM	0	0	0	0	0	35	0	10	0	12	44	0	0	0	39	31
1:00 PM	0	0	0	0	0	27	0	6	0	8	52	0	0	0	37	32
1:15 PM	0	0	0	0	0	33	0	6	0	10	35	0	0	0	41	19
1:30 PM	0	0	0	0	0	30	0	8	0	10	53	0	0	0	42	27
1:45 PM	0	0	0	0	0	39	0	4	0	10	53	0	0	0	43	28

MID PEAK HOUR 11:45 AM to 12:45 PM	Northbound				Kittery Trading Post Driveway Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	107	0	38	0	39	213	0	0	0	153	127
PHF	0.00				0.86				0.75				0.90			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 2
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Kittery Trading Post Driveway
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F

BOSTON TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
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 www.BostonTrafficData.com

HEAVY VEHICLES

Start Time	Northbound				Kittery Trading Post Driveway Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	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	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 10:30 AM to 11:30 AM <i>PHF</i>	Northbound				Kittery Trading Post Driveway Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	0.00				0.00				0.38				0.00			

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 2
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Kittery Trading Post Driveway
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F



PEDESTRIANS & BICYCLES

Start Time	Northbound				Kittery Trading Post Driveway Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	9	0	1	0	0
11:15 AM	0	0	0	0	0	0	0	3	0	0	0	9	0	1	0	0
11:30 AM	0	0	0	0	0	0	0	2	0	0	0	3	0	1	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	4	0	0	0	8	0	0	0	4
1:00 PM	0	0	0	0	0	0	0	6	0	0	0	9	0	0	0	9
1:15 PM	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	11	0	0	0	13	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0

MID PEAK HOUR 11:45 AM to 12:45 PM	Northbound				Kittery Trading Post Driveway Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	3	0	0	0	16	0	0	0	3

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTD #: Location 1
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Outlets at Kittery Driveway
 Count Date: 9/13/2023
 Day of Week: Wednesday
 Weather: Cloudy, 70°F

BOSTON TRAFFIC DATA

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PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound			Wilson Road Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	0	0	0	0	0	0	0	0	47	1	0	2	31	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	80	1	0	0	19	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	76	1	0	2	18	0
7:45 AM	0	2	0	1	0	0	0	0	0	0	77	0	0	1	17	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	59	2	0	0	23	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	48	1	0	0	18	0
8:30 AM	0	2	0	1	0	0	0	0	0	0	52	1	0	0	18	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	48	0	0	0	24	0

Start Time	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound			Wilson Road Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	12	0	7	0	0	0	0	0	0	30	3	0	4	58	0
4:15 PM	0	11	0	7	0	0	0	0	0	0	32	0	0	0	66	0
4:30 PM	0	16	0	6	0	0	0	0	0	0	28	2	0	2	51	0
4:45 PM	0	12	0	5	0	0	0	0	0	0	38	3	1	6	67	0
5:00 PM	0	9	0	7	0	0	0	0	0	0	36	0	0	3	58	0
5:15 PM	0	7	0	11	0	0	0	0	0	0	36	1	0	2	67	0
5:30 PM	0	9	0	4	0	0	0	0	0	0	32	1	0	2	51	0
5:45 PM	0	4	0	5	0	0	0	0	0	0	31	0	0	2	46	0

AM PEAK HOUR 7:15 AM to 8:15 AM	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound			Wilson Road Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	4	0	2	0	0	0	0	0	0	292	4	0	3	77	0
PHF	0.50				0.00				0.91			0.87				
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	7.8%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound			Wilson Road Westbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	44	0	29	0	0	0	0	0	0	138	6	1	13	243	0
PHF	0.83				0.00				0.88			0.87				
HV %	0.0%	0.0%	0.0%	6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTD #: Location 1
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Outlets at Kittery Driveway
 Count Date: 9/13/2023
 Day of Week: Wednesday
 Weather: Cloudy, 70°F

BOSTON TRAFFIC DATA

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HEAVY VEHICLES

Start Time	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0

Start Time	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

AM PEAK HOUR 7:30 AM to 8:30 AM PHF	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0
	0.00				0.00				0.58				0.38			

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0
	0.25				0.00				0.50				0.25			

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTD #: Location 1
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Outlets at Kittery Driveway
 Count Date: 9/13/2023
 Day of Week: Wednesday
 Weather: Cloudy, 70°F

BOSTON TRAFFIC DATA

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PEDESTRIANS & BICYCLES

Start Time	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:15 AM to 8:15 AM	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTD #: Location 1
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Outlets at Kittery Driveway
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	6	0	15	0	0	0	0	0	0	35	0	0	9	31	0
11:15 AM	0	3	0	9	0	0	0	0	0	0	47	0	0	8	25	0
11:30 AM	0	5	0	21	0	0	0	0	0	0	39	2	0	10	20	0
11:45 AM	0	2	0	18	0	0	0	0	0	0	61	1	1	7	31	0
12:00 PM	0	8	0	17	0	0	0	0	0	0	51	1	0	9	35	0
12:15 PM	0	9	0	10	0	0	0	0	0	0	36	1	0	11	45	0
12:30 PM	0	4	0	13	0	0	0	0	0	0	43	0	0	11	42	0
12:45 PM	0	4	0	12	0	0	0	0	0	0	42	2	0	4	44	0
1:00 PM	0	3	0	22	0	0	0	0	0	0	38	2	0	13	31	0
1:15 PM	0	3	0	8	0	0	0	0	0	0	36	1	0	10	35	0
1:30 PM	0	3	0	16	0	0	0	0	0	0	48	0	0	11	39	0
1:45 PM	0	6	0	17	0	0	0	0	0	0	48	1	0	9	39	0

MID PEAK HOUR 11:45 AM to 12:45 PM	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	23	0	58	0	0	0	0	0	0	191	3	1	38	153	0
PHF	0.81				0.00				0.78				0.86			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTM #: Location 1
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Outlets at Kittery Driveway
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F

BOSTON TRAFFIC DATA

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HEAVY VEHICLES

Start Time	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	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	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 10:30 AM to 11:30 AM <i>PHF</i>	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	0.00				0.00				0.38				0.00			

Client: Greg Lucas, PE, PTOE, RSP1
 Project #: 1133_2_TB
 BTD #: Location 1
 Location: Kittery, ME
 Street 1: Wilson Road
 Street 2: Outlets at Kittery Driveway
 Count Date: 9/16/2023
 Day of Week: Saturday
 Weather: Mostly cloudy, 70°F

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PEDESTRIANS & BICYCLES

Start Time	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
11:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
12:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
12:45 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
1:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
1:30 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	16
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

MID PEAK HOUR 11:45 AM to 12:45 PM	Outlets at Kittery Driveway Northbound				Southbound				Wilson Road Eastbound				Wilson Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	16

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Volume Report

Job 1133_2_TB_ATR 1
 Area Kittery, ME
 Location Route 1, south of Wilson Road



Wednesday, September 13, 2023

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	11	0	0	0	11	0	0	1	0	0	0	1
0015	0	1	6	0	0	0	7	0	0	3	0	0	0	3
0030	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0045	0	0	6	0	0	0	6	0	0	1	0	0	0	1
0100	0	0	6	0	0	0	6	0	0	3	0	0	0	3
0115	0	0	2	0	0	0	2	0	0	1	0	0	1	2
0130	0	0	3	0	1	0	4	0	0	1	0	0	0	1
0145	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0200	0	0	8	0	0	0	8	0	0	2	0	0	0	2
0215	0	0	1	0	0	0	1	0	1	3	0	0	0	4
0230	0	1	2	0	0	0	3	0	1	2	0	0	0	3
0245	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0300	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0315	0	0	2	0	1	0	3	0	0	4	0	0	0	4
0330	0	0	2	0	0	0	2	0	0	9	0	1	0	10
0345	1	0	2	0	2	0	5	0	0	8	0	1	0	9
0400	0	0	2	0	1	0	3	0	0	10	0	1	0	11
0415	0	0	0	0	0	1	1	0	0	17	0	1	0	18
0430	0	0	11	0	0	0	11	0	1	23	0	0	0	24
0445	0	0	7	0	0	1	8	0	0	16	0	0	0	16
0500	0	0	13	0	1	0	14	0	1	43	0	1	0	45
0515	0	0	8	0	0	0	8	0	0	36	0	0	0	36
0530	0	0	11	0	0	1	12	0	0	53	0	1	0	54
0545	0	0	21	0	1	0	22	0	3	44	0	1	1	49
0600	0	0	21	0	0	0	21	0	1	62	0	0	1	64
0615	0	0	36	0	2	0	38	0	1	72	0	0	0	73
0630	2	0	24	0	2	0	28	0	0	109	0	3	0	112
0645	0	0	55	0	3	0	58	0	0	125	0	0	0	125
0700	1	0	54	0	3	0	58	0	0	120	1	2	2	125
0715	1	0	68	0	3	1	73	0	0	173	0	6	0	179
0730	1	0	63	2	4	1	71	0	0	188	1	3	0	192
0745	0	0	78	1	4	0	83	0	0	156	2	2	2	162
0800	0	0	75	0	4	3	82	2	0	151	0	4	0	157
0815	0	1	88	0	6	1	96	0	1	135	0	2	0	138
0830	0	0	89	0	8	1	98	0	1	137	1	4	0	143
0845	1	1	96	0	7	3	108	0	0	156	0	4	0	160
0900	0	0	96	0	7	3	106	0	0	128	0	7	0	135
0915	0	0	108	0	3	0	111	0	0	128	0	5	1	134
0930	0	0	127	0	5	2	134	0	1	124	0	6	0	131
0945	1	0	117	0	9	3	130	0	0	139	0	6	0	145
1000	0	1	161	0	3	0	165	1	0	141	0	4	1	147
1015	0	0	163	0	3	0	166	1	1	159	0	5	1	167
1030	2	1	137	0	2	1	143	0	1	155	0	7	2	165
1045	0	0	192	0	8	0	200	0	1	173	0	4	1	179
1100	0	1	157	0	4	0	162	0	0	187	0	12	0	199
1115	1	1	177	0	7	3	189	0	2	186	0	5	1	194
1130	2	3	154	1	1	2	163	0	0	183	0	10	0	193
1145	0	0	200	0	6	2	208	0	1	202	1	4	0	208
1200	0	0	185	0	3	2	190	0	0	182	0	4	2	188
1215	0	0	167	0	3	2	172	0	0	184	0	10	1	195
1230	2	7	189	0	5	0	203	0	1	209	1	7	1	219
1245	0	0	199	0	5	1	205	0	1	200	0	4	1	206
1300	0	1	196	0	5	1	203	0	0	217	0	5	2	224
1315	0	0	198	0	4	2	204	0	0	158	0	4	0	162
1330	0	0	164	0	6	2	172	0	0	165	0	5	0	170
1345	0	1	173	0	6	0	180	0	0	194	0	9	2	205
1400	0	0	180	0	1	1	182	0	0	173	0	2	1	176
1415	0	1	208	1	2	1	213	0	0	217	0	12	0	229
1430	0	0	182	0	1	2	185	0	0	187	0	3	1	191
1445	1	0	188	0	4	2	195	0	0	181	0	2	0	183
1500	1	1	220	0	3	1	226	0	0	216	0	4	0	220
1515	0	1	177	0	2	1	181	0	0	160	0	4	0	164
1530	1	0	191	0	2	1	195	1	14	186	0	4	2	207
1545	0	3	232	1	4	2	242	0	1	198	1	5	4	209
1600	0	1	184	0	3	0	188	0	0	152	3	3	0	158
1615	1	0	190	0	1	0	192	0	0	196	1	3	0	200
1630	0	0	179	0	0	2	181	0	0	186	0	3	2	191
1645	0	0	176	0	0	0	176	0	1	147	0	1	2	151
1700	0	0	192	1	1	0	194	0	0	219	0	2	1	222
1715	0	0	201	0	1	1	203	0	0	169	1	6	1	177
1730	1	0	176	1	3	0	181	0	0	193	0	2	1	196
1745	0	0	144	0	1	0	145	0	0	151	0	0	0	151
1800	0	0	137	0	1	0	138	0	0	171	0	2	0	173
1815	0	0	121	0	1	0	122	0	0	139	0	2	0	141
1830	0	0	118	0	1	0	119	0	0	103	0	2	0	105
1845	0	0	99	0	0	1	100	0	0	92	0	1	0	93
1900	0	0	90	0	1	0	91	0	0	107	0	2	2	111
1915	0	0	90	0	0	0	90	0	0	58	0	1	0	59
1930	0	0	75	0	0	0	75	0	0	69	0	0	0	69
1945	0	0	63	0	0	0	63	0	0	61	0	0	0	61
2000	0	0	66	0	0	0	66	0	0	50	0	1	0	51
2015	0	0	58	0	1	0	59	0	0	42	0	0	0	42
2030	0	0	50	0	0	0	50	0	0	49	0	0	0	49
2045	1	0	40	0	0	0	41	0	0	39	0	0	0	39
2100	0	1	30	0	0	0	31	0	0	27	0	1	0	28
2115	0	0	22	0	0	0	22	0	0	20	0	0	0	20
2130	0	0	23	0	0	0	23	0	0	24	0	0	0	24
2145	0	0	23	0	0	0	23	0	0	23	0	0	0	23
2200	0	0	22	0	0	0	22	0	0	13	0	0	0	13
2215	0	0	24	0	0	0	24	0	0	11	0	1	0	12
2230	1	0	20	0	0	0	21	0	0	11	0	0	0	11
2245	0	0	14	0	0	0	14	0	0	9	0	0	0	9
2300	0	0	9	0	0	0	9	0	0	0	0	0	0	0
2315	0	0	11	0	0	0	11	0	0	0	0	0	0	0
2330	0	0	7	0	0	0	7	0	0	0	0	0	0	0
2345	0	0	6	0	0	0	6	0	0	0	0	0	0	0
Total	22	28	8378	8	182	54	8672	5	36	9335	13	229	40	9658

Volume Report

Job 1133_2_TB_ATR 1
 Area Kittery, ME
 Location Route 1, south of Wilson Road



Thursday, September 14, 2023

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	4	0	0	0	4	0	0	6	0	0	0	6
0015	0	0	10	0	0	0	10	0	0	1	0	0	0	1
0030	0	0	2	0	0	0	2	0	0	7	0	0	0	7
0045	0	0	9	0	1	0	10	0	0	1	0	0	0	1
0100	0	0	7	0	0	0	7	0	0	2	0	0	0	2
0115	0	0	9	0	0	0	9	0	0	3	0	0	0	3
0130	0	0	1	0	0	0	1	0	0	1	0	0	0	1
0145	0	0	5	0	0	0	5	0	0	2	0	0	0	2
0200	0	0	7	0	0	0	7	0	0	4	0	0	0	4
0215	0	1	3	0	0	1	5	0	0	1	0	0	1	2
0230	0	0	3	0	1	0	4	0	0	2	0	0	2	4
0245	0	0	3	0	0	0	3	0	0	3	0	0	0	3
0300	0	0	5	0	0	0	5	0	0	3	0	0	0	3
0315	0	0	3	0	0	0	3	0	0	3	0	1	0	4
0330	0	0	3	0	1	0	4	0	0	8	0	0	0	8
0345	0	0	2	0	0	0	2	0	0	3	0	1	0	4
0400	0	1	3	0	0	0	4	0	0	11	0	2	0	13
0415	0	0	4	0	0	0	4	0	0	16	0	1	1	18
0430	0	3	5	0	2	1	11	1	2	13	0	0	0	16
0445	0	0	7	0	0	0	7	1	3	24	0	0	0	28
0500	0	0	10	0	1	0	11	2	1	37	0	1	0	41
0515	0	0	6	0	0	0	6	1	1	37	0	0	1	40
0530	0	1	7	0	0	1	9	1	2	53	0	1	1	58
0545	0	0	30	0	0	0	30	3	3	49	0	1	0	56
0600	0	0	18	0	1	0	19	0	1	52	0	0	0	53
0615	0	0	29	0	0	0	29	1	1	74	0	0	1	77
0630	0	1	33	0	1	1	36	0	1	112	0	2	1	116
0645	1	0	49	0	2	1	53	0	0	96	1	1	0	98
0700	0	0	59	0	2	1	62	1	1	148	0	6	0	156
0715	0	0	73	1	2	1	77	2	1	167	0	2	2	174
0730	0	0	87	1	5	0	93	0	1	193	0	1	0	195
0745	0	0	88	1	6	1	96	0	2	167	2	6	1	178
0800	0	0	86	0	6	0	92	0	0	160	0	6	0	166
0815	0	0	102	0	4	1	107	0	0	127	0	5	0	132
0830	0	2	112	0	8	0	122	0	0	147	0	6	1	154
0845	2	0	106	0	7	0	115	0	3	166	1	6	0	176
0900	0	0	109	1	9	1	120	0	1	140	0	8	0	149
0915	0	2	123	0	6	1	132	0	0	126	0	6	0	132
0930	0	2	119	0	8	0	129	0	3	166	0	5	1	175
0945	0	0	160	1	5	2	168	0	0	133	0	6	0	139
1000	0	1	149	0	2	2	154	0	3	134	0	4	0	141
1015	0	0	151	0	2	4	157	0	2	142	0	8	0	152
1030	0	3	164	0	4	2	173	0	0	157	0	3	3	163
1045	0	1	154	0	9	1	165	0	0	181	0	1	0	182
1100	0	1	186	0	2	2	191	0	1	187	0	6	0	194
1115	0	3	199	0	2	1	205	0	1	155	0	5	1	162
1130	0	3	159	0	1	1	164	0	0	184	0	5	0	189
1145	0	0	164	0	6	0	170	0	0	176	0	4	2	182
1200	0	1	169	0	5	0	175	0	3	161	0	5	1	170
1215	0	2	163	0	2	0	167	0	1	162	0	5	2	170
1230	0	1	201	0	4	0	206	0	0	204	0	4	1	209
1245	0	2	210	0	6	0	218	0	0	182	0	5	0	187
1300	0	2	188	0	3	1	194	0	3	198	0	8	0	209
1315	0	1	187	0	4	0	192	0	3	187	0	5	1	196
1330	1	3	199	0	2	1	206	1	1	213	0	6	0	221
1345	0	1	153	0	4	0	158	0	2	200	0	2	1	205
1400	0	4	187	1	3	0	195	0	2	212	1	7	0	222
1415	0	3	198	1	4	0	206	0	0	172	0	1	1	174
1430	6	5	180	0	2	0	193	0	2	197	1	8	0	208
1445	2	3	191	0	2	1	199	0	1	206	0	4	0	211
1500	2	4	199	0	3	0	208	0	2	210	0	5	0	217
1515	1	2	167	0	1	0	171	0	1	209	0	1	1	212
1530	1	4	203	1	4	0	213	0	2	196	0	3	0	201
1545	0	3	206	0	4	1	214	0	3	167	1	3	1	175
1600	1	2	183	0	1	0	187	0	5	200	0	6	0	211
1615	4	6	192	0	1	1	204	1	1	184	2	3	0	191
1630	0	2	189	0	4	0	195	0	3	219	0	1	2	225
1645	0	1	192	0	0	1	194	0	2	167	0	3	1	173
1700	0	3	203	0	3	0	209	1	0	193	0	1	1	196
1715	0	0	212	0	0	0	212	0	6	172	0	2	0	180
1730	0	3	173	1	0	0	177	0	2	174	0	2	0	178
1745	2	1	155	0	2	0	160	0	1	200	0	2	1	204
1800	0	4	129	0	0	0	133	1	3	172	0	0	0	176
1815	0	4	140	0	0	0	144	0	4	174	0	2	0	180
1830	0	1	109	0	1	0	111	3	1	164	0	1	0	169
1845	0	0	102	0	0	0	102	1	2	137	0	0	0	140
1900	0	2	94	0	0	0	96	0	2	120	0	0	0	122
1915	1	3	85	0	0	0	89	0	1	111	0	0	1	113
1930	0	2	69	0	0	0	71	0	1	90	0	0	1	92
1945	0	0	74	0	0	0	74	0	0	65	0	0	0	65
2000	0	1	82	0	1	0	84	0	1	80	0	1	0	82
2015	0	0	82	0	2	0	84	0	0	71	0	1	0	72
2030	0	1	77	0	1	0	79	0	1	55	0	0	0	56
2045	0	2	46	0	1	0	49	1	1	54	0	0	0	56
2100	0	0	39	0	0	0	39	0	0	36	0	1	0	37
2115	0	0	35	0	0	0	35	0	2	30	0	0	0	32
2130	0	1	31	0	0	0	32	0	0	15	0	0	0	15
2145	0	0	29	0	0	0	29	0	0	18	0	0	0	18
2200	0	0	27	0	0	0	27	1	0	14	0	1	0	16
2215	0	0	12	0	0	0	12	0	0	11	0	0	0	11
2230	0	0	12	0	0	0	12	0	1	15	0	0	0	16
2245	0	1	17	0	1	0	19	0	0	4	0	1	0	5
2300	0	0	12	0	0	0	12	0	0	13	0	0	0	13
2315	0	0	12	0	0	0	12	0	0	6	0	0	0	6
2330	0	1	14	0	0	0	15	0	0	8	0	0	0	8
2345	0	1	14	0	0	1	16	0	0	7	0	1	0	8
Total	24	108	8670	9	177	33	9021	23	100	9835	9	210	36	10213

Volume Report

Job 1133_2_TB_ATR 1
 Area Kittery, ME
 Location Route 1, south of Wilson Road



Friday, September 15, 2023

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	6	0	0	0	6	0	0	5	0	0	0	6
0015	0	1	11	0	0	0	12	0	2	4	0	0	0	6
0030	0	0	10	0	1	0	11	0	0	2	0	0	0	2
0045	0	0	3	0	1	0	4	0	0	2	0	0	0	2
0100	0	0	1	0	0	0	1	0	0	4	0	0	0	4
0115	0	0	6	0	0	0	6	0	0	4	0	0	0	4
0130	0	0	6	0	0	0	6	0	0	2	0	0	0	2
0145	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0200	0	0	4	0	0	0	4	0	0	3	0	0	0	3
0215	0	0	3	0	2	0	5	0	0	3	0	0	0	3
0230	0	0	3	0	0	0	3	0	0	2	0	0	0	2
0245	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0300	0	0	1	0	0	0	1	0	0	6	0	0	0	6
0315	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0330	0	0	0	0	1	0	1	0	0	4	0	0	0	4
0345	0	0	1	0	0	0	1	0	0	5	0	0	0	5
0400	0	0	1	0	0	1	2	0	0	5	0	0	0	5
0415	0	0	4	0	1	0	5	0	0	11	0	1	0	12
0430	0	0	3	0	1	0	4	0	1	21	0	1	0	23
0445	0	0	8	0	0	0	8	0	2	13	0	2	1	18
0500	0	0	6	0	0	0	6	0	0	30	0	0	0	30
0515	0	0	9	0	2	0	11	0	1	33	0	0	0	34
0530	0	0	14	0	0	0	14	0	0	49	0	0	0	49
0545	0	0	21	0	1	0	22	0	7	52	0	0	1	60
0600	1	0	18	0	0	0	19	0	3	52	0	1	0	56
0615	0	0	30	0	2	0	32	2	1	71	0	2	0	76
0630	0	0	43	0	3	2	48	0	1	96	0	2	0	99
0645	1	1	59	0	2	1	64	0	1	115	1	0	1	118
0700	2	0	66	0	2	0	70	1	0	107	0	2	0	110
0715	1	0	58	0	6	1	66	1	1	169	1	3	2	177
0730	0	0	100	2	11	2	115	1	0	149	1	0	1	152
0745	0	0	73	1	3	1	78	0	3	153	2	3	0	161
0800	0	1	81	0	6	0	88	0	0	146	0	6	0	152
0815	1	0	83	0	4	0	88	0	0	142	1	4	0	147
0830	0	0	112	0	7	0	119	1	1	162	0	7	2	173
0845	1	1	120	0	6	1	129	0	0	160	0	5	1	166
0900	0	2	112	0	6	0	120	0	1	135	0	6	0	142
0915	0	1	125	0	7	1	134	0	2	144	0	4	1	151
0930	0	0	144	0	2	0	146	0	1	147	0	10	1	159
0945	1	3	150	0	6	0	160	0	1	148	0	4	0	153
1000	0	1	176	0	7	2	186	0	0	180	0	5	0	185
1015	1	2	180	0	6	0	189	1	2	199	0	10	1	213
1030	1	0	181	0	3	0	185	0	3	193	0	5	0	201
1045	3	0	200	0	4	1	208	1	1	166	1	4	0	173
1100	0	0	232	1	1	0	234	0	3	185	0	4	0	192
1115	0	1	212	0	4	0	217	0	1	180	0	4	0	185
1130	3	0	231	0	9	0	243	0	2	223	0	8	0	233
1145	1	0	216	0	6	1	224	0	1	261	0	6	0	268
1200	0	3	212	0	4	0	219	0	2	204	0	6	0	212
1215	1	0	211	0	3	0	215	0	0	223	0	12	0	235
1230	0	0	222	0	1	0	223	0	0	246	0	9	1	256
1245	0	1	207	0	5	1	214	0	1	252	1	7	0	261
1300	0	1	210	0	1	1	213	0	0	223	0	5	0	228
1315	0	0	228	0	5	2	235	0	4	234	0	6	0	244
1330	1	2	195	0	3	0	201	1	1	248	0	6	0	256
1345	0	2	213	0	3	0	218	0	5	218	0	3	1	227
1400	1	3	206	0	4	0	214	0	0	234	0	5	0	239
1415	0	0	229	1	6	0	236	0	2	241	0	7	0	250
1430	2	3	202	0	8	1	216	0	1	215	0	4	0	220
1445	1	2	220	0	2	0	225	0	2	224	0	4	0	230
1500	1	5	219	0	5	1	231	0	0	228	0	6	0	234
1515	2	3	233	0	4	0	242	0	1	224	0	3	0	228
1530	1	1	196	1	8	0	207	0	0	236	0	3	0	239
1545	2	3	224	1	1	1	232	0	0	230	2	7	0	239
1600	0	2	191	0	2	0	195	0	1	232	1	9	0	243
1615	0	2	207	0	3	1	213	0	1	216	0	2	1	220
1630	0	1	187	0	2	0	190	0	3	172	0	3	1	179
1645	0	1	178	0	2	0	181	0	0	246	0	2	0	248
1700	0	2	178	0	1	0	181	0	1	193	0	1	0	195
1715	0	0	214	0	0	1	215	0	7	211	0	2	1	221
1730	0	1	191	1	1	0	194	1	3	209	0	4	0	217
1745	0	1	162	0	1	1	165	1	3	177	0	2	1	184
1800	0	0	130	0	8	0	138	0	0	176	0	4	0	180
1815	1	0	146	0	0	0	147	0	0	162	0	1	0	163
1830	1	1	116	0	0	1	119	0	0	144	0	2	0	146
1845	0	0	106	0	1	0	107	0	1	136	0	3	0	140
1900	0	1	99	0	1	0	101	0	0	150	0	2	0	152
1915	0	0	96	0	1	0	97	0	0	131	0	0	1	132
1930	0	0	102	0	0	0	102	0	1	96	0	1	0	98
1945	1	2	63	0	0	0	66	0	3	84	0	2	0	89
2000	0	0	76	0	0	0	76	0	2	69	0	0	0	71
2015	0	0	69	0	0	0	69	0	0	96	0	2	0	98
2030	0	0	68	0	0	0	68	0	0	54	0	0	0	54
2045	0	0	49	0	1	0	50	0	3	71	0	0	0	74
2100	0	0	46	0	0	0	46	1	1	50	0	0	1	53
2115	0	1	36	0	0	0	37	0	0	34	0	0	0	34
2130	0	0	37	0	0	0	37	1	2	41	0	0	0	44
2145	1	0	40	0	0	0	41	0	2	34	0	0	0	36
2200	0	0	31	0	0	0	31	0	0	22	0	0	0	22
2215	0	0	33	0	0	0	33	0	0	13	0	0	0	13
2230	0	0	20	0	0	0	20	0	0	13	0	0	0	13
2245	0	0	20	0	0	0	20	0	0	21	0	0	0	21
2300	0	1	25	0	0	0	26	0	2	14	0	0	0	16
2315	0	0	15	0	0	0	15	0	0	13	0	1	0	14
2330	0	0	16	0	0	0	16	0	0	12	0	0	0	12
2345	0	0	15	0	0	0	15	0	0	10	0	0	1	11
Total	33	59	9522	8	210	25	9857	13	97	10934	11	245	22	11322

Volume Report

Job 1133_2_TB_ATR 1
 Area Kittery, ME
 Location Route 1, south of Wilson Road



Saturday, September 16, 2023

Time	NB Bike	NB Motorcycle	NB Automobile	NB Bus	NB Single-Unit Truck	NB Multi-Unit Truck	NB Total Volume	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	7	0	0	0	7	0	0	7	0	0	0	8
0015	0	0	5	0	0	0	5	0	0	4	0	0	0	4
0030	0	1	7	0	0	0	8	0	0	6	0	0	0	6
0045	0	0	8	0	0	0	8	0	0	2	0	0	0	2
0100	0	0	6	0	0	0	6	0	0	5	0	0	0	5
0115	0	0	9	0	0	0	9	0	0	2	0	0	0	2
0130	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0145	0	0	7	0	0	0	7	0	0	1	0	0	0	1
0200	0	0	3	0	0	0	3	0	0	1	0	0	0	1
0215	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0230	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0245	0	0	2	0	1	0	3	0	0	1	0	0	0	1
0300	0	0	7	0	0	0	7	0	0	5	0	0	0	5
0315	0	0	2	0	0	0	2	0	0	2	0	0	0	2
0330	0	0	2	0	0	0	2	0	0	4	0	0	0	4
0345	0	0	0	0	1	0	1	0	0	6	0	0	0	6
0400	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0415	0	0	1	0	0	0	1	0	0	2	0	0	0	2
0430	0	1	0	0	0	0	1	0	0	11	0	1	0	12
0445	0	0	6	0	0	0	6	0	0	10	0	2	0	12
0500	0	0	5	0	0	1	6	0	0	7	0	0	0	7
0515	0	0	3	0	0	0	3	0	0	10	0	1	0	11
0530	0	0	7	0	0	0	7	0	0	11	0	0	0	11
0545	0	0	8	0	0	0	8	0	0	20	0	0	1	21
0600	0	0	4	0	1	1	6	0	0	16	0	0	0	16
0615	0	0	14	0	1	1	16	0	0	23	0	1	0	24
0630	0	0	12	0	0	1	13	0	0	20	0	0	0	20
0645	0	0	21	0	0	0	21	0	0	32	0	0	2	34
0700	0	0	23	0	0	0	23	0	0	38	0	0	0	38
0715	0	0	33	0	1	1	35	0	0	31	0	0	0	31
0730	0	0	39	0	0	0	39	0	0	65	0	1	0	66
0745	0	0	32	0	2	0	34	0	0	62	0	0	2	64
0800	0	0	43	0	3	0	46	0	0	58	0	2	1	61
0815	0	0	47	0	2	0	49	0	0	70	0	1	0	71
0830	0	0	61	0	1	0	62	0	0	72	0	3	0	75
0845	0	0	86	0	1	0	87	1	0	87	0	1	0	89
0900	1	1	99	0	3	0	104	0	0	89	0	1	0	90
0915	0	0	118	0	0	0	118	0	0	129	0	3	0	132
0930	0	0	114	0	0	0	114	0	0	100	0	1	0	101
0945	0	1	141	0	0	0	142	0	0	125	0	0	1	126
1000	0	0	172	0	1	0	173	0	0	131	0	0	0	131
1015	0	0	159	0	1	0	160	0	0	153	0	0	0	153
1030	0	0	188	0	1	0	189	0	0	167	0	0	0	167
1045	3	0	199	0	0	0	202	0	1	189	0	0	0	190
1100	2	0	191	0	0	0	193	0	0	186	0	6	0	192
1115	1	0	218	1	1	0	221	0	0	238	0	1	0	239
1130	1	0	226	0	1	0	228	0	0	240	0	0	0	240
1145	0	0	209	0	1	0	210	0	1	205	0	1	0	207
1200	0	1	245	0	0	0	246	0	0	216	0	0	0	216
1215	2	1	239	0	0	0	242	0	0	225	0	1	0	226
1230	0	0	236	0	1	1	238	0	1	255	0	1	0	257
1245	1	1	208	0	0	0	210	0	0	202	0	0	0	202
1300	1	0	244	0	0	0	245	0	0	240	0	0	0	240
1315	0	0	193	0	1	0	194	1	0	241	0	0	0	242
1330	0	0	211	0	2	1	214	1	0	255	0	1	0	257
1345	0	0	214	0	1	0	215	0	0	218	0	0	0	218
1400	0	0	258	0	4	0	262	0	0	247	1	0	0	248
1415	4	0	222	0	5	0	231	0	0	275	0	3	0	278
1430	0	0	217	0	0	0	217	0	0	304	0	1	1	306
1445	0	0	178	0	3	0	181	0	0	190	0	1	0	191
1500	0	3	208	0	3	0	214	0	0	271	0	0	0	271
1515	0	2	218	1	1	0	222	0	0	266	0	13	0	279
1530	0	0	206	0	1	0	207	0	0	236	1	9	0	246
1545	0	0	202	1	0	0	203	0	4	292	0	2	0	298
1600	0	1	185	0	1	0	187	0	0	266	0	0	0	266
1615	0	5	174	0	0	0	179	0	4	230	2	0	0	236
1630	0	0	221	1	0	0	222	0	0	229	0	1	0	230
1645	0	0	142	0	0	0	142	0	1	238	0	0	0	239
1700	0	1	133	0	0	0	134	0	1	224	0	0	0	225
1715	1	0	156	0	1	0	158	0	2	191	0	1	0	194
1730	0	1	147	0	0	0	148	0	0	179	0	0	0	179
1745	2	1	141	0	0	0	144	0	0	166	0	0	0	166
1800	0	1	118	0	0	0	119	1	1	167	0	0	0	169
1815	0	0	85	0	0	0	85	2	2	168	0	1	0	173
1830	0	0	92	0	0	0	92	0	1	150	0	0	0	151
1845	0	0	85	0	0	0	85	0	0	135	0	0	0	135
1900	0	0	64	0	2	0	66	0	1	120	0	0	0	121
1915	0	0	77	0	0	0	77	0	0	93	0	1	0	94
1930	0	0	64	0	11	0	75	0	0	94	0	1	0	95
1945	0	0	55	0	0	0	55	0	0	84	0	4	0	88
2000	0	0	56	0	0	0	56	0	0	83	0	0	0	83
2015	0	1	44	0	0	0	45	0	0	76	0	0	0	76
2030	0	0	45	0	0	0	45	0	0	50	0	0	0	50
2045	0	0	36	0	4	1	41	0	0	53	0	3	0	56
2100	1	0	33	2	1	0	37	0	1	38	0	5	0	44
2115	0	0	27	0	0	0	27	0	0	43	0	1	0	44
2130	1	1	31	0	2	0	35	0	0	30	0	0	0	30
2145	0	0	25	1	0	0	26	0	0	33	0	0	0	33
2200	0	1	30	0	0	0	31	0	0	20	0	0	0	20
2215	0	2	25	0	0	0	27	0	0	21	0	0	0	21
2230	0	0	14	0	1	0	15	0	0	12	0	2	1	15
2245	0	0	11	0	1	0	12	0	0	21	0	1	0	22
2300	0	0	23	0	0	0	23	0	0	12	0	0	0	12
2315	0	0	14	0	0	0	14	0	0	13	0	0	0	13
2330	0	0	13	0	0	0	13	0	0	6	0	0	0	6
2345	0	0	5	0	0	0	5	0	0	9	0	0	0	9
Total	21	27	8420	7	69	8	8552	6	21	9839	4	80	9	9959

Cover

MAINE_DOT_TM - 000031130011 - Kittery - US 1, Kittery Premium Outlets 1 Ent, SR - Wednesday, July 20, 2022

Study Name Kittery - US 1, Kittery Premium Outlets 1 Ent, SR

Study Description Kittery - US 1, Kittery Premium Outlets 1 Ent, SR 101 (Wilson), 20/07/2022 turning movement

Date of Survey Wednesday, July 20, 2022

Time Period 06:00 - 18:00

Comments -



- Classes**
- Mcl
 - Car
 - Bus
 - SUT
 - Semis
 - Bicycle

11:30	0	20	0	1	0	0	21	11:30	0	0	0	0	0	0	0	0	0	11:30	0	6	0	0	0	0	0	6	11:30	1	137	0	11	1	0	150
11:45	0	26	0	0	0	0	26	11:45	0	0	0	0	0	0	0	0	0	11:45	0	8	0	0	0	0	0	8	11:45	3	160	0	2	0	0	165
12:00	1	17	0	0	0	0	18	12:00	0	0	0	0	0	0	0	0	0	12:00	0	8	0	0	0	0	0	8	12:00	0	164	0	4	0	0	168
12:15	0	28	0	0	0	0	28	12:15	0	0	0	0	0	0	0	0	0	12:15	0	5	0	0	0	0	0	5	12:15	2	169	0	2	0	0	173
12:30	0	26	0	0	0	0	26	12:30	0	0	0	0	0	0	0	0	0	12:30	0	3	0	0	0	0	0	3	12:30	1	147	0	5	0	0	153
12:45	0	20	0	0	0	0	20	12:45	0	0	0	0	0	0	0	0	0	12:45	0	6	0	0	0	0	0	6	12:45	0	159	1	0	0	0	160
13:00	0	22	0	1	0	0	23	13:00	0	0	0	0	0	0	0	0	0	13:00	0	3	0	0	0	0	0	3	13:00	4	164	0	1	0	0	169
13:15	0	22	0	0	0	0	22	13:15	0	0	0	0	0	0	0	0	0	13:15	0	6	0	0	0	0	0	6	13:15	3	167	0	4	3	0	177
13:30	0	14	0	0	0	0	14	13:30	0	0	0	0	0	0	0	0	0	13:30	0	6	0	0	0	0	0	6	13:30	2	154	0	5	1	0	162
13:45	1	19	0	0	0	0	20	13:45	0	0	0	0	0	0	0	0	0	13:45	0	4	0	0	0	0	0	4	13:45	1	187	0	6	0	0	194
14:00	0	21	0	0	0	0	21	14:00	0	0	0	0	0	0	0	0	0	14:00	0	11	0	0	0	0	0	11	14:00	6	175	0	4	0	0	185
14:15	2	24	0	0	0	0	26	14:15	0	0	0	0	0	0	0	0	0	14:15	0	7	0	0	0	0	0	7	14:15	2	170	0	1	0	2	175
14:30	0	29	0	0	0	0	29	14:30	0	0	0	0	0	0	0	0	0	14:30	0	4	0	0	0	0	0	4	14:30	2	168	0	1	0	0	171
14:45	0	28	0	0	0	0	28	14:45	0	0	0	0	0	0	0	0	0	14:45	0	4	0	0	0	0	0	4	14:45	3	165	0	2	3	0	173
15:00	0	28	0	0	0	1	29	15:00	0	0	0	0	0	0	0	0	0	15:00	0	7	0	0	0	0	0	7	15:00	5	182	0	4	1	1	193
15:15	0	21	0	1	0	0	22	15:15	0	0	0	0	0	0	0	0	0	15:15	0	4	0	0	0	0	0	4	15:15	1	158	1	3	1	0	164
15:30	0	20	0	0	0	0	20	15:30	0	0	0	0	0	0	0	0	0	15:30	0	3	0	0	0	0	0	3	15:30	2	162	0	3	0	0	167
15:45	0	22	0	1	1	0	24	15:45	0	0	0	0	0	0	0	0	0	15:45	0	2	0	0	0	0	0	2	15:45	1	157	0	2	2	0	162
16:00	0	25	0	0	0	0	25	16:00	0	0	0	0	0	0	0	0	0	16:00	0	3	0	0	0	0	0	3	16:00	0	182	0	0	0	0	182
16:15	0	20	0	0	0	0	20	16:15	0	0	0	0	0	0	0	0	0	16:15	0	4	0	0	0	0	0	4	16:15	2	173	0	0	1	0	176
16:30	0	20	0	0	0	0	20	16:30	0	0	0	0	0	0	0	0	0	16:30	0	4	0	0	0	0	0	4	16:30	0	148	0	0	1	0	149
16:45	0	14	0	0	0	0	14	16:45	0	0	0	0	0	0	0	0	0	16:45	0	5	0	0	0	0	0	5	16:45	0	156	0	1	0	0	157
17:00	0	22	0	0	0	0	22	17:00	0	0	0	0	0	0	0	0	0	17:00	0	3	0	0	0	0	0	3	17:00	1	159	0	3	0	1	164
17:15	0	26	0	0	0	0	26	17:15	0	0	0	0	0	0	0	0	0	17:15	0	6	0	0	0	0	0	6	17:15	1	135	0	1	0	0	137
17:30	0	20	0	0	0	0	20	17:30	0	0	0	0	0	0	0	0	0	17:30	1	5	0	0	0	0	0	6	17:30	4	145	0	0	1	0	150
17:45	0	24	0	0	0	0	24	17:45	0	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	17:45	1	154	0	0	0	0	155
Total	5	849	1	6	2	2	865	Total	0	0	0	0	0	0	0	0	0	Total	1	155	0	1	0	0	0	157	Total	73	6641	3	117	32	8	6874
% of Total	0.6%	98.2%	0.1%	0.7%	0.2%	0.2%	100%	% of Total	-	-	-	-	-	-	-	-	-	% of Total	0.6%	98.7%	0%	0.6%	0%	0%	100%	% of Total	1.1%	96.6%	0%	1.7%	0.5%	0.1%	100%	
% of Approach	6.3%	11.1%	25%	4.8%	5.9%	20%	11%	% of Approach	0%	0%	0%	0%	0%	0%	0%	0%	0%	% of Approach	1.3%	2%	0%	0.8%	0%	0%	2%	% of Approach	92.4%	86.9%	75%	94.4%	94.1%	80%	87.1%	

From: Kittery Premium Outlets 1 Ent

To: SR 101 (Wilson Rd)								To: US 1 (NorthEast)								To: Kittery Premium Outlets 1 Ent								To: US 1 (SouthWest)								
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	
06:00	0	0	0	0	0	0	0	06:00	0	0	0	0	0	0	0	06:00	0	0	0	0	0	0	0	06:00	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	06:30	0	0	0	0	0	0	0	06:30	0	0	0	0	0	0	0	06:30	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	1	07:00	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	07:00	0	2	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	07:15	0	1	0	0	0	0	0	1
07:30	0	1	0	0	0	0	1	07:30	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	07:30	0	1	0	0	0	0	0	1
07:45	0	1	0	0	0	0	1	07:45	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	07:45	0	1	0	0	0	0	0	1
08:00	0	2	0	0	0	0	2	08:00	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	08:15	0	1	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	08:30	0	3	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	1	09:00	0	1	0	0	0	0	1	09:00	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	09:15	0	1	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	09:30	0	1	0	0	0	0	1	09:30	0	0	0	0	0	0	0	09:30	0	4	0	0	0	0	0	4
09:45	0	1	0	0	0	0	1	09:45	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	09:45	0	1	0	0	0	0	0	1
10:00	0	1	0	0	0	0	1	10:00	0	4	0	0	0	0	4	10:00	0	0	0	0	0	0	0	10:00	0	2	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	10:15	0	6	0	0	0	0	6	10:15	0	0	0	0	0	0	0	10:15	0	3	0	0	0	0	0	3
10:30	0	0	0	0	0	0	0	10:30	0	8	0	0	0	1	9	10:30	0	0	0	0	0	0	0	10:30	0	7	0	0	0	0	0	7
10:45	0	2	0	0	0	0	2	10:45	0	12	0	0	0	0	12	10:45	0	0	0	0	0	0	0	10:45	1	2	0	0	0	0	0	3
11:00	0	4	0	0	0	0	4	11:00	0	3	0	0	0	1	4	11:00	0	0	0	0	0	0	0	11:00	0	1	0	0	0	0	0	1
11:15	0	1	0	0	0	0	1	11:15	0	11	0	0	0	0	11	11:15	0	0	0	0	0	0	0	11:15	0	12	0	0	0	0	0	12
11:30	0	1	0	0	0	0	1	11:30	0	8	0	0	0	0	8	11:30	0	0	0	0	0	0	0	11:30	0	5	0	1	0	0	0	6
11:45	0	2	0	0	0</																											

To: SR 101 (Wilson Rd)								To: US 1 (NorthEast)								To: Kittery Premium Outlets 1 Ent								To: US 1 (SouthWest)								
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	
06:00	0	4	0	0	0	0	4	06:00	0	26	0	0	1	1	28	06:00	0	0	0	0	0	0	0	06:00	0	0	0	0	0	0	0	
06:15	0	6	0	0	0	0	6	06:15	0	26	0	3	3	1	33	06:15	0	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0	
06:30	0	4	0	0	0	0	4	06:30	0	33	0	0	1	0	34	06:30	0	0	0	0	0	0	0	06:30	0	0	0	0	0	0	0	
06:45	0	5	0	0	0	0	5	06:45	1	40	1	0	1	3	46	06:45	0	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0	
07:00	0	8	0	0	0	0	8	07:00	1	42	0	2	2	0	47	07:00	0	1	0	0	0	0	0	07:00	0	0	0	0	0	0	0	
07:15	0	6	0	0	0	0	6	07:15	0	63	0	0	0	0	63	07:15	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	
07:30	0	15	0	0	1	0	16	07:30	0	51	0	3	2	1	57	07:30	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	
07:45	0	11	0	2	0	0	13	07:45	0	99	0	4	0	0	103	07:45	0	2	0	0	0	0	0	07:45	0	0	0	0	0	0	0	
08:00	0	15	0	1	0	0	16	08:00	1	52	0	7	0	1	61	08:00	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	
08:15	0	9	1	0	0	0	10	08:15	1	75	0	3	1	0	80	08:15	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	
08:30	0	20	0	0	0	0	20	08:30	0	103	0	5	1	1	110	08:30	0	1	0	0	0	0	0	08:30	0	0	0	0	0	0	0	
08:45	0	20	0	5	0	0	25	08:45	0	102	0	5	0	0	107	08:45	0	3	0	0	0	0	0	08:45	0	0	0	0	0	0	0	
09:00	0	25	0	2	0	0	27	09:00	1	94	0	1	0	0	96	09:00	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	
09:15	0	17	0	1	0	0	18	09:15	6	108	0	3	1	0	118	09:15	0	1	0	0	0	0	0	09:15	0	0	0	0	0	0	0	
09:30	0	21	0	0	0	0	21	09:30	0	126	0	2	1	0	129	09:30	0	2	0	0	0	0	0	09:30	0	0	0	0	0	0	0	
09:45	0	35	0	1	0	0	36	09:45	0	132	0	2	0	0	134	09:45	0	4	0	0	0	0	1	5	09:45	0	0	0	0	0	0	0
10:00	0	23	0	2	0	0	25	10:00	3	127	0	8	2	0	140	10:00	0	8	0	0	0	0	0	8	10:00	0	0	0	0	0	0	0
10:15	1	29	0	0	0	0	30	10:15	1	139	0	4	3	1	148	10:15	0	8	0	0	0	0	0	8	10:15	0	0	0	0	0	0	0
10:30	1	31	0	0	0	0	32	10:30	1	164	0	3	1	0	169	10:30	0	8	0	0	0	0	0	8	10:30	0	0	0	0	0	0	0
10:45	1	37	0	0	0	0	38	10:45	0	163	1	1	0	0	165	10:45	0	9	0	0	0	0	1	10	10:45	0	0	0	0	0	0	0
11:00	0	28	0	0	0	0	28	11:00	0	158	0	1	1	1	161	11:00	0	6	0	0	0	0	0	6	11:00	0	0	0	0	0	0	0
11:15	0	39	0	0	0	0	39	11:15	0	140	0	2	0	0	142	11:15	0	11	0	0	0	0	0	11	11:15	0	0	0	0	0	0	0
11:30	1	40	0	1	0	0	42	11:30	3	152	0	4	0	0	159	11:30	0	8	0	0	0	0	0	8	11:30	0	0	0	0	0	0	0
11:45	7	41	0	0	0	0	48	11:45	1	159	1	5	1	0	167	11:45	0	7	0	0	0	0	0	7	11:45	0	0	0	0	0	0	0
12:00	0	43	0	3	1	0	47	12:00	3	158	0	2	2	0	165	12:00	0	5	0	0	0	0	0	5	12:00	0	0	0	0	0	0	0
12:15	2	35	0	1	0	0	38	12:15	1	134	0	6	0	0	141	12:15	0	4	0	0	0	0	0	4	12:15	0	0	0	0	0	0	0
12:30	0	24	0	0	0	0	24	12:30	1	142	1	2	0	0	146	12:30	0	4	0	0	0	0	0	4	12:30	0	1	0	0	0	0	1
12:45	0	35	0	2	0	0	37	12:45	3	140	0	5	0	0	148	12:45	0	8	0	0	0	0	0	8	12:45	0	0	0	0	0	0	0
13:00	0	29	0	0	0	0	29	13:00	8	160	0	6	2	0	176	13:00	0	2	0	0	0	0	1	3	13:00	0	0	0	0	0	0	0
13:15	0	32	0	0	0	0	32	13:15	3	154	0	3	0	0	160	13:15	0	2	0	0	0	0	0	2	13:15	0	0	0	0	0	0	0
13:30	4	31	0	2	0	0	37	13:30	4	166	0	2	0	0	172	13:30	0	6	0	0	0	0	0	6	13:30	0	0	0	0	0	0	0
13:45	0	38	0	0	0	0	38	13:45	4	137	0	5	3	0	149	13:45	0	5	0	0	0	0	0	5	13:45	0	0	0	0	0	0	0
14:00	2	34	0	1	0	0	37	14:00	2	142	0	2	1	0	147	14:00	0	6	0	0	0	0	0	6	14:00	0	0	0	0	0	0	0
14:15	1	38	0	1	0	0	40	14:15	2	141	0	1	0	1	145	14:15	0	3	0	0	0	0	0	3	14:15	0	0	0	0	0	0	0
14:30	3	51	0	0	0	0	54	14:30	1	138	1	0	0	0	140	14:30	0	4	0	0	0	0	0	4	14:30	0	0	0	0	0	0	0
14:45	0	43	0	1	0	0	44	14:45	1	129	0	1	2	0	133	14:45	0	6	0	0	0	0	0	6	14:45	0	0	0	0	0	0	0
15:00	4	40	0	1	0	0	45	15:00	2	131	0	4	0	0	137	15:00	0	3	0	0	0	0	0	3	15:00	0	0	0	0	0	0	0
15:15	2	52	0	0	0	0	54	15:15	0	140	0	2	1	0	143	15:15	0	4	0	0	0	0	0	4	15:15	0	0	0	0	0	0	0
15:30	0	49	0	1	0	0	50	15:30	0	144	0	0	0	0	144	15:30	0	4	0	0	0	0	0	4	15:30	0	0	0	0	0	0	0
15:45	1	40	0	0	0	0	41	15:45	2	134	0	2	0	0	138	15:45	0	5	0	0	0	0	0	5	15:45	0	0	0	0	0	0	0
16:00	3	47	0	0	0	0	50	16:00	3	169	0	1	0	0	173	16:00	0	4	0	0	0	0	0	4	16:00	0	0	0	0	0	0	0
16:15	1	60	0	0	0	0	61	16:15	0	150	0	1	1	0	152	16:15	0	5	0	0	0	0	0	5	16:15	0	0	0	0	0	0	0
16:30	1	45	0	0	0	0	46	16:30	4	121	0	1	0	0	126	16:30	0	5	0	0	0	0	0	5	16:30	0	0	0	0	0	0	0
16:45	1	55	0	0	0	0	56	16:45	1	170	0	1	0	0	172	16:45	0	2	0	0	0	0	0	2	16:45	0	0	0	0	0	0	0
17:00	2	53	0	0	0	0	55	17:00	2	151	0	0	0	0	153	17:00	0	5	0	0	0	0	0	5	17:00	0	0	0	0	0	0	0
17:15	2	46	0	0	0	0	48	17:15	1	135	0	1	0	0	137	17:15	0	4	0	0	0	0	0	4	17:15	0	0	0	0	0	0	0
17:30	0	44	0	0	0	0	44	17:30	2	118	0	0	1	0	121	17:30	0	3	0	0	0	0	0	3	17:30	0	0	0	0	0	0	0
17:45	1	30	0	0	0	0	31	17:45	1	116	0	0	1	0	118	17:45	0	3	0	0	0	0	0	3	17:45	0	1	0	0	0	0	1
Total	41	1483	1	28	2	0	1555	Total	71	5794	5	116	36	11	6033	Total	0	181	0	0	0	0	3	184	Total	0	2	0	0	0	0	2
% of Total	2.6%	95.4%	0.1%	1.8%	0.1%	0%	100%	% of Total	1.2%	96%	0.1%	1.9%	0.6%	0.2%	100%	% of Total	0%	98.4%	0%	0%	0%	1.6%	100%	% of Total	0%	100%	0%	0%	0%	0%	100%	
% of Approach	36.6%	19.9%	16.7%	19.4%	5.3%	0%	20%	% of Approach	63.4%	77.7%	83.3%	80.6%	94.7%	78.6%	77.6%	% of Approach	0%	2.4%	0%	0%	0%	21.4%	2.4%	% of Approach	0%	0%	0%	0%	0%	0%	0%	

Cover

MAINE_DOT_TM - 000031130043 - Kittery - US 1, Adams Dr, 26/07/2022 - Tuesday, July 26, 2022

Study Name Kittery - US 1, Adams Dr, 26/07/2022

Study Description Kittery - US 1, Adams Dr, 26/07/2022 turning movement

Date of Survey Tuesday, July 26, 2022

Time Period 06:00 - 18:00

Comments -

Location



Classes

- Mcl
- Car
- Bus
- SUT
- Semis
- Bicycle

Movements

MAINE_DOT_TM - 000031130043 - Kittery - US 1, Adams Dr, 26/07/2022 - Tuesday, July 26, 2022

From: US 1 (NorthEast)										To: Adams Dr										To: US 1 (SouthWest)									
To: US 1 (NorthEast)										To: Adams Dr										To: US 1 (SouthWest)									
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total						
06:00	0	0	0	0	0	0	0	06:00	0	0	0	0	0	0	1	06:00	3	69	0	0	0	0	73						
06:15	0	0	0	0	0	0	0	06:15	0	1	0	0	0	0	1	06:15	1	80	0	0	0	0	81						
06:30	0	0	0	0	0	0	0	06:30	0	0	0	0	0	0	0	06:30	2	118	0	0	0	0	120						
06:45	0	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0	06:45	3	104	0	1	0	0	108						
07:00	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	07:00	1	113	1	5	1	0	121						
07:15	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	07:15	2	125	0	4	0	0	131						
07:30	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	07:30	1	136	1	2	0	0	140						
07:45	0	0	0	0	0	0	0	07:45	1	0	0	0	0	0	1	07:45	1	133	0	6	1	0	141						
08:00	0	0	0	0	0	0	0	08:00	0	2	0	0	0	1	3	08:00	0	144	1	6	1	0	152						
08:15	0	0	0	0	0	0	0	08:15	0	1	0	0	0	0	1	08:15	1	143	0	6	0	0	150						
08:30	0	0	0	0	0	0	0	08:30	0	1	0	0	0	0	1	08:30	1	148	0	1	0	0	150						
08:45	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	08:45	1	156	0	3	0	0	160						
09:00	0	0	0	0	0	0	0	09:00	0	1	0	0	0	0	1	09:00	0	134	0	4	1	0	139						
09:15	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	09:15	2	136	0	4	2	0	144						
09:30	0	0	0	0	0	0	0	09:30	0	1	0	0	0	0	1	09:30	0	157	0	5	2	3	167						
09:45	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	09:45	2	154	0	4	0	0	160						
10:00	0	0	0	0	0	0	0	10:00	0	1	0	0	0	0	1	10:00	0	159	0	6	3	0	168						
10:15	0	0	0	0	0	0	0	10:15	0	0	0	0	0	0	0	10:15	0	135	0	1	1	0	137						
10:30	0	0	0	0	0	0	0	10:30	0	1	0	0	0	1	2	10:30	1	147	1	7	0	1	157						
10:45	0	0	0	0	0	0	0	10:45	0	1	0	0	0	0	1	10:45	3	161	0	6	0	0	170						
11:00	0	0	0	0	0	0	0	11:00	0	0	0	0	0	0	0	11:00	5	187	0	7	2	0	201						
11:15	0	0	0	0	0	0	0	11:15	0	1	0	0	0	0	1	11:15	8	193	0	4	1	0	206						
11:30	0	0	0	0	0	0	0	11:30	0	0	0	0	0	0	0	11:30	2	182	0	5	2	0	191						
11:45	0	0	0	0	0	0	0	11:45	0	0	0	0	0	0	0	11:45	2	204	1	6	1	0	214						
12:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0	12:00	2	188	2	3	1	0	196						
12:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	12:15	0	195	0	7	1	0	203						
12:30	0	0	0	0	0	0	0	12:30	0	1	0	0	0	0	1	12:30	2	197	0	2	0	0	201						
12:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0	12:45	3	192	1	1	1	0	198						
13:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0	13:00	5	226	0	4	3	0	238						
13:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0	13:15	1	156	1	4	0	0	162						
13:30	0	0	0	0	0	0	0	13:30	0	2	0	0	0	0	2	13:30	5	202	0	4	1	0	212						
13:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0	13:45	0	221	1	1	1	0	224						
14:00	0	0	0	0	0	0	0	14:00	0	1	0	0	0	0	1	14:00	0	220	0	3	1	0	224						
14:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0	14:15	0	249	0	5	2	0	256						
14:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	14:30	1	219	0	2	0	0	222						
14:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0	14:45	4	208	0	4	0	0	216						
15:00	0	0	0	0	0	0	0	15:00	0	1	0	0	0	0	1	15:00	9	184	1	9	0	0	203						
15:15	0	0	0	0	0	0	0	15:15	0	1	0	0	0	0	1	15:15	3	223	1	2	1	0	230						
15:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	15:30	7	222	1	2	0	0	232						
15:45	0	1	0	0	0	0	1	15:45	0	1	0	0	0	0	1	15:45	4	215	0	1	0	0	220						
16:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	16:00	3	207	1	1	0	0	212						
16:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	16:15	1	221	0	5	1	0	228						
16:30	0	0	0	0	0	0	0	16:30	0	1	0	0	0	1	2	16:30	3	218	0	2	0	1	224						
16:45	0	0	0	0	0	0	0	16:45	0	1	0	0	0	0	1	16:45	0	239	0	3	0	0	242						
17:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	17:00	11	197	0	2	0	0	210						
17:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	1	1	17:15	0	197	0	0	3	0	200						
17:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	17:30	2	178	0	0	0	0	180						
17:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	17:45	4	177	0	0	2	0	183						
Total	0	1	0	0	0	0	1	Total	1	20	0	0	0	5	26	Total	112	8369	14	161	36	5	8697						
% of Total	0%	100%	0%	0%	0%	0%	100%	% of Total	3.8%	76.9%	0%	0%	0%	19.2%	100%	% of Total	1.3%	96.2%	0.2%	1.9%	0.4%	0.1%	100%						
% of Approach	0%	0%	0%	0%	0%	0%	0%	% of Approach	0.9%	0.2%	0%	0%	0%	50%	0.3%	% of Approach	99.1%	99.7%	100%	100%	100%	50%	99.7%						

From: Adams Dr										To: US 1 (NorthEast)										To: US 1 (SouthWest)									
To: US 1 (NorthEast)										To: Adams Dr										To: US 1 (SouthWest)									
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total						
06:00	0	1	0	0	0	0	1	06:00	0	0	0	0	0	0	0	06:00	0	0	0	0	0	0	0						
06:15	0	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0						
06:30	0	1	0	0	0	0	1	06:30	0	0	0	0	0	0	0	06:30	0	0	0	0	0	0	0						
06:45	0	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0	06:45	0	1	0	0	0	0	1						
07:00	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	07:00	0	1	0	0	0	0	1						
07:15	0	1	0	0	0	0	1	07:15	0	0	0	0	0	0	0	07:15	0	2	0	0	0	0	2						
07:30	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	07:30	0	2	0	0	0	0	2						
07:45	0	1	0	1	0	0	2	07:45	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0						

08:00	0	1	0	0	0	0	1	08:00	0	0	0	0	0	0	0	0	08:00	0	1	0	0	0	0	1
08:15	0	1	0	0	0	0	1	08:15	0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	1	08:30	0	0	0	0	0	0	0	0	08:30	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0	08:45	0	3	0	0	0	0	3
09:00	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0
09:30	0	0	0	1	0	0	1	09:30	0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0
09:45	0	1	0	1	0	0	2	09:45	0	0	0	0	0	0	0	0	09:45	0	3	0	0	0	0	3
10:00	0	0	0	0	0	0	0	10:00	0	0	0	0	0	0	0	0	10:00	0	1	0	0	0	0	1
10:15	0	2	0	0	0	0	2	10:15	0	0	0	0	0	0	0	0	10:15	0	2	0	0	0	0	2
10:30	0	2	0	1	0	1	4	10:30	0	0	0	0	0	0	0	0	10:30	0	1	0	0	0	0	1
10:45	0	1	0	0	0	1	2	10:45	0	0	0	0	0	0	0	0	10:45	0	1	0	0	0	0	1
11:00	0	0	0	0	0	0	0	11:00	0	0	0	0	0	0	0	0	11:00	0	0	0	0	0	0	0
11:15	0	2	0	0	0	0	2	11:15	0	0	0	0	0	0	0	0	11:15	0	1	0	0	0	0	1
11:30	0	0	0	0	0	0	0	11:30	0	0	0	0	0	0	0	0	11:30	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	1	11:45	0	0	0	0	0	0	0	0	11:45	0	1	0	0	0	0	1
12:00	0	1	0	0	0	0	1	12:00	0	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	1
12:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	0	12:30	0	2	0	0	0	0	2
12:45	0	1	0	0	0	0	1	12:45	0	0	0	0	0	0	0	0	12:45	0	2	0	0	0	0	2
13:00	0	1	0	0	0	0	1	13:00	0	0	0	0	0	0	0	0	13:00	0	1	0	0	0	0	1
13:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0	0	13:30	0	3	0	0	0	0	3
13:45	0	4	0	0	0	0	4	13:45	0	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
14:00	0	0	0	0	0	1	1	14:00	0	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
14:15	0	1	0	0	0	0	1	14:15	0	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
14:45	0	0	0	0	0	1	1	14:45	0	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
15:00	0	2	0	0	0	0	2	15:00	0	0	0	0	0	0	0	0	15:00	0	3	0	0	0	0	3
15:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0	0	15:15	0	1	0	0	0	0	1
15:30	0	2	0	1	0	0	3	15:30	0	1	0	0	0	0	0	1	15:30	0	1	0	1	1	0	3
15:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0	0	15:45	0	1	0	0	0	0	1
16:00	0	2	0	1	0	0	3	16:00	0	0	0	0	0	0	0	0	16:00	0	2	0	0	0	0	2
16:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0	0	16:15	0	3	0	0	0	0	3
16:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0	0	16:30	0	1	0	0	0	0	1
16:45	0	1	0	0	0	0	1	16:45	0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
17:00	0	0	0	0	0	1	1	17:00	0	0	0	0	0	0	0	0	17:00	0	2	0	0	0	0	2
17:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	1	17:30	0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	17:45	0	1	0	0	0	0	1
Total	0	32	0	6	0	5	43	Total	0	1	0	0	0	0	0	1	Total	0	45	0	1	1	0	47
% of Total	0%	74.4%	0%	14%	0%	11.6%	100%	% of Total	0%	100%	0%	0%	0%	0%	0%	100%	% of Total	0%	95.7%	0%	2.1%	2.1%	0%	100%
% of Approach	-	41%	-	85.7%	0%	100%	47.3%	% of Approach	-	1.3%	-	0%	0%	0%	1.1%	% of Approach	-	57.7%	-	14.3%	100%	0%	51.6%	

From: US 1 (SouthWest)

From: US 1 (NorthEast)								To: Adams Dr								To: US 1 (SouthWest)								
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	
06:00	0	34	0	1	2	0	37	06:00	0	0	0	0	0	0	0	06:00	0	0	0	0	0	0	0	
06:15	0	35	0	2	0	0	37	06:15	0	0	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0
06:30	1	50	0	1	0	0	52	06:30	0	0	0	0	0	0	0	0	06:30	0	1	0	0	0	0	1
06:45	0	74	1	3	1	0	79	06:45	0	0	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0
07:00	2	51	0	4	2	0	59	07:00	0	1	0	0	0	0	0	1	07:00	0	0	0	0	0	0	0
07:15	0	50	0	3	0	0	53	07:15	0	1	0	0	0	0	0	1	07:15	0	0	0	0	0	0	0
07:30	1	81	0	5	2	1	90	07:30	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0
07:45	0	82	1	9	0	0	92	07:45	0	1	0	1	0	0	0	2	07:45	0	0	0	0	0	0	0
08:00	3	86	0	6	2	0	97	08:00	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0
08:15	2	84	0	4	0	0	90	08:15	0	0	0	2	0	0	0	2	08:15	0	0	0	0	0	0	0
08:30	0	97	0	4	0	0	101	08:30	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0
08:45	3	110	0	6	1	0	120	08:45	0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0
09:00	1	113	0	4	2	2	122	09:00	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0
09:15	5	143	0	4	4	0	156	09:15	0	1	0	0	0	0	0	1	09:15	0	0	0	0	0	0	0
09:30	1	138	0	5	0	1	145	09:30	0	0	0	1	0	0	0	1	09:30	0	0	0	0	0	0	0
09:45	1	167	0	6	3	0	177	09:45	0	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0
10:00	2	160	0	5	3	1	171	10:00	0	1	0	0	0	0	0	1	10:00	0	0	0	0	0	0	0
10:15	3	165	1	3	1	0	173	10:15	0	2	0	0	0	0	0	2	10:15	0	0	0	0	0	0	0
10:30	0	201	1	3	2	0	207	10:30	0	2	0	1	0	0	0	3	10:30	0	0	0	0	0	0	0
10:45	6	216	1	3	0	0	226	10:45	0	1	0	0	0	0	0	1	10:45	0	0	0	0	0	0	0
11:00	3	193	0	6	3	0	205	11:00	0	0	0	0	0	0	0	0	11:00	0	0	0	0	0	0	0
11:15	4	198	0	5	2	0	209	11:15	0	2	0	0	0	0	0	2	11:15	0	0	0	0	0	0	0
11:30	4	219	3	5	2	1	234	11:30	0	2	0	0	0	0	0	2	11:30	0	0	0	0	0	0	0
11:45	3	220	1	3	2	0	229	11:45	0	3	0	0	0	0	0	3	11:45	0	0	0	0	0	0	0

Cover

MAINE_DOT_TM - 000031130105 - Kittery - US 1, Old Wilson Rd, 26/07/2022 - Tuesday, July 26, 2022

Study Name Kittery - US 1, Old Wilson Rd, 26/07/2022

Study Description Kittery - US 1, Old Wilson Rd, 26/07/2022 turning movement

Date of Survey Tuesday, July 26, 2022

Time Period 06:00 - 18:00

Comments -

Location



Classes

- Mcl
- Car
- Bus
- SUT
- Semis
- Bicycle

Movements

MAINE_DOT_TM - 000031130105 - Kittery - US 1, Old Wilson Rd, 26/07/2022 - Tuesday, July 26, 2022

From: Old Wilson Rd																								
To: Old Wilson Rd										To: US 1 (NorthEast)					To: US 1 (SouthWest)									
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	
06:00	0	0	0	0	0	0	0	06:00	0	0	0	0	0	0	0	06:00	0	0	0	0	0	0	1	1
06:15	0	0	0	0	0	0	0	06:15	0	1	0	0	0	0	1	06:15	0	3	0	0	0	0	0	3
06:30	0	0	0	0	0	0	0	06:30	0	1	0	0	0	0	1	06:30	0	2	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	06:45	0	1	0	0	0	0	1	06:45	0	1	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	07:00	0	2	0	0	0	0	2	07:00	0	3	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	07:15	0	2	0	0	0	0	2	07:15	0	3	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	07:30	0	2	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	07:45	0	2	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	08:00	0	3	0	0	0	0	1	4
08:15	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	08:30	0	1	0	0	0	0	1	08:30	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	08:45	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	09:00	0	1	0	0	1	0	2	09:00	0	2	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	09:15	0	4	0	0	0	0	0	4
09:30	0	0	0	0	0	0	0	09:30	0	2	0	0	0	0	2	09:30	0	4	0	0	0	0	0	4
09:45	0	0	0	0	0	0	0	09:45	0	2	0	0	0	0	2	09:45	0	2	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	10:00	0	2	0	0	0	0	2	10:00	0	2	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	10:15	0	0	0	0	0	0	0	10:15	0	4	0	0	0	0	0	4
10:30	0	0	0	0	0	0	0	10:30	0	2	0	0	0	0	2	10:30	0	5	0	0	0	0	0	5
10:45	0	0	0	0	0	0	0	10:45	0	1	0	0	0	0	1	10:45	0	3	0	0	0	0	0	3
11:00	0	0	0	0	0	0	0	11:00	0	1	0	0	0	0	1	11:00	0	6	0	1	0	0	0	7
11:15	0	0	0	0	0	0	0	11:15	0	2	0	0	0	0	2	11:15	1	2	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	11:30	0	0	0	0	0	0	0	11:30	0	4	0	0	0	0	0	4
11:45	0	0	0	0	0	0	0	11:45	0	0	0	0	0	0	0	11:45	0	3	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	12:00	0	1	0	0	0	0	1	12:00	0	3	0	0	0	0	0	3
12:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0	12:30	0	4	0	0	0	0	0	4
12:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0	12:45	0	5	0	0	0	0	0	5
13:00	0	0	0	0	0	0	0	13:00	0	1	0	0	0	0	1	13:00	0	3	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0	13:15	0	4	0	1	0	0	0	5
13:30	0	0	0	0	0	0	0	13:30	0	3	0	0	0	0	3	13:30	0	0	0	1	0	0	0	1
13:45	0	0	0	0	0	0	0	13:45	0	3	0	0	0	0	3	13:45	0	3	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	14:00	0	1	0	0	0	0	1	14:00	0	8	0	0	0	0	0	8
14:15	0	0	0	0	0	0	0	14:15	0	1	0	0	0	0	1	14:15	0	6	0	0	0	0	0	6
14:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0	14:30	0	4	0	0	0	0	0	4
14:45	0	0	0	0	0	0	0	14:45	0	1	0	0	0	0	1	14:45	0	5	0	0	0	0	1	6
15:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0	15:00	0	3	0	0	0	0	0	3
15:15	0	0	0	0	0	0	0	15:15	0	3	0	0	0	0	3	15:15	0	10	0	0	0	0	0	10
15:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	15:30	0	2	0	1	0	0	0	3
15:45	0	0	0	0	0	0	0	15:45	0	1	0	0	0	0	1	15:45	0	2	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0	16:00	1	7	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	16:15	0	4	0	0	0	0	4	16:15	0	6	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	16:30	0	2	0	0	0	0	2	16:30	0	4	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	16:45	0	1	0	0	0	0	1	16:45	0	3	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	17:00	0	1	0	0	0	0	1	17:00	0	9	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	17:15	0	6	0	0	0	0	0	6
17:30	0	0	0	0	0	0	0	17:30	0	2	0	0	0	0	2	17:30	0	4	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	17:45	0	1	0	0	0	0	1	17:45	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	Total	0	47	0	0	1	0	48	Total	2	168	0	4	0	3	0	177
% of Total	-	-	-	-	-	-	-	% of Total	0%	97.9%	0%	0%	2.1%	0%	100%	% of Total	1.1%	94.9%	0%	2.3%	0%	1.7%	100%	
% of Approach	0%	0%	-	0%	0%	0%	0%	% of Approach	0%	21.9%	-	0%	100%	0%	21.3%	% of Approach	100%	78.1%	-	100%	0%	100%	78.7%	

From: US 1 (NorthEast)																								
To: Old Wilson Rd										To: US 1 (NorthEast)					To: US 1 (SouthWest)									
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	
06:00	0	1	0	0	0	0	1	06:00	0	0	0	0	0	0	0	06:00	3	67	0	0	0	0	0	70
06:15	0	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0	06:15	1	81	0	0	0	0	0	82
06:30	0	0	0	0	0	0	0	06:30	0	0	0	0	0	0	0	06:30	2	115	0	0	0	0	0	117
06:45	0	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0	06:45	3	107	0	1	0	0	0	111
07:00	0	1	0	0	0	0	1	07:00	0	0	0	0	0	0	0	07:00	1	103	1	5	2	0	0	112
07:15	0	1	0	0	0	0	1	07:15	0	0	0	0	0	0	0	07:15	2	128	0	3	0	0	0	133
07:30	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	07:30	1	124	1	2	0	0	0	128
07:45	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	07:45	2	145	0	4	1	0	0	152

12:00	0	1	0	0	0	0	1	12:00	1	196	1	2	0	0	200	12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	12:15	4	214	0	2	0	0	220	12:15	0	0	0	0	0	0	0	0
12:30	0	1	0	0	0	0	1	12:30	3	172	1	1	1	0	178	12:30	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	0	1	12:45	4	204	0	8	0	0	216	12:45	0	1	0	0	0	0	0	1
13:00	0	3	0	0	0	0	3	13:00	5	207	0	2	3	0	217	13:00	0	1	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	13:15	2	193	0	7	0	0	202	13:15	0	0	0	0	0	0	0	0
13:30	0	3	0	0	0	0	3	13:30	3	198	0	2	1	0	204	13:30	0	0	0	0	0	0	0	0
13:45	1	3	0	0	0	0	4	13:45	5	198	0	1	2	0	206	13:45	0	0	0	0	0	0	0	0
14:00	1	4	0	0	0	1	6	14:00	7	181	0	1	0	0	189	14:00	0	0	0	0	0	0	0	0
14:15	1	2	0	0	0	0	3	14:15	6	188	0	2	1	2	199	14:15	0	0	0	0	0	0	0	0
14:30	0	6	0	0	0	0	6	14:30	9	190	0	4	1	1	205	14:30	0	0	0	0	0	0	0	0
14:45	0	5	0	0	0	0	5	14:45	2	235	0	1	0	0	238	14:45	0	0	0	0	0	0	0	0
15:00	1	3	0	0	0	1	5	15:00	9	204	0	2	0	1	216	15:00	0	0	0	0	0	0	0	0
15:15	1	9	0	0	0	0	10	15:15	10	218	0	3	3	0	234	15:15	0	0	0	0	0	0	0	0
15:30	0	13	0	0	0	0	13	15:30	4	209	0	1	1	2	217	15:30	0	0	0	0	0	0	0	0
15:45	0	7	0	0	0	0	7	15:45	3	226	0	3	0	0	232	15:45	0	0	0	0	0	0	0	0
16:00	0	6	0	0	0	0	6	16:00	8	225	0	5	1	0	239	16:00	0	0	0	0	0	0	0	0
16:15	2	10	0	0	0	0	12	16:15	1	214	0	3	1	0	219	16:15	0	0	0	0	0	0	0	0
16:30	1	10	0	0	0	0	11	16:30	5	210	0	0	2	1	218	16:30	0	1	0	0	0	0	0	1
16:45	0	5	0	0	0	0	5	16:45	6	205	0	1	0	0	212	16:45	0	0	0	0	0	0	0	0
17:00	0	5	0	0	0	0	5	17:00	0	213	0	2	1	1	217	17:00	0	0	0	0	0	0	0	0
17:15	0	5	0	0	0	0	5	17:15	2	202	0	1	0	0	205	17:15	0	0	0	0	0	0	0	0
17:30	0	5	0	0	0	0	5	17:30	2	178	0	2	0	0	182	17:30	0	0	0	0	0	0	0	0
17:45	0	5	0	1	0	0	6	17:45	3	132	0	0	0	0	135	17:45	0	0	0	0	0	0	0	0
Total	11	142	0	1	0	2	156	Total	144	7733	11	162	52	18	8120	Total	0	7	0	0	0	0	0	7
% of Total	7.1%	91%	0%	0.6%	0%	1.3%	100%	% of Total	1.8%	95.2%	0.1%	2%	0.6%	0.2%	100%	% of Total	0%	100%	0%	0%	0%	0%	0%	100%
% of Approach	7.1%	1.8%	0%	0.6%	0%	10%	1.9%	% of Approach	92.9%	98.1%	100%	99.4%	100%	90%	98%	% of Approach	0%	0.1%	0%	0%	0%	0%	0%	0.1%

APPENDIX B

MaineDOT Traffic Volume Adjustments

2018
Weekly Group Mean Factors
as a Percent of AADT
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	0.96	0.84	0.73	0.89	0.78	0.83	1
Jan	07	2	2	0.97	0.83	0.71	0.89	0.76	0.82	2
	14	3	3	0.98	0.84	0.71	0.90	0.77	0.82	3
	21	4	4	0.97	0.83	0.71	0.89	0.76	0.82	4
	28	5	5	0.90	0.75	0.65	0.82	0.69	0.75	5
Feb	04	1	1	0.89	0.75	0.61	0.81	0.67	0.72	6
	11	2	2	0.91	0.78	0.64	0.83	0.70	0.75	7
	18	3	3	0.98	0.85	0.72	0.91	0.78	0.83	8
	25	4	4	1.01	0.85	0.71	0.93	0.78	0.83	9
Mar	04	1	1	1.02	0.88	0.74	0.94	0.80	0.85	10
	11	2	2	0.97	0.84	0.69	0.90	0.76	0.81	11
	18	3	3	0.99	0.85	0.70	0.92	0.77	0.82	12
	25	4	4	1.02	0.88	0.75	0.94	0.81	0.86	13
Apr	01	1	1	1.03	0.88	0.76	0.95	0.81	0.87	14
	08	2	2	1.06	0.92	0.79	0.98	0.85	0.90	15
	15	3	3	1.06	0.95	0.85	1.00	0.90	0.94	16
	22	4	4	1.06	0.93	0.84	0.99	0.88	0.93	17
	29	5	5	1.10	0.96	0.86	1.02	0.91	0.96	18
May	06	1	1	1.12	1.01	0.94	1.06	0.97	1.02	19
	13	2	2	1.14	1.03	1.00	1.08	1.01	1.06	20
	20	3	3	1.14	1.08	1.06	1.10	1.06	1.10	21
	27	4	4	1.16	1.08	1.06	1.11	1.06	1.11	22
Jun	03	1	1	1.14	1.08	1.05	1.10	1.06	1.09	23
	10	2	2	1.16	1.11	1.15	1.14	1.12	1.15	24
	17	3	3	1.16	1.14	1.20	1.15	1.16	1.18	25
	24	4	4	1.16	1.18	1.30	1.16	1.23	1.22	26
Jul	01	1	1	1.18	1.25	1.43	1.20	1.33	1.28	27
	08	2	2	1.18	1.22	1.37	1.19	1.28	1.27	28
	15	3	3	1.18	1.23	1.41	1.20	1.32	1.28	29
	22	4	4	1.18	1.23	1.47	1.20	1.33	1.30	30
	29	5	5	1.18	1.27	1.52	1.22	1.37	1.32	31
Aug	05	1	1	1.16	1.27	1.54	1.20	1.39	1.32	32
	12	2	2	1.18	1.27	1.47	1.22	1.35	1.30	33
	19	3	3	1.18	1.25	1.43	1.20	1.33	1.28	34
	26	4	4	1.16	1.19	1.28	1.18	1.23	1.22	35
Sep	02	1	1	1.16	1.14	1.16	1.15	1.15	1.16	36
	09	2	2	1.15	1.12	1.15	1.14	1.14	1.15	37
	16	3	3	1.14	1.11	1.10	1.12	1.10	1.11	38
	23	4	4	1.14	1.11	1.10	1.12	1.10	1.11	39
	30	5	5	1.14	1.14	1.08	1.14	1.10	1.10	40
Oct	07	1	1	1.15	1.14	1.08	1.14	1.10	1.11	41
	14	2	2	1.12	1.08	1.01	1.10	1.04	1.06	42
	21	3	3	1.09	1.01	0.90	1.04	0.95	0.98	43
	28	4	4	1.09	0.97	0.86	1.02	0.91	0.96	44
Nov	04	1	1	1.09	0.99	0.87	1.03	0.93	0.96	45
	11	2	2	1.08	0.97	0.84	1.02	0.90	0.94	46
	18	3	3	1.09	1.01	0.84	1.04	0.92	0.94	47
	25	4	4	1.06	0.95	0.81	1.00	0.88	0.92	48
Dec	02	1	1	1.05	0.90	0.79	0.97	0.84	0.90	49
	09	2	2	1.02	0.88	0.75	0.94	0.81	0.86	50
	16	3	3	1.06	0.93	0.78	0.99	0.85	0.90	51
	23	4	4	0.98	0.90	0.76	0.93	0.82	0.85	52

APPENDIX C
Capacity Analysis Methodology

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).¹ The concept of level of service (LOS) 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 LOS A representing the best operating conditions and LOS F the worst. 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. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

Signalized Intersections

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on average *control* delay. Control delay is used to establish the operating characteristics for an intersection or an approach to an intersection. Volume-to-capacity (v/c) ratios are also used to help signify the utilization of a lane group's capacity at an intersection. A v/c ratio of ≥ 1.00 represents conditions when the traffic signal cycle capacity is fully utilized and indicates a capacity failure. The level-of-service criteria for signalized intersections are shown in Table A-1.

¹*Highway Capacity Manual, 6TH Edition: A Guide for Multimodal Mobility Analysis*. Washington, D.C.: Transportation Research Board, 2016.

Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay at an unsignalized intersection is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. This time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position.

Volume-to-capacity (v/c) ratios are also used to help signify the utilization of a movement's capacity at an intersection. A v/c ratio of ≥ 1.00 represents conditions when the movement is fully utilized and indicates a capacity failure. The capacity of the movements is based on the distribution of gaps in the major street traffic stream, the selection of gaps to complete the desired movement, and the follow-up headways for each driver in the queue. When an unsignalized intersection is located within 0.25 miles of a signalized intersection, traffic flows may not be random and some platoon structure may exist, thereby affecting the minor street operations. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

TABLE A-1
Level-of-Service Criteria for Intersections

Level of Service	Signalized Intersection Criteria	Unsignalized Intersection Criteria	V/C Ratio >1.00 ^a
	Average Control Delay (Seconds per Vehicle)	Average Control Delay (Seconds per Vehicle)	
A	≤ 10	≤ 10	F
B	>10 and ≤ 20	>10 and ≤ 15	F
C	>20 and ≤ 35	>15 and ≤ 25	F
D	>35 and ≤ 55	>25 and ≤ 35	F
E	>55 and ≤ 80	>35 and ≤ 50	F
F	>80	>50	F





















Note: ^aFor approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Source: *Highway Capacity Manual, 6th Edition: A Guide for Multimodal Mobility Analysis*. Washington, D.C.: Transportation Research Board, 2016. Exhibit 19-8, Pg. 19-16.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups on the minor street approaches or to the left turns from the major street approaches.

APPENDIX D
Capacity Analysis Worksheets

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2023 Existing AM Peak Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	350	3	1	475	55	5	3	0	87	0	202
Future Volume (vph)	60	350	3	1	475	55	5	3	0	87	0	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%				-6%
Storage Length (ft)	105		0	140		0	40		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.999			0.984							0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1687	3370	0	1770	3475	0	1745	1837	0	0	1823	1631
Flt Permitted	0.950			0.950			0.679				0.755	
Satd. Flow (perm)	1687	3370	0	1770	3475	0	1247	1837	0	0	1449	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			10							281
Link Speed (mph)		30			30			25				30
Link Distance (ft)		647			451			291				180
Travel Time (s)		14.7			10.3			7.9				4.1
Confl. Bikes (#/hr)			2			2						
Peak Hour Factor	0.79	0.79	0.79	0.97	0.97	0.97	0.67	0.67	0.67	0.72	0.72	0.72
Heavy Vehicles (%)	7%	7%	7%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	76	443	4	1	490	57	7	4	0	121	0	281
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	447	0	1	547	0	7	4	0	0	121	281
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	4 5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.5		10.0	17.5		10.5	10.5		10.5	10.5	
Total Split (s)	20.0	55.5		20.0	55.5		40.5	40.5		40.5	40.5	
Total Split (%)	14.8%	41.1%		14.8%	41.1%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	7.7	28.3		5.5	16.3		10.1	10.1			10.1	22.6
Actuated g/C Ratio	0.14	0.53		0.10	0.30		0.19	0.19			0.19	0.42
v/c Ratio	0.32	0.25		0.01	0.52		0.03	0.01			0.45	0.33
Control Delay	29.2	10.4		33.0	19.1		23.4	23.3			28.5	2.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	29.2	10.4		33.0	19.1		23.4	23.3			28.5	2.7

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2023 Existing AM Peak Weekday AM Peak

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	14%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2023 Existing AM Peak Weekday AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B		C	B		C	C			C	A
Approach Delay		13.1			19.1			23.4			10.5	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	18	26		0	60		2	1			29	0
Queue Length 95th (ft)	72	118		6	190		11	8			89	10
Internal Link Dist (ft)		567			371			211			100	
Turn Bay Length (ft)	105			140			40					
Base Capacity (vph)	514	3048		539	3143		886	1305			1030	1283
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.15	0.15		0.00	0.17		0.01	0.00			0.12	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 53.9
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 14.7
 Intersection LOS: B
 Intersection Capacity Utilization 45.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1



101: Wilson Road/Route 101 (Wilson Road) & US Route 1
2023 Existing AM Peak Weekday AM Peak

Lane Group	Ø9
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2023 Existing PM Peak Weekday PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	625	16	16	665	80	30	9	20	85	5	135
Future Volume (vph)	215	625	16	16	665	80	30	9	20	85	5	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%				-6%
Storage Length (ft)	105		0	140		0	40		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.984			0.896				0.850
Flt Protected	0.950			0.950			0.950				0.955	
Satd. Flow (prot)	1787	3560	0	1805	3552	0	1745	1646	0	0	1850	1647
Flt Permitted	0.950			0.950			0.696				0.709	
Satd. Flow (perm)	1787	3560	0	1805	3552	0	1278	1646	0	0	1374	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			11			27				142
Link Speed (mph)		30			30			25				30
Link Distance (ft)		647			451			291				180
Travel Time (s)		14.7			10.3			7.9				4.1
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.74	0.74	0.74	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	231	672	17	18	731	88	41	12	27	89	5	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	689	0	18	819	0	41	39	0	0	94	142
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	4 5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	17.5		10.0	17.5		10.5	10.5		10.5	10.5	
Total Split (s)	20.0	55.5		20.0	55.5		40.5	40.5		40.5	40.5	
Total Split (%)	14.8%	41.1%		14.8%	41.1%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5		5.5	5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	15.3	40.4		5.6	22.0		9.6	9.6			9.6	29.9
Actuated g/C Ratio	0.24	0.64		0.09	0.35		0.15	0.15			0.15	0.47
v/c Ratio	0.53	0.30		0.11	0.66		0.21	0.14			0.45	0.17
Control Delay	28.9	6.6		31.8	20.0		27.7	14.8			33.1	3.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	28.9	6.6		31.8	20.0		27.7	14.8			33.1	3.0
LOS	C	A		C	B		C	B			C	A
Approach Delay		12.2			20.2			21.4			15.0	

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2023 Existing PM Peak Weekday PM Peak

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	14%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2023 Existing PM Peak Weekday PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			C			C			B		
Queue Length 50th (ft)	76	44		6	131		14	4		33	0	
Queue Length 95th (ft)	#187	135		27	206		35	22		82	28	
Internal Link Dist (ft)	567			371			211			100		
Turn Bay Length (ft)	105			140			40					
Base Capacity (vph)	432	2871		436	2867		721	941		775	991	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.53	0.24		0.04	0.29		0.06	0.04		0.12	0.14	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 63.1
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 16.1
 Intersection LOS: B
 Intersection Capacity Utilization 57.8%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

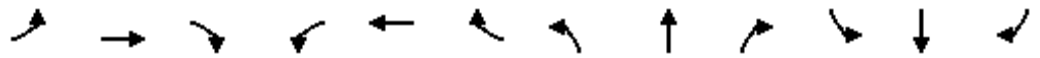
Splits and Phases: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1



101: Wilson Road/Route 101 (Wilson Road) & US Route 1
2023 Existing PM Peak Weekday PM Peak

Lane Group	Ø9
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2023 Existing Saturday Peak Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	801	42	92	797	92	41	11	68	168	10	187
Future Volume (vph)	217	801	42	92	797	92	41	11	68	168	10	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%				-6%
Storage Length (ft)	105		0	140		0	40		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00					1.00					
Frt		0.993			0.984			0.872				0.850
Flt Protected	0.950			0.950			0.950				0.955	
Satd. Flow (prot)	1787	3545	0	1787	3517	0	1745	1602	0	0	1869	1663
Flt Permitted	0.950			0.950			0.444				0.674	
Satd. Flow (perm)	1787	3545	0	1787	3517	0	814	1602	0	0	1319	1663
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			77				253
Link Speed (mph)		30			30			25				30
Link Distance (ft)		647			451			291				180
Travel Time (s)		14.7			10.3			7.9				4.1
Confl. Peds. (#/hr)							2					
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.88	0.88	0.88	0.74	0.74	0.74
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	233	861	45	106	916	106	47	13	77	227	14	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	233	906	0	106	1022	0	47	90	0	0	241	253
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	4 5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	17.5		10.0	17.5		10.5	10.5		10.5	10.5	
Total Split (s)	20.0	55.5		20.0	55.5		40.5	40.5		40.5	40.5	
Total Split (%)	14.8%	41.1%		14.8%	41.1%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5		5.5	5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	16.2	44.3		10.9	39.0		24.4	24.4			24.4	44.4
Actuated g/C Ratio	0.16	0.43		0.11	0.38		0.24	0.24			0.24	0.43
v/c Ratio	0.83	0.59		0.56	0.76		0.24	0.21			0.77	0.29
Control Delay	71.4	27.4		61.9	33.5		40.0	12.6			56.7	3.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2023 Existing Saturday Peak Saturday Peak

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	14%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2023 Existing Saturday Peak Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	71.4	27.4		61.9	33.5		40.0	12.6			56.7	3.0
LOS	E	C		E	C		D	B			E	A
Approach Delay		36.4			36.1			22.0			29.2	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	148	213		65	268		24	6			139	0
Queue Length 95th (ft)	#415	426		147	473		68	50			228	13
Internal Link Dist (ft)		567			371			211			100	
Turn Bay Length (ft)	105			140			40					
Base Capacity (vph)	281	1871		281	1855		299	638			485	875
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.83	0.48		0.38	0.55		0.16	0.14			0.50	0.29

Intersection Summary

Area Type:	Other
Cycle Length:	135
Actuated Cycle Length:	102.8
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	34.4
Intersection LOS:	C
Intersection Capacity Utilization:	66.8%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Ø1	Ø2	Ø4	Ø9
20 s	55.5 s	40.5 s	19 s
Ø5	Ø6	Ø8	
20 s	55.5 s	40.5 s	

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
2023 Existing Saturday Peak Saturday Peak

Lane Group	Ø9
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

201: Adams Drive & US Route 1
 2023 Existing AM Peak Weekday AM Peak

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	410	2	4	672	5	3
Future Vol, veh/h	410	2	4	672	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	96	96	67	67
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	482	2	4	700	7	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	484	0	841
Stage 1	-	-	-	-	483
Stage 2	-	-	-	-	358
Critical Hdwy	-	-	4.16	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.23	-	3.5
Pot Cap-1 Maneuver	-	-	1068	-	308
Stage 1	-	-	-	-	592
Stage 2	-	-	-	-	684
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1068	-	306
Mov Cap-2 Maneuver	-	-	-	-	306
Stage 1	-	-	-	-	592
Stage 2	-	-	-	-	680

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	395	-	-	1068	-
HCM Lane V/C Ratio	0.03	-	-	0.004	-
HCM Control Delay (s)	14.4	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

202: US Route 1 & Hampton Inn/Outlets Driveway
 2023 Existing AM Peak Weekday AM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	4	405	672	1	1	5
Future Vol, veh/h	4	405	672	1	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-2	-
Peak Hour Factor	83	83	90	90	50	50
Heavy Vehicles, %	7	7	3	3	0	0
Mvmt Flow	5	488	747	1	2	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	748	0	0	1002	374
Stage 1	-	-	-	748	-
Stage 2	-	-	-	254	-
Critical Hdwy	4.24	-	-	6.4	6.7
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.27	-	-	3.5	3.3
Pot Cap-1 Maneuver	824	-	-	271	642
Stage 1	-	-	-	471	-
Stage 2	-	-	-	793	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	824	-	-	269	642
Mov Cap-2 Maneuver	-	-	-	269	-
Stage 1	-	-	-	467	-
Stage 2	-	-	-	793	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	824	-	-	-	521
HCM Lane V/C Ratio	0.006	-	-	-	0.023
HCM Control Delay (s)	9.4	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

203: Kittery Trading Post
 2023 Existing AM Peak Weekday AM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	1	105	13	9	286
Future Vol, veh/h	3	1	105	13	9	286
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, %	2	-	6	-	-	-6
Peak Hour Factor	50	50	83	83	91	91
Heavy Vehicles, %	25	25	8	8	2	2
Mvmt Flow	6	2	127	16	10	314

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	469	135	0	0	143	0
Stage 1	135	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	7.05	6.65	-	-	4.12	-
Critical Hdwy Stg 1	6.05	-	-	-	-	-
Critical Hdwy Stg 2	6.05	-	-	-	-	-
Follow-up Hdwy	3.725	3.525	-	-	2.218	-
Pot Cap-1 Maneuver	487	850	-	-	1440	-
Stage 1	825	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	483	850	-	-	1440	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	541	1440
HCM Lane V/C Ratio	-	-	0.015	0.007
HCM Control Delay (s)	-	-	11.8	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

204: Kittery Outlet & Route 101 (Wilson Road)
 2023 Existing AM Peak Weekday AM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	4	2	3	103	293	4
Future Vol, veh/h	4	2	3	103	293	4
Conflicting Peds, #/hr	0	4	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	-	-	6	-6	-
Peak Hour Factor	50	50	87	87	91	91
Heavy Vehicles, %	0	0	8	8	2	2
Mvmt Flow	8	4	3	118	322	4

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	448	328	326	0	-	0
Stage 1	324	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	572	718	1201	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	570	715	1201	-	-	-
Mov Cap-2 Maneuver	570	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1201	-	611	-	-
HCM Lane V/C Ratio	0.003	-	0.02	-	-
HCM Control Delay (s)	8	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

201: Adams Drive & US Route 1
 2023 Existing PM Peak Weekday PM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	915	4	2	895	6	4
Future Vol, veh/h	915	4	2	895	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	93	93	50	50
Heavy Vehicles, %	1	1	0	0	10	10
Mvmt Flow	953	4	2	962	12	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	957	0	1440 479
Stage 1	-	-	-	-	955 -
Stage 2	-	-	-	-	485 -
Critical Hdwy	-	-	4.1	-	7 7.1
Critical Hdwy Stg 1	-	-	-	-	6 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	-	-	2.2	-	3.6 3.4
Pot Cap-1 Maneuver	-	-	727	-	115 512
Stage 1	-	-	-	-	316 -
Stage 2	-	-	-	-	562 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	727	-	114 512
Mov Cap-2 Maneuver	-	-	-	-	114 -
Stage 1	-	-	-	-	316 -
Stage 2	-	-	-	-	559 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	29.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	165	-	-	727	-
HCM Lane V/C Ratio	0.121	-	-	0.003	-
HCM Control Delay (s)	29.8	-	-	10	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

202: US Route 1 & Hampton Inn/Outlets Driveway
 2023 Existing PM Peak Weekday PM Peak

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	34	875	880	9	7	21
Future Vol, veh/h	34	875	880	9	7	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-2	-
Peak Hour Factor	95	95	92	92	70	70
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	36	921	957	10	10	30

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	967	0	-	0	1495 484
Stage 1	-	-	-	-	962 -
Stage 2	-	-	-	-	533 -
Critical Hdwy	4.1	-	-	-	6.4 6.7
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	720	-	-	-	137 549
Stage 1	-	-	-	-	374 -
Stage 2	-	-	-	-	593 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	720	-	-	-	123 549
Mov Cap-2 Maneuver	-	-	-	-	123 -
Stage 1	-	-	-	-	336 -
Stage 2	-	-	-	-	593 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	720	-	-	-	294
HCM Lane V/C Ratio	0.05	-	-	-	0.136
HCM Control Delay (s)	10.3	0.5	-	-	19.2
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

203: Kittery Trading Post
 2023 Existing PM Peak Weekday PM Peak

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	28	248	56	16	156
Future Vol, veh/h	69	28	248	56	16	156
Conflicting Peds, #/hr	0	0	0	1	1	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, %	2	-	6	-	-	-6
Peak Hour Factor	85	85	92	92	89	89
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	81	33	270	61	18	175

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	513	302	0	0	332	0
Stage 1	302	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.8	6.4	-	-	4.12	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	496	730	-	-	1227	-
Stage 1	730	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	488	729	-	-	1226	-
Mov Cap-2 Maneuver	488	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	539	1226
HCM Lane V/C Ratio	-	-	0.212	0.015
HCM Control Delay (s)	-	-	13.5	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.8	0

204: Kittery Outlet & Route 101 (Wilson Road)
 2023 Existing PM Peak Weekday PM Peak

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	44	29	14	262	143	6
Future Vol, veh/h	44	29	14	262	143	6
Conflicting Peds, #/hr	0	4	1	0	0	1
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	-	-	6	-6	-
Peak Hour Factor	83	83	87	87	88	88
Heavy Vehicles, %	3	3	0	0	1	1
Mvmt Flow	53	35	16	301	163	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	501	172	171	0	0
Stage 1	168	-	-	-	-
Stage 2	333	-	-	-	-
Critical Hdwy	6.43	6.23	4.1	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.2	-	-
Pot Cap-1 Maneuver	528	869	1418	-	-
Stage 1	859	-	-	-	-
Stage 2	724	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	520	865	1417	-	-
Mov Cap-2 Maneuver	520	-	-	-	-
Stage 1	846	-	-	-	-
Stage 2	723	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1417	-	618	-	-
HCM Lane V/C Ratio	0.011	-	0.142	-	-
HCM Control Delay (s)	7.6	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

201: Adams Drive & US Route 1
 2023 Existing Saturday Peak Saturday Peak

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1090	10	0	995	5	5
Future Vol, veh/h	1090	10	0	995	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	100	100
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1135	10	0	1082	5	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1145	0	1681
Stage 1	-	-	-	-	1140
Stage 2	-	-	-	-	541
Critical Hdwy	-	-	4.12	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.21	-	3.5
Pot Cap-1 Maneuver	-	-	612	-	87
Stage 1	-	-	-	-	271
Stage 2	-	-	-	-	553
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	612	-	87
Mov Cap-2 Maneuver	-	-	-	-	87
Stage 1	-	-	-	-	271
Stage 2	-	-	-	-	553

Approach	EB	WB	NB
HCM Control Delay, s	0	0	31.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	147	-	-	612	-
HCM Lane V/C Ratio	0.068	-	-	-	-
HCM Control Delay (s)	31.3	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

202: US Route 1 & Hampton Inn/Outlets Driveway
 2023 Existing Saturday Peak Saturday Peak

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔↕	
Traffic Vol, veh/h	18	1048	960	5	7	26
Future Vol, veh/h	18	1048	960	5	7	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-2	-
Peak Hour Factor	94	94	91	91	91	91
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	19	1115	1055	5	8	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1060	0	0	1654	530
Stage 1	-	-	-	1058	-
Stage 2	-	-	-	596	-
Critical Hdwy	4.12	-	-	6.4	6.7
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.21	-	-	3.5	3.3
Pot Cap-1 Maneuver	659	-	-	109	514
Stage 1	-	-	-	337	-
Stage 2	-	-	-	554	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	659	-	-	101	514
Mov Cap-2 Maneuver	-	-	-	101	-
Stage 1	-	-	-	311	-
Stage 2	-	-	-	554	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	659	-	-	-	275
HCM Lane V/C Ratio	0.029	-	-	-	0.132
HCM Control Delay (s)	10.6	0.4	-	-	20.1
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

203: Kittery Trading Post
 2023 Existing Saturday Peak Saturday Peak

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	122	43	176	145	44	243
Future Vol, veh/h	122	43	176	145	44	243
Conflicting Peds, #/hr	0	3	0	3	3	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, %	2	-	6	-	-	-6
Peak Hour Factor	86	86	90	90	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	142	50	196	161	59	324

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	722	283	0	0	360
Stage 1	280	-	-	-	-
Stage 2	442	-	-	-	-
Critical Hdwy	6.8	6.4	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	366	749	-	-	1210
Stage 1	748	-	-	-	-
Stage 2	621	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	343	744	-	-	1207
Mov Cap-2 Maneuver	343	-	-	-	-
Stage 1	746	-	-	-	-
Stage 2	584	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.1	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	399	1207
HCM Lane V/C Ratio	-	-	0.481	0.049
HCM Control Delay (s)	-	-	22.1	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.5	0.2

204: Kittery Outlet & Route 101 (Wilson Road)
 2023 Existing Saturday Peak Saturday Peak

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	26	66	43	176	221	3
Future Vol, veh/h	26	66	43	176	221	3
Conflicting Peds, #/hr	0	16	3	0	0	3
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	-	-	6	-6	-
Peak Hour Factor	81	81	86	86	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	81	50	205	283	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	593	304	290	0	-	0
Stage 1	288	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	472	740	1283	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	448	727	1280	-	-	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	750	-	-	-	-	-

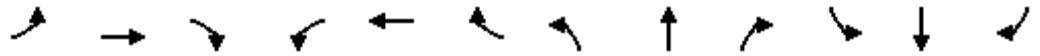
Approach	EB	NB	SB
HCM Control Delay, s	12.1	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1280	-	618	-	-
HCM Lane V/C Ratio	0.039	-	0.184	-	-
HCM Control Delay (s)	7.9	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 No-Build AM Weekday AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	368	3	1	499	58	5	3	0	91	0	213
Future Volume (vph)	63	368	3	1	499	58	5	3	0	91	0	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%				-6%
Storage Length (ft)	105		0	140		0	40		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.999			0.984							0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1687	3370	0	1770	3475	0	1745	1837	0	0	1823	1631
Flt Permitted	0.950			0.950			0.676				0.755	
Satd. Flow (perm)	1687	3370	0	1770	3475	0	1242	1837	0	0	1449	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			14							230
Link Speed (mph)		30			30			25				30
Link Distance (ft)		647			451			291				180
Travel Time (s)		14.7			10.3			7.9				4.1
Confl. Bikes (#/hr)			2			2						
Peak Hour Factor	0.79	0.79	0.79	0.97	0.97	0.97	0.67	0.67	0.67	0.72	0.72	0.72
Heavy Vehicles (%)	7%	7%	7%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	80	466	4	1	514	60	7	4	0	126	0	296
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	470	0	1	574	0	7	4	0	0	126	296
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	4 5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.5		10.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	20.0	55.5		20.0	55.5		40.5	40.5		40.5	40.5	
Total Split (%)	17.2%	47.8%		17.2%	47.8%		34.9%	34.9%		34.9%	34.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	7.2	26.3		5.2	15.4		9.7	9.7			9.7	22.1
Actuated g/C Ratio	0.15	0.54		0.11	0.32		0.20	0.20			0.20	0.45
v/c Ratio	0.32	0.26		0.01	0.52		0.03	0.01			0.44	0.34
Control Delay	24.7	7.9		25.0	16.0		17.4	17.3			23.5	3.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	24.7	7.9		25.0	16.0		17.4	17.3			23.5	3.8

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 No-Build AM Weekday AM Peak

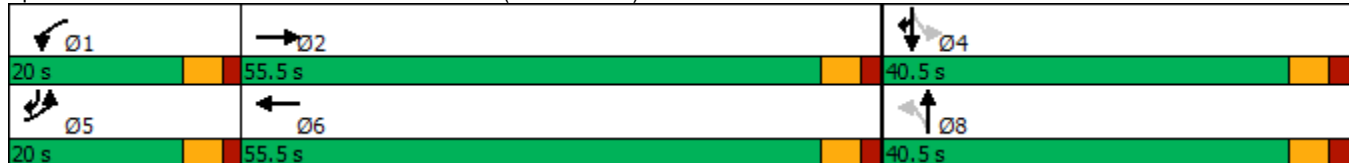


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A		C	B		B	B			C	A
Approach Delay		10.4			16.0			17.4			9.7	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	19	27		0	63		2	1			30	9
Queue Length 95th (ft)	55	82		5	134		8	6			63	27
Internal Link Dist (ft)		567			371			211			100	
Turn Bay Length (ft)	105			140			40					
Base Capacity (vph)	535	3185		561	3285		919	1359			1072	1276
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.15	0.15		0.00	0.17		0.01	0.00			0.12	0.23

Intersection Summary

Area Type: Other
 Cycle Length: 116
 Actuated Cycle Length: 48.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 12.3
 Intersection LOS: B
 Intersection Capacity Utilization 46.7%
 ICU Level of Service A
 Analysis Period (min) 15

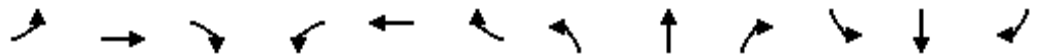
Splits and Phases: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1



101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 No-Build Weekday PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	657	17	17	699	84	32	9	21	89	5	143
Future Volume (vph)	227	657	17	17	699	84	32	9	21	89	5	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%				-6%
Storage Length (ft)	105		0	140		0	40		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.984			0.895				0.850
Flt Protected	0.950			0.950			0.950				0.955	
Satd. Flow (prot)	1787	3560	0	1805	3552	0	1745	1644	0	0	1850	1647
Flt Permitted	0.950			0.950			0.693				0.708	
Satd. Flow (perm)	1787	3560	0	1805	3552	0	1273	1644	0	0	1372	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			14			28				103
Link Speed (mph)		30			30			25				30
Link Distance (ft)		647			451			291				180
Travel Time (s)		14.7			10.3			7.9				4.1
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.74	0.74	0.74	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	244	706	18	19	768	92	43	12	28	94	5	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	724	0	19	860	0	43	40	0	0	99	151
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	4 5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.5		10.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	20.0	55.5		20.0	55.5		40.5	40.5		40.5	40.5	
Total Split (%)	17.2%	47.8%		17.2%	47.8%		34.9%	34.9%		34.9%	34.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	15.3	41.4		5.6	23.0		9.5	9.5			9.5	29.8
Actuated g/C Ratio	0.24	0.65		0.09	0.36		0.15	0.15			0.15	0.47
v/c Ratio	0.57	0.31		0.12	0.67		0.23	0.15			0.49	0.18
Control Delay	30.8	6.6		32.3	20.0		28.5	14.9			34.9	5.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	30.8	6.6		32.3	20.0		28.5	14.9			34.9	5.3
LOS	C	A		C	B		C	B			C	A
Approach Delay		12.7			20.2			21.9			17.0	

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 No-Build Weekday PM Peak

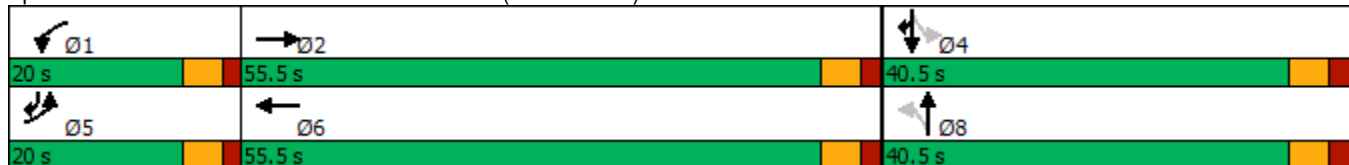


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			C			C			B		
Queue Length 50th (ft)	82	47		7	139		15	4		35	9	
Queue Length 95th (ft)	#207	142		28	219		37	22		87	44	
Internal Link Dist (ft)	567			371			211			100		
Turn Bay Length (ft)	105			140			40					
Base Capacity (vph)	425	2830		430	2826		708	927		763	962	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.26		0.04	0.30		0.06	0.04		0.13	0.16	

Intersection Summary

Area Type: Other
 Cycle Length: 116
 Actuated Cycle Length: 64
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 16.6
 Intersection LOS: B
 Intersection Capacity Utilization 59.8%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1



101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 No-Build Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	842	44	97	838	97	43	12	71	177	11	197
Future Volume (vph)	228	842	44	97	838	97	43	12	71	177	11	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%				-6%
Storage Length (ft)	105		0	140		0	40		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00					1.00					
Fr _t		0.993			0.984			0.872				0.850
Fl _t Protected	0.950			0.950			0.950				0.955	
Satd. Flow (prot)	1787	3545	0	1787	3517	0	1745	1602	0	0	1869	1663
Fl _t Permitted	0.950			0.950			0.445				0.671	
Satd. Flow (perm)	1787	3545	0	1787	3517	0	816	1602	0	0	1313	1663
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			13			81				55
Link Speed (mph)		30			30			25				30
Link Distance (ft)		647			451			291				180
Travel Time (s)		14.7			10.3			7.9				4.1
Confl. Peds. (#/hr)							2					
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.88	0.88	0.88	0.74	0.74	0.74
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	245	905	47	111	963	111	49	14	81	239	15	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	952	0	111	1074	0	49	95	0	0	254	266
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	4 5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.5		10.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	20.0	55.5		20.0	55.5		40.5	40.5		40.5	40.5	
Total Split (%)	17.2%	47.8%		17.2%	47.8%		34.9%	34.9%		34.9%	34.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	15.6	44.4		10.2	36.0		22.4	22.4			22.4	43.2
Actuated g/C Ratio	0.17	0.49		0.11	0.40		0.25	0.25			0.25	0.48
v/c Ratio	0.80	0.55		0.56	0.76		0.24	0.21			0.78	0.32
Control Delay	60.5	20.2		52.9	27.8		32.3	10.2			50.5	13.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0

201: Adams Drive & US Route 1
 2028 No-Build AM Weekday AM Peak

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	431	2	4	706	5	3
Future Vol, veh/h	431	2	4	706	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	96	96	67	67
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	507	2	4	735	7	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	509	0	884
Stage 1	-	-	-	-	508
Stage 2	-	-	-	-	376
Critical Hdwy	-	-	4.16	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.23	-	3.5
Pot Cap-1 Maneuver	-	-	1045	-	289
Stage 1	-	-	-	-	575
Stage 2	-	-	-	-	670
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1045	-	287
Mov Cap-2 Maneuver	-	-	-	-	287
Stage 1	-	-	-	-	575
Stage 2	-	-	-	-	666

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	373	-	-	1045	-
HCM Lane V/C Ratio	0.032	-	-	0.004	-
HCM Control Delay (s)	15	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

202: US Route 1 & Hampton Inn/Outlets Driveway
 2028 No-Build AM Weekday AM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	4	426	706	1	1	5
Future Vol, veh/h	4	426	706	1	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-2	-
Peak Hour Factor	83	83	90	90	50	50
Heavy Vehicles, %	7	7	3	3	0	0
Mvmt Flow	5	513	784	1	2	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	785	0	0	1052	393
Stage 1	-	-	-	785	-
Stage 2	-	-	-	267	-
Critical Hdwy	4.24	-	-	6.4	6.7
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.27	-	-	3.5	3.3
Pot Cap-1 Maneuver	798	-	-	253	625
Stage 1	-	-	-	453	-
Stage 2	-	-	-	782	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	798	-	-	251	625
Mov Cap-2 Maneuver	-	-	-	251	-
Stage 1	-	-	-	449	-
Stage 2	-	-	-	782	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	798	-	-	-	501
HCM Lane V/C Ratio	0.006	-	-	-	0.024
HCM Control Delay (s)	9.5	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

203: Kittery Trading Post
 2028 No-Build AM Weekday AM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	3	1	110	14	9	301
Future Vol, veh/h	3	1	110	14	9	301
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, %	2	-	6	-	-	-6
Peak Hour Factor	50	50	83	83	91	91
Heavy Vehicles, %	25	25	8	8	2	2
Mvmt Flow	6	2	133	17	10	331

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	493	142	0	0	150	0
Stage 1	142	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	7.05	6.65	-	-	4.12	-
Critical Hdwy Stg 1	6.05	-	-	-	-	-
Critical Hdwy Stg 2	6.05	-	-	-	-	-
Follow-up Hdwy	3.725	3.525	-	-	2.218	-
Pot Cap-1 Maneuver	470	842	-	-	1431	-
Stage 1	819	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	466	842	-	-	1431	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	525	1431
HCM Lane V/C Ratio	-	-	0.015	0.007
HCM Control Delay (s)	-	-	12	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

204: Kittery Outlet & Route 101 (Wilson Road)
 2028 No-Build AM Weekday AM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	4	2	3	108	308	4
Future Vol, veh/h	4	2	3	108	308	4
Conflicting Peds, #/hr	0	4	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	-	-	6	-6	-
Peak Hour Factor	50	50	87	87	91	91
Heavy Vehicles, %	0	0	8	8	2	2
Mvmt Flow	8	4	3	124	338	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	470	344	342	0	-	0
Stage 1	340	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	556	703	1184	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	554	700	1184	-	-	-
Mov Cap-2 Maneuver	554	-	-	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1184	-	595	-	-
HCM Lane V/C Ratio	0.003	-	0.02	-	-
HCM Control Delay (s)	8	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

201: Adams Drive & US Route 1
 2028 No-Build Weekday PM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	962	4	2	941	6	4
Future Vol, veh/h	962	4	2	941	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	93	93	50	50
Heavy Vehicles, %	1	1	0	0	10	10
Mvmt Flow	1002	4	2	1012	12	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1006	0	1514
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	510
Critical Hdwy	-	-	4.1	-	7
Critical Hdwy Stg 1	-	-	-	-	6
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.2	-	3.6
Pot Cap-1 Maneuver	-	-	697	-	102
Stage 1	-	-	-	-	297
Stage 2	-	-	-	-	546
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	697	-	101
Mov Cap-2 Maneuver	-	-	-	-	101
Stage 1	-	-	-	-	297
Stage 2	-	-	-	-	542

Approach	EB	WB	NB
HCM Control Delay, s	0	0	33.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	148	-	-	697	-
HCM Lane V/C Ratio	0.135	-	-	0.003	-
HCM Control Delay (s)	33.1	-	-	10.2	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

202: US Route 1 & Hampton Inn/Outlets Driveway
 2028 No-Build Weekday PM Peak

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	36	920	925	9	7	22
Future Vol, veh/h	36	920	925	9	7	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-2	-
Peak Hour Factor	95	95	92	92	70	70
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	38	968	1005	10	10	31

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1015	0	-	0	1570 508
Stage 1	-	-	-	-	1010 -
Stage 2	-	-	-	-	560 -
Critical Hdwy	4.1	-	-	-	6.4 6.7
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	691	-	-	-	123 530
Stage 1	-	-	-	-	355 -
Stage 2	-	-	-	-	576 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	691	-	-	-	108 530
Mov Cap-2 Maneuver	-	-	-	-	108 -
Stage 1	-	-	-	-	313 -
Stage 2	-	-	-	-	576 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	20.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	691	-	-	-	273
HCM Lane V/C Ratio	0.055	-	-	-	0.152
HCM Control Delay (s)	10.5	0.6	-	-	20.5
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

203: Kittery Trading Post
 2028 No-Build Weekday PM Peak

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	29	261	59	17	164
Future Vol, veh/h	73	29	261	59	17	164
Conflicting Peds, #/hr	0	0	0	1	1	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, %	2	-	6	-	-	-6
Peak Hour Factor	85	85	92	92	89	89
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	86	34	284	64	19	184

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	539	317	0	0	349
Stage 1	317	-	-	-	-
Stage 2	222	-	-	-	-
Critical Hdwy	6.8	6.4	-	-	4.12
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218
Pot Cap-1 Maneuver	477	716	-	-	1210
Stage 1	717	-	-	-	-
Stage 2	800	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	468	715	-	-	1209
Mov Cap-2 Maneuver	468	-	-	-	-
Stage 1	716	-	-	-	-
Stage 2	786	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	519	1209
HCM Lane V/C Ratio	-	-	0.231	0.016
HCM Control Delay (s)	-	-	14	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0

204: Kittery Outlet & Route 101 (Wilson Road)
 2028 No-Build Weekday PM Peak

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	46	30	15	275	151	6
Future Vol, veh/h	46	30	15	275	151	6
Conflicting Peds, #/hr	0	4	1	0	0	1
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	-	-	6	-6	-
Peak Hour Factor	83	83	87	87	88	88
Heavy Vehicles, %	3	3	0	0	1	1
Mvmt Flow	55	36	17	316	172	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	527	181	180	0	0
Stage 1	177	-	-	-	-
Stage 2	350	-	-	-	-
Critical Hdwy	6.43	6.23	4.1	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.2	-	-
Pot Cap-1 Maneuver	510	859	1408	-	-
Stage 1	851	-	-	-	-
Stage 2	711	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	501	855	1407	-	-
Mov Cap-2 Maneuver	501	-	-	-	-
Stage 1	837	-	-	-	-
Stage 2	710	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1407	-	599	-	-
HCM Lane V/C Ratio	0.012	-	0.153	-	-
HCM Control Delay (s)	7.6	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

201: Adams Drive & US Route 1
 2028 No-Build Saturday Peak

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1146	11	0	1046	5	5
Future Vol, veh/h	1146	11	0	1046	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	100	100
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1194	11	0	1137	5	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1205	0	1769
Stage 1	-	-	-	-	1200
Stage 2	-	-	-	-	569
Critical Hdwy	-	-	4.12	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.21	-	3.5
Pot Cap-1 Maneuver	-	-	580	-	76
Stage 1	-	-	-	-	252
Stage 2	-	-	-	-	535
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	580	-	76
Mov Cap-2 Maneuver	-	-	-	-	76
Stage 1	-	-	-	-	252
Stage 2	-	-	-	-	535

Approach	EB	WB	NB
HCM Control Delay, s	0	0	35
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	130	-	-	580	-
HCM Lane V/C Ratio	0.077	-	-	-	-
HCM Control Delay (s)	35	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

202: US Route 1 & Hampton Inn/Outlets Driveway
 2028 No-Build Saturday Peak

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	19	1101	1009	5	7	27
Future Vol, veh/h	19	1101	1009	5	7	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-2	-
Peak Hour Factor	94	94	91	91	91	91
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	20	1171	1109	5	8	30

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1114	0	0	1738	557
Stage 1	-	-	-	1112	-
Stage 2	-	-	-	626	-
Critical Hdwy	4.12	-	-	6.4	6.7
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.21	-	-	3.5	3.3
Pot Cap-1 Maneuver	628	-	-	97	494
Stage 1	-	-	-	317	-
Stage 2	-	-	-	537	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	628	-	-	88	494
Mov Cap-2 Maneuver	-	-	-	88	-
Stage 1	-	-	-	288	-
Stage 2	-	-	-	537	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	628	-	-	-	253
HCM Lane V/C Ratio	0.032	-	-	-	0.148
HCM Control Delay (s)	10.9	0.5	-	-	21.7
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

203: Kittery Trading Post
 2028 No-Build Saturday Peak

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	129	45	185	152	46	256
Future Vol, veh/h	129	45	185	152	46	256
Conflicting Peds, #/hr	0	3	0	3	3	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, %	2	-	6	-	-	-6
Peak Hour Factor	86	86	90	90	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	150	52	206	169	61	341

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	757	297	0	0	378
Stage 1	294	-	-	-	-
Stage 2	463	-	-	-	-
Critical Hdwy	6.8	6.4	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	348	735	-	-	1192
Stage 1	736	-	-	-	-
Stage 2	606	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	325	730	-	-	1189
Mov Cap-2 Maneuver	325	-	-	-	-
Stage 1	734	-	-	-	-
Stage 2	568	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.9	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	379	1189
HCM Lane V/C Ratio	-	-	0.534	0.052
HCM Control Delay (s)	-	-	24.9	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	3	0.2

204: Kittery Outlet & Route 101 (Wilson Road)
 2028 No-Build Saturday Peak

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	27	69	45	185	233	3
Future Vol, veh/h	27	69	45	185	233	3
Conflicting Peds, #/hr	0	16	3	0	0	3
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	-	-	6	-6	-
Peak Hour Factor	81	81	86	86	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	85	52	215	299	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	623	320	306	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	319	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	453	725	1266	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	429	712	1263	-	-	-
Mov Cap-2 Maneuver	429	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1263	-	601	-	-
HCM Lane V/C Ratio	0.041	-	0.197	-	-
HCM Control Delay (s)	8	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 Build AM Weekday AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	373	3	1	503	76	5	3	0	108	0	213
Future Volume (vph)	63	373	3	1	503	76	5	3	0	108	0	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%				-6%
Storage Length (ft)	105		0	140		0	40		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.999			0.980							0.850
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1687	3370	0	1770	3459	0	1745	1837	0	0	1823	1631
Flt Permitted	0.950			0.950			0.662				0.755	
Satd. Flow (perm)	1687	3370	0	1770	3459	0	1216	1837	0	0	1449	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			18							226
Link Speed (mph)		30			30			25				30
Link Distance (ft)		647			451			291				180
Travel Time (s)		14.7			10.3			7.9				4.1
Confl. Bikes (#/hr)			2			2						
Peak Hour Factor	0.79	0.79	0.79	0.97	0.97	0.97	0.67	0.67	0.67	0.72	0.72	0.72
Heavy Vehicles (%)	7%	7%	7%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	80	472	4	1	519	78	7	4	0	150	0	296
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	476	0	1	597	0	7	4	0	0	150	296
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	4 5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.5		10.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	20.0	55.5		20.0	55.5		40.5	40.5		40.5	40.5	
Total Split (%)	17.2%	47.8%		17.2%	47.8%		34.9%	34.9%		34.9%	34.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	7.4	27.1		5.2	16.0		10.5	10.5			10.5	23.0
Actuated g/C Ratio	0.15	0.54		0.10	0.32		0.21	0.21			0.21	0.46
v/c Ratio	0.33	0.26		0.01	0.54		0.03	0.01			0.50	0.34
Control Delay	25.6	8.1		26.0	16.3		18.0	17.7			25.2	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	25.6	8.1		26.0	16.3		18.0	17.7			25.2	4.0

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 Build AM Weekday AM Peak

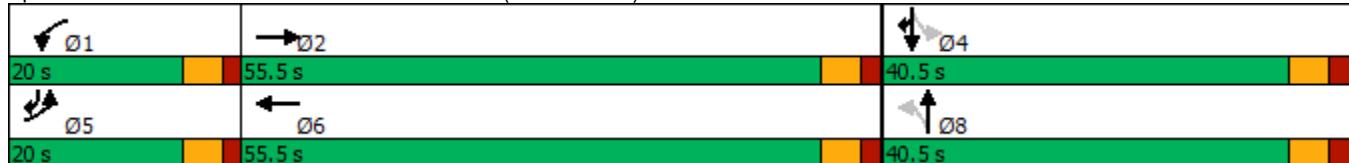


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	A		C	B		B	B			C	A
Approach Delay		10.6			16.4			17.9			11.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	20	30		0	68		2	1			37	10
Queue Length 95th (ft)	56	82		5	140		8	6			76	29
Internal Link Dist (ft)		567			371			211			100	
Turn Bay Length (ft)	105			140			40					
Base Capacity (vph)	519	3142		544	3226		872	1319			1040	1243
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.15	0.15		0.00	0.19		0.01	0.00			0.14	0.24





















Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	50.4
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	12.9
Intersection LOS:	B
Intersection Capacity Utilization:	47.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1



101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 Build PM Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	659	17	17	705	102	32	9	21	97	5	143
Future Volume (vph)	227	659	17	17	705	102	32	9	21	97	5	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%				-6%
Storage Length (ft)	105		0	140		0	40		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.981			0.895				0.850
Flt Protected	0.950			0.950			0.950				0.955	
Satd. Flow (prot)	1787	3560	0	1805	3541	0	1745	1644	0	0	1850	1647
Flt Permitted	0.950			0.950			0.688				0.707	
Satd. Flow (perm)	1787	3560	0	1805	3541	0	1264	1644	0	0	1370	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			17			28				101
Link Speed (mph)		30			30			25				30
Link Distance (ft)		647			451			291				180
Travel Time (s)		14.7			10.3			7.9				4.1
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.74	0.74	0.74	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	244	709	18	19	775	112	43	12	28	102	5	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	727	0	19	887	0	43	40	0	0	107	151
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	4 5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.5		10.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	20.0	55.5		20.0	55.5		40.5	40.5		40.5	40.5	
Total Split (%)	17.2%	47.8%		17.2%	47.8%		34.9%	34.9%		34.9%	34.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5		5.5	5.5			5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	15.3	42.4		5.6	23.9		10.1	10.1			10.1	30.5
Actuated g/C Ratio	0.23	0.65		0.09	0.36		0.15	0.15			0.15	0.46
v/c Ratio	0.59	0.32		0.12	0.68		0.22	0.15			0.51	0.18
Control Delay	32.4	6.8		33.6	20.3		28.8	15.0			36.0	5.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	32.4	6.8		33.6	20.3		28.8	15.0			36.0	5.6
LOS	C	A		C	C		C	B			D	A
Approach Delay		13.2			20.6			22.2			18.2	

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 Build PM Weekday PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			C			C			B		
Queue Length 50th (ft)	85	49		7	147		15	4		39	10	
Queue Length 95th (ft)	#222	148		29	232		37	22		95	47	
Internal Link Dist (ft)	567			371			211			100		
Turn Bay Length (ft)	105			140			40					
Base Capacity (vph)	416	2767		420	2755		687	907		745	945	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.26		0.05	0.32		0.06	0.04		0.14	0.16	

Intersection Summary

Area Type: Other
 Cycle Length: 116
 Actuated Cycle Length: 65.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 17.1
 Intersection LOS: B
 Intersection Capacity Utilization 61.0%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Ø1	Ø2	Ø4
20 s	55.5 s	40.5 s
Ø5	Ø6	Ø8
20 s	55.5 s	40.5 s

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 Build Sat Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	843	44	97	841	108	43	12	71	180	11	197
Future Volume (vph)	228	843	44	97	841	108	43	12	71	180	11	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%				-6%
Storage Length (ft)	105		0	140		0	40		0	0		0
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00					1.00					
Frt		0.993			0.983			0.872				0.850
Flt Protected	0.950			0.950			0.950				0.955	
Satd. Flow (prot)	1787	3545	0	1787	3513	0	1745	1602	0	0	1869	1663
Flt Permitted	0.950			0.950			0.443				0.670	
Satd. Flow (perm)	1787	3545	0	1787	3513	0	812	1602	0	0	1311	1663
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			15			81				54
Link Speed (mph)		30			30			25				30
Link Distance (ft)		647			451			291				180
Travel Time (s)		14.7			10.3			7.9				4.1
Confl. Peds. (#/hr)							2					
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.88	0.88	0.88	0.74	0.74	0.74
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	245	906	47	111	967	124	49	14	81	243	15	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	953	0	111	1091	0	49	95	0	0	258	266
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	pt+ov
Protected Phases	5	2		1	6			8			4	4 5
Permitted Phases							8			4		
Detector Phase	5	2		1	6		8	8		4	4	4 5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.5		10.0	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	20.0	55.5		20.0	55.5		40.5	40.5		40.5	40.5	
Total Split (%)	17.2%	47.8%		17.2%	47.8%		34.9%	34.9%		34.9%	34.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	15.6	42.2		10.2	36.8		22.8	22.8			22.8	43.6
Actuated g/C Ratio	0.17	0.46		0.11	0.40		0.25	0.25			0.25	0.47
v/c Ratio	0.81	0.58		0.56	0.77		0.24	0.21			0.79	0.33
Control Delay	62.4	21.4		53.7	28.1		32.6	10.2			51.6	14.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0

101: Wilson Road/Route 101 (Wilson Road) & US Route 1
 2028 Build Sat Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	62.4	21.4		53.7	28.1		32.6	10.2			51.6	14.1
LOS	E	C		D	C		C	B			D	B
Approach Delay		29.8			30.5			17.8			32.6	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	139	204		62	272		23	6			139	72
Queue Length 95th (ft)	#363	353		133	401		59	45			203	116
Internal Link Dist (ft)		567			371			211			100	
Turn Bay Length (ft)	105			140			40					
Base Capacity (vph)	303	2009		303	1994		321	683			519	830
Starvation Cap Reductn	0	0		0	0		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.81	0.47		0.37	0.55		0.15	0.14			0.50	0.32

Intersection Summary

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 91.8

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 30.0

Intersection LOS: C

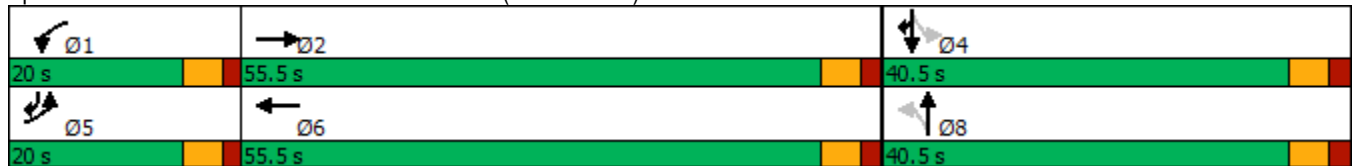
Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1



201: Adams Drive & US Route 1
 2028 Build AM Weekday AM Peak

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	488	2	4	770	5	3
Future Vol, veh/h	488	2	4	770	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	96	96	67	67
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	574	2	4	802	7	4

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	576	0	984
Stage 1	-	-	-	-	575
Stage 2	-	-	-	-	409
Critical Hdwy	-	-	4.16	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.23	-	3.5
Pot Cap-1 Maneuver	-	-	987	-	249
Stage 1	-	-	-	-	532
Stage 2	-	-	-	-	645
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	987	-	247
Mov Cap-2 Maneuver	-	-	-	-	247
Stage 1	-	-	-	-	532
Stage 2	-	-	-	-	640

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	327	-	-	987	-
HCM Lane V/C Ratio	0.037	-	-	0.004	-
HCM Control Delay (s)	16.4	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

202: US Route 1 & Hampton Inn/Outlets Driveway
 2028 Build AM Weekday AM Peak

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	61	426	706	5	6	69
Future Vol, veh/h	61	426	706	5	6	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-2	-
Peak Hour Factor	83	83	90	90	50	50
Heavy Vehicles, %	7	7	3	3	0	0
Mvmt Flow	73	513	784	6	12	138

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	790	0	-	0	1190 395
Stage 1	-	-	-	-	787 -
Stage 2	-	-	-	-	403 -
Critical Hdwy	4.24	-	-	-	6.4 6.7
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.27	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	794	-	-	-	209 623
Stage 1	-	-	-	-	452 -
Stage 2	-	-	-	-	679 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	794	-	-	-	182 623
Mov Cap-2 Maneuver	-	-	-	-	182 -
Stage 1	-	-	-	-	394 -
Stage 2	-	-	-	-	679 -

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	794	-	-	-	522
HCM Lane V/C Ratio	0.093	-	-	-	0.287
HCM Control Delay (s)	10	0.5	-	-	14.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2

203: Kittery Trading Post
 2028 Build AM Weekday AM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	3	1	128	14	9	318
Future Vol, veh/h	3	1	128	14	9	318
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, %	2	-	6	-	-	-6
Peak Hour Factor	50	50	83	83	91	91
Heavy Vehicles, %	25	25	8	8	2	2
Mvmt Flow	6	2	154	17	10	349

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	532	163	0	0	171	0
Stage 1	163	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	7.05	6.65	-	-	4.12	-
Critical Hdwy Stg 1	6.05	-	-	-	-	-
Critical Hdwy Stg 2	6.05	-	-	-	-	-
Follow-up Hdwy	3.725	3.525	-	-	2.218	-
Pot Cap-1 Maneuver	443	818	-	-	1406	-
Stage 1	799	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	439	818	-	-	1406	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	497	1406
HCM Lane V/C Ratio	-	-	0.016	0.007
HCM Control Delay (s)	-	-	12.4	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

204: Kittery Outlet & Route 101 (Wilson Road)
 2028 Build AM Weekday AM Peak

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	17	19	21	108	308	17
Future Vol, veh/h	17	19	21	108	308	17
Conflicting Peds, #/hr	0	4	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	-	-	6	-6	-
Peak Hour Factor	50	50	87	87	91	91
Heavy Vehicles, %	0	0	8	8	2	2
Mvmt Flow	34	38	24	124	338	19

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	520	352	357	0	-	0
Stage 1	348	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.18	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.272	-	-	-
Pot Cap-1 Maneuver	520	696	1169	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	509	693	1169	-	-	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1169	-	592	-	-
HCM Lane V/C Ratio	0.021	-	0.122	-	-
HCM Control Delay (s)	8.1	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

201: Adams Drive & US Route 1
 2028 Build PM Weekday PM Peak

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1030	4	2	972	6	4
Future Vol, veh/h	1030	4	2	972	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	93	93	50	50
Heavy Vehicles, %	1	1	0	0	10	10
Mvmt Flow	1073	4	2	1045	12	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1077	0	1602
Stage 1	-	-	-	-	1075
Stage 2	-	-	-	-	527
Critical Hdwy	-	-	4.1	-	7
Critical Hdwy Stg 1	-	-	-	-	6
Critical Hdwy Stg 2	-	-	-	-	6
Follow-up Hdwy	-	-	2.2	-	3.6
Pot Cap-1 Maneuver	-	-	655	-	89
Stage 1	-	-	-	-	272
Stage 2	-	-	-	-	535
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	655	-	88
Mov Cap-2 Maneuver	-	-	-	-	88
Stage 1	-	-	-	-	272
Stage 2	-	-	-	-	531

Approach	EB	WB	NB
HCM Control Delay, s	0	0	37.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	130	-	-	655	-
HCM Lane V/C Ratio	0.154	-	-	0.003	-
HCM Control Delay (s)	37.7	-	-	10.5	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

202: US Route 1 & Hampton Inn/Outlets Driveway
 2028 Build PM Weekday PM Peak

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	104	920	925	15	9	53
Future Vol, veh/h	104	920	925	15	9	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-2	-
Peak Hour Factor	95	95	92	92	70	70
Heavy Vehicles, %	0	0	2	2	0	0
Mvmt Flow	109	968	1005	16	13	76

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1021	0	0	1715	511
Stage 1	-	-	-	1013	-
Stage 2	-	-	-	702	-
Critical Hdwy	4.1	-	-	6.4	6.7
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	688	-	-	100	528
Stage 1	-	-	-	354	-
Stage 2	-	-	-	495	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	688	-	-	66	528
Mov Cap-2 Maneuver	-	-	-	66	-
Stage 1	-	-	-	233	-
Stage 2	-	-	-	495	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	25.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	688	-	-	-	262
HCM Lane V/C Ratio	0.159	-	-	-	0.338
HCM Control Delay (s)	11.2	1.6	-	-	25.6
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.6	-	-	-	1.4

203: Kittery Trading Post
 2028 Build PM Weekday PM Peak

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT		TT	TT
Traffic Vol, veh/h	73	29	279	59	17	172
Future Vol, veh/h	73	29	279	59	17	172
Conflicting Peds, #/hr	0	0	0	1	1	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, %	2	-	6	-	-	-6
Peak Hour Factor	85	85	92	92	89	89
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	86	34	303	64	19	193

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	567	336	0	0	368
Stage 1	336	-	-	-	-
Stage 2	231	-	-	-	-
Critical Hdwy	6.8	6.4	-	-	4.12
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218
Pot Cap-1 Maneuver	458	697	-	-	1191
Stage 1	702	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	449	696	-	-	1190
Mov Cap-2 Maneuver	449	-	-	-	-
Stage 1	701	-	-	-	-
Stage 2	778	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	1190
HCM Lane V/C Ratio	-	-	0.24	0.016
HCM Control Delay (s)	-	-	14.5	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0

204: Kittery Outlet & Route 101 (Wilson Road)
 2028 Build PM Weekday PM Peak

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	52	38	33	275	151	21
Future Vol, veh/h	52	38	33	275	151	21
Conflicting Peds, #/hr	0	4	1	0	0	1
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	-	-	6	-6	-
Peak Hour Factor	83	83	87	87	88	88
Heavy Vehicles, %	3	3	0	0	1	1
Mvmt Flow	63	46	38	316	172	24

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	577	189	197	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.2	-	-	-
Pot Cap-1 Maneuver	477	850	1388	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	460	846	1387	-	-	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	680	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1387	-	570	-	-
HCM Lane V/C Ratio	0.027	-	0.19	-	-
HCM Control Delay (s)	7.7	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

201: Adams Drive & US Route 1
 2028 Build Sat Saturday Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1190	11	0	1064	5	5
Future Vol, veh/h	1190	11	0	1064	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	92	92	100	100
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	1240	11	0	1157	5	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1251	0	1825
Stage 1	-	-	-	-	1246
Stage 2	-	-	-	-	579
Critical Hdwy	-	-	4.12	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.21	-	3.5
Pot Cap-1 Maneuver	-	-	558	-	70
Stage 1	-	-	-	-	238
Stage 2	-	-	-	-	529
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	558	-	70
Mov Cap-2 Maneuver	-	-	-	-	70
Stage 1	-	-	-	-	238
Stage 2	-	-	-	-	529

Approach	EB	WB	NB
HCM Control Delay, s	0	0	37.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	120	-	-	558	-
HCM Lane V/C Ratio	0.083	-	-	-	-
HCM Control Delay (s)	37.7	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

202: US Route 1 & Hampton Inn/Outlets Driveway
 2028 Build Sat Saturday Peak

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	63	1101	1009	8	8	45
Future Vol, veh/h	63	1101	1009	8	8	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	-2	-
Peak Hour Factor	94	94	91	91	91	91
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	67	1171	1109	9	9	49

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1118	0	0	1834	559
Stage 1	-	-	-	1114	-
Stage 2	-	-	-	720	-
Critical Hdwy	4.12	-	-	6.4	6.7
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.21	-	-	3.5	3.3
Pot Cap-1 Maneuver	626	-	-	85	493
Stage 1	-	-	-	317	-
Stage 2	-	-	-	486	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	626	-	-	59	493
Mov Cap-2 Maneuver	-	-	-	59	-
Stage 1	-	-	-	220	-
Stage 2	-	-	-	486	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	25.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	626	-	-	-	234
HCM Lane V/C Ratio	0.107	-	-	-	0.249
HCM Control Delay (s)	11.4	1.6	-	-	25.4
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	-	1

203: Kittery Trading Post
 2028 Build Sat Saturday Peak

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	129	45	196	152	46	259
Future Vol, veh/h	129	45	196	152	46	259
Conflicting Peds, #/hr	0	3	0	3	3	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, %	2	-	6	-	-	-6
Peak Hour Factor	86	86	90	90	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	150	52	218	169	61	345

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	773	309	0	0	390
Stage 1	306	-	-	-	-
Stage 2	467	-	-	-	-
Critical Hdwy	6.8	6.4	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	340	723	-	-	1180
Stage 1	726	-	-	-	-
Stage 2	603	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	317	718	-	-	1177
Mov Cap-2 Maneuver	317	-	-	-	-
Stage 1	724	-	-	-	-
Stage 2	564	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0	1.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	371	1177
HCM Lane V/C Ratio	-	-	0.545	0.052
HCM Control Delay (s)	-	-	25.7	8.2
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	3.1	0.2

204: Kittery Outlet & Route 101 (Wilson Road)
 2028 Build Sat Saturday Peak

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	29	72	56	185	233	12
Future Vol, veh/h	29	72	56	185	233	12
Conflicting Peds, #/hr	0	16	3	0	0	3
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	-	-	6	-6	-
Peak Hour Factor	81	81	86	86	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	89	65	215	299	15

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	655	326	317	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	434	720	1255	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	406	707	1252	-	-	-
Mov Cap-2 Maneuver	406	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1252	-	583	-	-
HCM Lane V/C Ratio	0.052	-	0.214	-	-
HCM Control Delay (s)	8	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

SimTraffic Simulation Summary 2023 Existing AM Peak

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1218	1318	1288	1244	1260	1267
Vehs Exited	1219	1319	1304	1247	1258	1269
Starting Vehs	24	14	29	21	13	20
Ending Vehs	23	13	13	18	15	15
Travel Distance (mi)	411	444	433	419	424	426
Travel Time (hr)	18.1	19.9	18.9	18.5	18.6	18.8
Total Delay (hr)	3.9	4.5	3.9	4.0	3.9	4.0
Total Stops	626	680	656	634	622	644
Fuel Used (gal)	15.0	16.2	15.6	15.3	15.2	15.4

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1218	1318	1288	1244	1260	1267
Vehs Exited	1219	1319	1304	1247	1258	1269
Starting Vehs	24	14	29	21	13	20
Ending Vehs	23	13	13	18	15	15
Travel Distance (mi)	411	444	433	419	424	426
Travel Time (hr)	18.1	19.9	18.9	18.5	18.6	18.8
Total Delay (hr)	3.9	4.5	3.9	4.0	3.9	4.0
Total Stops	626	680	656	634	622	644
Fuel Used (gal)	15.0	16.2	15.6	15.3	15.2	15.4

Queuing and Blocking Report
2023 Existing AM Peak

Intersection: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	106	100	92	5	192	154	36	23	93	110
Average Queue (ft)	38	44	27	0	94	49	4	2	37	60
95th Queue (ft)	75	81	64	4	157	115	20	12	75	104
Link Distance (ft)		573	573		410	410		243	96	96
Upstream Blk Time (%)									1	2
Queuing Penalty (veh)									1	2
Storage Bay Dist (ft)	105			140			40			
Storage Blk Time (%)	0	0			1		0	0		
Queuing Penalty (veh)	0	0			0		0	0		

Intersection: 201: Adams Drive & US Route 1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	24	30
Average Queue (ft)	1	9
95th Queue (ft)	11	30
Link Distance (ft)	180	224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 202: US Route 1 & Hampton Inn/Outlets Driveway

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	41	36
Average Queue (ft)	2	6
95th Queue (ft)	18	27
Link Distance (ft)	180	256
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report 2023 Existing AM Peak

Intersection: 203: Kittery Trading Post

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	56	19	28
Average Queue (ft)	5	1	3
95th Queue (ft)	28	10	21
Link Distance (ft)	76	96	36
Upstream Blk Time (%)	0		0
Queuing Penalty (veh)	0		1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Kittery Outlet & Route 101 (Wilson Road)

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	28	14	27
Average Queue (ft)	5	0	2
95th Queue (ft)	22	7	17
Link Distance (ft)	91	36	422
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 5

SimTraffic Simulation Summary
 2023 Existing PM Peak

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	3:50	3:50	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2172	2179	2194	2111	2128	2157
Vehs Exited	2178	2156	2190	2118	2116	2152
Starting Vehs	34	18	30	35	27	25
Ending Vehs	28	41	34	28	39	31
Travel Distance (mi)	693	683	695	665	673	682
Travel Time (hr)	33.0	32.1	32.7	31.1	31.4	32.0
Total Delay (hr)	9.0	8.5	8.7	8.1	8.1	8.5
Total Stops	1220	1248	1257	1217	1250	1237
Fuel Used (gal)	25.9	25.9	26.1	24.9	25.3	25.6

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2172	2179	2194	2111	2128	2157
Vehs Exited	2178	2156	2190	2118	2116	2152
Starting Vehs	34	18	30	35	27	25
Ending Vehs	28	41	34	28	39	31
Travel Distance (mi)	693	683	695	665	673	682
Travel Time (hr)	33.0	32.1	32.7	31.1	31.4	32.0
Total Delay (hr)	9.0	8.5	8.7	8.1	8.1	8.5
Total Stops	1220	1248	1257	1217	1250	1237
Fuel Used (gal)	25.9	25.9	26.1	24.9	25.3	25.6

Queuing and Blocking Report
2023 Existing PM Peak

Intersection: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	128	222	170	71	232	191	53	56	95	109
Average Queue (ft)	92	75	58	12	127	81	22	18	42	44
95th Queue (ft)	137	167	121	43	194	152	49	45	80	87
Link Distance (ft)		573	573		410	410		243	96	96
Upstream Blk Time (%)									0	1
Queuing Penalty (veh)									1	1
Storage Bay Dist (ft)	105			140			40			
Storage Blk Time (%)	8	1			4		4	1		
Queuing Penalty (veh)	25	1			1		1	0		

Intersection: 201: Adams Drive & US Route 1

Movement	EB	WB	WB	NB
Directions Served	T	LT	T	LR
Maximum Queue (ft)	4	29	10	55
Average Queue (ft)	0	1	0	9
95th Queue (ft)	3	12	7	34
Link Distance (ft)	532	180	180	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 202: US Route 1 & Hampton Inn/Outlets Driveway

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	136	67	44
Average Queue (ft)	36	3	21
95th Queue (ft)	109	30	46
Link Distance (ft)	180	180	256
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report 2023 Existing PM Peak

Intersection: 203: Kittery Trading Post

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	80	62	36
Average Queue (ft)	36	5	5
95th Queue (ft)	64	31	24
Link Distance (ft)	76	96	36
Upstream Blk Time (%)	1	0	1
Queuing Penalty (veh)	0	0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Kittery Outlet & Route 101 (Wilson Road)

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	79	36	38
Average Queue (ft)	31	4	1
95th Queue (ft)	60	21	14
Link Distance (ft)	91	36	422
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 32

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	11:50	11:50	11:50	11:50	11:50	11:50
End Time	1:00	1:00	1:00	1:00	1:00	1:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2770	2783	2769	2773	2761	2772
Vehs Exited	2770	2773	2787	2789	2745	2772
Starting Vehs	51	42	61	59	40	48
Ending Vehs	51	52	43	43	56	46
Travel Distance (mi)	831	841	841	844	842	840
Travel Time (hr)	49.0	55.7	52.8	54.3	54.5	53.3
Total Delay (hr)	19.7	26.2	23.2	24.7	25.0	23.8
Total Stops	2156	2440	2311	2335	2316	2314
Fuel Used (gal)	34.2	36.3	35.5	36.0	35.7	35.6

Interval #0 Information Seeding

Start Time	11:50
End Time	12:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	12:00
End Time	1:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2770	2783	2769	2773	2761	2772
Vehs Exited	2770	2773	2787	2789	2745	2772
Starting Vehs	51	42	61	59	40	48
Ending Vehs	51	52	43	43	56	46
Travel Distance (mi)	831	841	841	844	842	840
Travel Time (hr)	49.0	55.7	52.8	54.3	54.5	53.3
Total Delay (hr)	19.7	26.2	23.2	24.7	25.0	23.8
Total Stops	2156	2440	2311	2335	2316	2314
Fuel Used (gal)	34.2	36.3	35.5	36.0	35.7	35.6

Queuing and Blocking Report
2023 Existing Saturday Peak

12/27/2023

Intersection: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	129	462	430	165	378	324	64	94	113	110
Average Queue (ft)	121	265	231	81	200	160	29	39	85	67
95th Queue (ft)	155	453	411	163	322	277	63	73	130	116
Link Distance (ft)		573	573		410	410		243	96	96
Upstream Blk Time (%)					0				13	3
Queuing Penalty (veh)					0				23	6
Storage Bay Dist (ft)	105			140			40			
Storage Blk Time (%)	48	9		0	18		9	8		
Queuing Penalty (veh)	193	20		2	16		7	3		

Intersection: 201: Adams Drive & US Route 1

Movement	EB	NB
Directions Served	T	LR
Maximum Queue (ft)	98	30
Average Queue (ft)	5	9
95th Queue (ft)	42	30
Link Distance (ft)	532	224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 202: US Route 1 & Hampton Inn/Outlets Driveway

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	168	108	65
Average Queue (ft)	29	7	22
95th Queue (ft)	116	53	52
Link Distance (ft)	180	180	256
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 203: Kittery Trading Post

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	91	99	42
Average Queue (ft)	56	27	24
95th Queue (ft)	93	84	51
Link Distance (ft)	76	96	36
Upstream Blk Time (%)	7	0	9
Queuing Penalty (veh)	0	1	27
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Kittery Outlet & Route 101 (Wilson Road)

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	88	36	147
Average Queue (ft)	39	13	33
95th Queue (ft)	73	40	98
Link Distance (ft)	91	36	422
Upstream Blk Time (%)	3	1	
Queuing Penalty (veh)	0	3	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 304

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1336	1367	1375	1336	1328	1348
Vehs Exited	1331	1364	1372	1323	1324	1344
Starting Vehs	19	17	20	11	11	13
Ending Vehs	24	20	23	24	15	20
Travel Distance (mi)	446	460	461	448	446	452
Travel Time (hr)	19.7	20.0	20.0	19.5	19.3	19.7
Total Delay (hr)	4.2	4.1	4.1	4.0	3.9	4.0
Total Stops	686	668	687	680	710	688
Fuel Used (gal)	16.2	16.5	16.6	16.1	16.0	16.3

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1336	1367	1375	1336	1328	1348
Vehs Exited	1331	1364	1372	1323	1324	1344
Starting Vehs	19	17	20	11	11	13
Ending Vehs	24	20	23	24	15	20
Travel Distance (mi)	446	460	461	448	446	452
Travel Time (hr)	19.7	20.0	20.0	19.5	19.3	19.7
Total Delay (hr)	4.2	4.1	4.1	4.0	3.9	4.0
Total Stops	686	668	687	680	710	688
Fuel Used (gal)	16.2	16.5	16.6	16.1	16.0	16.3

Intersection: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	89	134	104	15	195	150	29	29	92	109
Average Queue (ft)	36	54	36	1	93	47	3	3	38	61
95th Queue (ft)	75	106	81	9	151	104	18	17	74	104
Link Distance (ft)		573	573		410	410		243	96	96
Upstream Blk Time (%)									0	1
Queuing Penalty (veh)									0	2
Storage Bay Dist (ft)	105			140			40			
Storage Blk Time (%)	0	0			1		0	0		
Queuing Penalty (veh)	0	0			0		0	0		

Intersection: 201: Adams Drive & US Route 1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	18	30
Average Queue (ft)	1	6
95th Queue (ft)	7	26
Link Distance (ft)	180	224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 202: US Route 1 & Hampton Inn/Outlets Driveway

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	27	31
Average Queue (ft)	2	5
95th Queue (ft)	15	24
Link Distance (ft)	180	256
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 203: Kittery Trading Post

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	41	12	45
Average Queue (ft)	5	1	3
95th Queue (ft)	25	7	22
Link Distance (ft)	76	96	36
Upstream Blk Time (%)			1
Queuing Penalty (veh)			2
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Kittery Outlet & Route 101 (Wilson Road)

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	28	13	70
Average Queue (ft)	6	1	4
95th Queue (ft)	25	8	28
Link Distance (ft)	91	36	422
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 5

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	3:50	3:50	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2256	2310	2299	2288	2236	2278
Vehs Exited	2256	2312	2309	2290	2235	2280
Starting Vehs	35	44	40	35	35	37
Ending Vehs	35	42	30	33	36	34
Travel Distance (mi)	713	732	729	721	712	722
Travel Time (hr)	33.6	35.3	34.0	34.0	33.5	34.1
Total Delay (hr)	9.0	10.0	8.9	9.1	8.9	9.2
Total Stops	1274	1369	1312	1320	1249	1304
Fuel Used (gal)	26.8	27.8	27.1	27.2	26.5	27.1

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00					
End Time	5:00					
Total Time (min)	60					
Volumes adjusted by Growth Factors.						
Run Number	1	2	3	4	5	Avg
Vehs Entered	2256	2310	2299	2288	2236	2278
Vehs Exited	2256	2312	2309	2290	2235	2280
Starting Vehs	35	44	40	35	35	37
Ending Vehs	35	42	30	33	36	34
Travel Distance (mi)	713	732	729	721	712	722
Travel Time (hr)	33.6	35.3	34.0	34.0	33.5	34.1
Total Delay (hr)	9.0	10.0	8.9	9.1	8.9	9.2
Total Stops	1274	1369	1312	1320	1249	1304
Fuel Used (gal)	26.8	27.8	27.1	27.2	26.5	27.1

Intersection: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	129	237	166	121	226	180	55	62	98	102
Average Queue (ft)	94	82	61	16	135	91	23	19	44	45
95th Queue (ft)	140	173	124	59	199	166	53	52	83	88
Link Distance (ft)		573	573		410	410		243	96	96
Upstream Blk Time (%)									0	0
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)	105			140			40			
Storage Blk Time (%)	8	1			5		4	2		
Queuing Penalty (veh)	26	2			1		1	1		

Intersection: 201: Adams Drive & US Route 1

Movement	EB	WB	WB	NB
Directions Served	T	LT	T	LR
Maximum Queue (ft)	31	47	14	56
Average Queue (ft)	1	3	0	11
95th Queue (ft)	14	21	10	37
Link Distance (ft)	532	180	180	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 202: US Route 1 & Hampton Inn/Outlets Driveway

Movement	EB	EB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	166	102	4	57
Average Queue (ft)	36	6	0	20
95th Queue (ft)	108	46	3	48
Link Distance (ft)	180	180	573	256
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 203: Kittery Trading Post

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	86	59	36
Average Queue (ft)	41	6	6
95th Queue (ft)	71	33	26
Link Distance (ft)	76	96	36
Upstream Blk Time (%)	1	0	1
Queuing Penalty (veh)	0	0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Kittery Outlet & Route 101 (Wilson Road)

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	67	34	29
Average Queue (ft)	32	3	2
95th Queue (ft)	58	19	13
Link Distance (ft)	91	36	422
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 34

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	11:50	11:50	11:50	11:50	11:50	11:50
End Time	1:00	1:00	1:00	1:00	1:00	1:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2891	2909	2868	2869	2923	2892
Vehs Exited	2892	2913	2848	2869	2922	2889
Starting Vehs	42	43	41	48	48	42
Ending Vehs	41	39	61	48	49	46
Travel Distance (mi)	880	886	866	862	890	877
Travel Time (hr)	49.1	54.2	49.3	49.9	50.6	50.6
Total Delay (hr)	18.3	23.0	19.0	19.6	19.5	19.9
Total Stops	2165	2379	2138	2201	2120	2201
Fuel Used (gal)	35.3	36.9	35.0	35.3	36.1	35.7

Interval #0 Information Seeding

Start Time	11:50
End Time	12:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	12:00
End Time	1:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2891	2909	2868	2869	2923	2892
Vehs Exited	2892	2913	2848	2869	2922	2889
Starting Vehs	42	43	41	48	48	42
Ending Vehs	41	39	61	48	49	46
Travel Distance (mi)	880	886	866	862	890	877
Travel Time (hr)	49.1	54.2	49.3	49.9	50.6	50.6
Total Delay (hr)	18.3	23.0	19.0	19.6	19.5	19.9
Total Stops	2165	2379	2138	2201	2120	2201
Fuel Used (gal)	35.3	36.9	35.0	35.3	36.1	35.7

Intersection: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	129	459	398	165	313	264	62	106	113	109
Average Queue (ft)	120	201	179	80	185	147	27	39	82	67
95th Queue (ft)	144	385	345	160	281	234	62	76	123	113
Link Distance (ft)		573	573		410	410		243	96	96
Upstream Blk Time (%)		0	0						10	3
Queuing Penalty (veh)		0	0						20	6
Storage Bay Dist (ft)	105			140			40			
Storage Blk Time (%)	35	7		0	14		6	7		
Queuing Penalty (veh)	146	16		0	14		5	3		

Intersection: 201: Adams Drive & US Route 1

Movement	EB	EB	NB
Directions Served	T	TR	LR
Maximum Queue (ft)	21	9	38
Average Queue (ft)	2	0	9
95th Queue (ft)	18	6	32
Link Distance (ft)	532	532	224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 202: US Route 1 & Hampton Inn/Outlets Driveway

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	133	86	85
Average Queue (ft)	26	7	24
95th Queue (ft)	102	52	62
Link Distance (ft)	180	180	256
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 203: Kittery Trading Post

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	91	101	39
Average Queue (ft)	56	36	20
95th Queue (ft)	91	94	49
Link Distance (ft)	76	96	36
Upstream Blk Time (%)	5	0	6
Queuing Penalty (veh)	0	1	19
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Kittery Outlet & Route 101 (Wilson Road)

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	96	38	110
Average Queue (ft)	37	14	24
95th Queue (ft)	67	42	74
Link Distance (ft)	91	36	422
Upstream Blk Time (%)	1	1	
Queuing Penalty (veh)	0	3	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 234

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1517	1535	1532	1507	1568	1530
Vehs Exited	1532	1533	1546	1517	1564	1538
Starting Vehs	34	27	31	27	21	27
Ending Vehs	19	29	17	17	25	20
Travel Distance (mi)	478	486	490	478	497	486
Travel Time (hr)	21.4	21.6	21.9	21.4	22.6	21.8
Total Delay (hr)	4.5	4.5	4.8	4.6	5.2	4.7
Total Stops	831	819	840	829	891	843
Fuel Used (gal)	18.0	18.1	18.2	17.9	18.6	18.2

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	1517	1535	1532	1507	1568	1530
Vehs Exited	1532	1533	1546	1517	1564	1538
Starting Vehs	34	27	31	27	21	27
Ending Vehs	19	29	17	17	25	20
Travel Distance (mi)	478	486	490	478	497	486
Travel Time (hr)	21.4	21.6	21.9	21.4	22.6	21.8
Total Delay (hr)	4.5	4.5	4.8	4.6	5.2	4.7
Total Stops	831	819	840	829	891	843
Fuel Used (gal)	18.0	18.1	18.2	17.9	18.6	18.2

Intersection: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	98	112	95	15	167	146	30	29	103	102
Average Queue (ft)	40	47	32	1	96	57	4	2	45	55
95th Queue (ft)	79	87	76	8	153	115	21	14	83	95
Link Distance (ft)		573	573		410	410		243	96	96
Upstream Blk Time (%)									1	1
Queuing Penalty (veh)									1	1
Storage Bay Dist (ft)	105			140			40			
Storage Blk Time (%)	0	0			1		0	0		
Queuing Penalty (veh)	0	0			0		0	0		

Intersection: 201: Adams Drive & US Route 1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	6	30
Average Queue (ft)	0	6
95th Queue (ft)	4	26
Link Distance (ft)	180	224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 202: US Route 1 & Hampton Inn/Outlets Driveway

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	104	18	4	4	63
Average Queue (ft)	35	1	0	0	32
95th Queue (ft)	87	12	3	3	53
Link Distance (ft)	180	180	573	573	256
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 203: Kittery Trading Post

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	37	37	28
Average Queue (ft)	3	2	3
95th Queue (ft)	21	21	18
Link Distance (ft)	76	96	36
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Kittery Outlet & Route 101 (Wilson Road)

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	49	48	46
Average Queue (ft)	21	8	3
95th Queue (ft)	47	32	22
Link Distance (ft)	91	36	422
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 4

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	3:50	3:50	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2390	2427	2508	2396	2399	2424
Vehs Exited	2396	2423	2514	2405	2399	2426
Starting Vehs	36	33	48	37	27	33
Ending Vehs	30	37	42	28	27	30
Travel Distance (mi)	741	742	776	741	742	748
Travel Time (hr)	36.4	37.0	39.7	35.8	37.0	37.2
Total Delay (hr)	10.6	11.1	12.8	10.0	11.1	11.1
Total Stops	1466	1571	1630	1480	1552	1543
Fuel Used (gal)	28.5	29.2	30.4	28.3	28.7	29.0

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2390	2427	2508	2396	2399	2424
Vehs Exited	2396	2423	2514	2405	2399	2426
Starting Vehs	36	33	48	37	27	33
Ending Vehs	30	37	42	28	27	30
Travel Distance (mi)	741	742	776	741	742	748
Travel Time (hr)	36.4	37.0	39.7	35.8	37.0	37.2
Total Delay (hr)	10.6	11.1	12.8	10.0	11.1	11.1
Total Stops	1466	1571	1630	1480	1552	1543
Fuel Used (gal)	28.5	29.2	30.4	28.3	28.7	29.0

Intersection: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	129	242	200	75	224	190	52	55	111	103
Average Queue (ft)	102	90	67	14	139	92	19	18	52	49
95th Queue (ft)	146	202	146	48	204	169	49	46	97	95
Link Distance (ft)		573	573		410	410		243	96	96
Upstream Blk Time (%)									2	1
Queuing Penalty (veh)									2	1
Storage Bay Dist (ft)	105			140			40			
Storage Blk Time (%)	14	1			6		3	2		
Queuing Penalty (veh)	47	2			1		1	0		

Intersection: 201: Adams Drive & US Route 1

Movement	EB	WB	NB
Directions Served	T	LT	LR
Maximum Queue (ft)	82	56	38
Average Queue (ft)	5	3	11
95th Queue (ft)	37	24	35
Link Distance (ft)	532	180	224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 202: US Route 1 & Hampton Inn/Outlets Driveway

Movement	EB	EB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	185	154	15	103
Average Queue (ft)	80	23	1	34
95th Queue (ft)	170	102	8	70
Link Distance (ft)	180	180	573	256
Upstream Blk Time (%)	1	0		
Queuing Penalty (veh)	3	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 203: Kittery Trading Post

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	85	88	36
Average Queue (ft)	40	14	7
95th Queue (ft)	69	56	30
Link Distance (ft)	76	96	36
Upstream Blk Time (%)	1	0	1
Queuing Penalty (veh)	0	0	2
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Kittery Outlet & Route 101 (Wilson Road)

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	77	36	46
Average Queue (ft)	35	9	3
95th Queue (ft)	62	35	21
Link Distance (ft)	91	36	422
Upstream Blk Time (%)	0	1	
Queuing Penalty (veh)	0	2	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 61

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	11:50	11:50	11:50	11:50	11:50	11:50
End Time	1:00	1:00	1:00	1:00	1:00	1:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3012	2985	3057	2889	2979	2984
Vehs Exited	3011	2982	3045	2891	2977	2982
Starting Vehs	65	44	40	69	39	50
Ending Vehs	66	47	52	67	41	51
Travel Distance (mi)	896	892	926	865	900	896
Travel Time (hr)	52.8	52.5	56.0	54.2	51.0	53.3
Total Delay (hr)	21.2	21.1	23.5	23.7	19.2	21.7
Total Stops	2296	2372	2470	2424	2191	2348
Fuel Used (gal)	37.6	37.0	38.8	36.8	36.4	37.3

Interval #0 Information Seeding

Start Time	11:50
End Time	12:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	12:00
End Time	1:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	3012	2985	3057	2889	2979	2984
Vehs Exited	3011	2982	3045	2891	2977	2982
Starting Vehs	65	44	40	69	39	50
Ending Vehs	66	47	52	67	41	51
Travel Distance (mi)	896	892	926	865	900	896
Travel Time (hr)	52.8	52.5	56.0	54.2	51.0	53.3
Total Delay (hr)	21.2	21.1	23.5	23.7	19.2	21.7
Total Stops	2296	2372	2470	2424	2191	2348
Fuel Used (gal)	37.6	37.0	38.8	36.8	36.4	37.3

Intersection: 101: Wilson Road/Route 101 (Wilson Road) & US Route 1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	130	422	384	164	314	287	63	101	112	110
Average Queue (ft)	120	218	190	76	192	153	31	39	87	70
95th Queue (ft)	150	396	356	153	298	256	65	76	126	115
Link Distance (ft)		573	573		410	410		243	96	96
Upstream Blk Time (%)					0	0			10	3
Queuing Penalty (veh)					0	0			19	6
Storage Bay Dist (ft)	105			140			40			
Storage Blk Time (%)	41	5		1	15		9	7		
Queuing Penalty (veh)	174	12		3	14		8	3		

Intersection: 201: Adams Drive & US Route 1

Movement	EB	EB	NB
Directions Served	T	TR	LR
Maximum Queue (ft)	117	70	47
Average Queue (ft)	8	2	11
95th Queue (ft)	55	36	39
Link Distance (ft)	532	532	224
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 202: US Route 1 & Hampton Inn/Outlets Driveway

Movement	EB	EB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	187	168	4	84
Average Queue (ft)	65	17	0	37
95th Queue (ft)	168	90	3	74
Link Distance (ft)	180	180	573	256
Upstream Blk Time (%)	1	0		
Queuing Penalty (veh)	5	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 203: Kittery Trading Post

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	91	100	41
Average Queue (ft)	57	29	24
95th Queue (ft)	92	84	51
Link Distance (ft)	76	96	36
Upstream Blk Time (%)	6	0	7
Queuing Penalty (veh)	0	1	20
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 204: Kittery Outlet & Route 101 (Wilson Road)

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	90	36	105
Average Queue (ft)	41	14	29
95th Queue (ft)	73	41	79
Link Distance (ft)	91	36	422
Upstream Blk Time (%)	0	1	
Queuing Penalty (veh)	0	3	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 267

APPENDIX E

Collision History Summary

Intersection Collision History SummaryIntersection: **US Route 1** at **US Route 101****COLLISION TYPE**

	2020	2021	2022	Total	Percent
Intersection Movement	0	1	0	1	25.0%
Rear End / Sideswipe	1	1	1	3	75.0%
TOTAL	1	2	1	4	100%

COLLISION EVENT

	2020	2021	2022	Total	Percent
Motor Vehicle	1	2	1	4	100.0%
TOTAL	1	2	1	4	100%

SEVERITY

	2020	2021	2022	Total	Percent
Property Damage Only (PDO)	1	2	1	4	100.0%
TOTAL	1	2	1	4	100%

Day & Time

	2020	2021	2022	Total	Percent
Weekday Off-Peak	1	1	1	3	75.0%
Saturday 11 A.M. - 2 P.M.	0	1	0	1	25.0%
TOTAL	1	2	1	4	100%

Intersection Collision History SummaryIntersection: **US Route 1** at **Adams Dr****COLLISION TYPE**

	2020	2021	2022	Total	Percent
Intersection Movement	2	0	0	2	40.0%
Rear End / Sideswipe	1	1	1	3	60.0%
TOTAL	3	1	1	5	100%

COLLISION EVENT

	2020	2021	2022	Total	Percent
Motor Vehicle	3	1	1	5	100.0%
TOTAL	3	1	1	5	100%

SEVERITY

	2020	2021	2022	Total	Percent
Property Damage Only (PDO)	3	1	1	5	100.0%
TOTAL	3	1	1	5	100%

Day & Time

	2020	2021	2022	Total	Percent
Weekday 3-6 P.M.	1	0	0	1	20.0%
Weekday Off-Peak	1	1	1	3	60.0%
Weekend Off-Peak	1	0	0	1	20.0%
TOTAL	3	1	1	5	100%

Intersection Collision History SummaryIntersection: **US Route 1** at **Kittery Dwy****COLLISION TYPE**

	2020	2021	2022	Total	Percent
Intersection Movement	0	1	0	1	33.3%
Rear End / Sideswipe	1	0	1	2	66.7%
TOTAL	1	1	1	3	100%

COLLISION EVENT

	2020	2021	2022	Total	Percent
Motor Vehicle	1	1	1	3	100.0%
TOTAL	1	1	1	3	100%

SEVERITY

	2020	2021	2022	Total	Percent
Personal Injury	0	0	1	1	33.3%
Property Damage Only (PDO)	1	1	0	2	66.7%
TOTAL	1	1	1	3	100%

Day & Time

	2020	2021	2022	Total	Percent
Weekday 3-6 P.M.	0	0	1	1	33.3%
Saturday 11 A.M. - 2 P.M.	1	1	0	2	66.7%
TOTAL	1	1	1	3	100%

Intersection Collision History SummaryIntersection: **Wilson Rd at Kittery Trading Post****COLLISION TYPE**

	2020	2021	2022	Total	Percent
Intersection Movement	0	1	2	3	100.0%
TOTAL	0	1	2	3	100%

COLLISION EVENT

	2020	2021	2022	Total	Percent
Motor Vehicle	0	1	2	3	100.0%
TOTAL	0	1	2	3	100%

SEVERITY

	2020	2021	2022	Total	Percent
Property Damage Only (PDO)	0	1	2	3	100.0%
TOTAL	0	1	2	3	100%

Day & Time

	2020	2021	2022	Total	Percent
Weekday 3-6 P.M.	0	0	1	1	33.3%
Weekday Off-Peak	0	1	0	1	33.3%
Weekend Off-Peak	0	0	1	1	33.3%
TOTAL	0	1	2	3	100%

Intersection Collision History SummaryIntersection: **Wilson Rd at Kittery Outlets****COLLISION TYPE**

	2020	2021	2022	Total	Percent
Intersection Movement	0	0	1	1	100.0%
TOTAL	0	0	1	1	100%

COLLISION EVENT

	2020	2021	2022	Total	Percent
Motor Vehicle	0	0	1	1	100.0%
TOTAL	0	0	1	1	100%

SEVERITY

	2020	2021	2022	Total	Percent
Property Damage Only (PDO)	0	0	1	1	100.0%
TOTAL	0	0	1	1	100%

Day & Time

	2020	2021	2022	Total	Percent
Weekday Off-Peak	0	0	1	1	100.0%
TOTAL	0	0	1	1	100%

Segment Collision History Summary

Segment: US Route 1

COLLISION TYPE

	2020	2021	2022	Total	Percent
Intersection Movement	0	1	3	4	44.4%
Rear End / Sideswipe	0	4	1	5	55.6%
TOTAL	0	5	4	9	100%

COLLISION EVENT

	2020	2021	2022	Total	Percent
Motor Vehicle	0	5	4	9	100.0%
TOTAL	0	5	4	9	100%

SEVERITY

	2020	2021	2022	Total	Percent
Property Damage Only (PDO)	0	5	4	9	100.0%
TOTAL	0	5	4	9	100%

Day & Time

	2020	2021	2022	Total	Percent
Weekday 3-6 P.M.	0	0	1	1	11.1%
Weekday Off-Peak	0	1	1	2	22.2%
Saturday 11 A.M. - 2 P.M.	0	2	1	3	33.3%
Weekend Off-Peak	0	2	1	3	33.3%
TOTAL	0	5	4	9	100%

APPENDIX F

US Census Journey-to-Work Data

APPENDIX G
Site Development Plan

APPENDIX H

US Route 1 at Route 101
Planned Intersection Improvements
(WIN 25435.00)

LIST OF MAJOR ITEMS

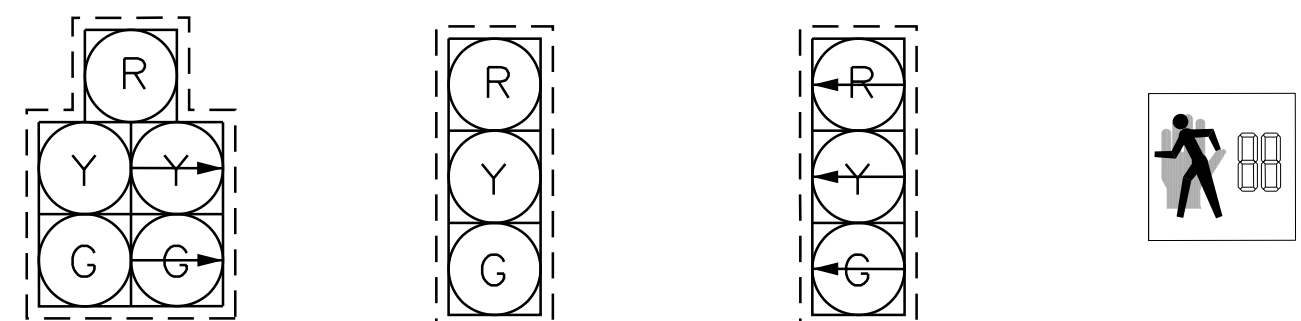
EQUIPMENT AND WORK ITEMS (ITEM 643.71)	QTY.
FURNISH AND INSTALL NATURAL FINISH ATCC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ECONOLITE COBALT ATC WITH LATEST FIRMWARE INSTALLED, COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT WITH INTEGRATION INTO MAINEDOT'S EXISTING CLOUD BASED CENTRAL MANAGEMENT SYSTEM	1 EA
FURNISH AND INSTALL BLACK POLYCARBONATE ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3 INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARM	9 EA
FURNISH AND INSTALL BLACK POLYCARBONATE ONE-WAY 5-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3 INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARM	1 EA
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED SIDE OF POLE MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD	2 EA
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED TOP OF POST MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD	6 EA
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON WITH 9"X15" RIO-3e INFORMATIONAL SIGN	8 EA
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR	1 EA
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	4 EA
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1 EA
FURNISH AND INSTALL MAST ARM MOUNTED SIGNS	14 EA
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT	1 LS
FURNISH AND INSTALL NON-INVASIVE STOP LINE DETECTION, 4 APPROACHES, COMPLETE (ITEM 643.21)	1 LS
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM, 1 APPROACH, COMPLETE (ITEM 643.22)	1 LS
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X ROADSIDE UNIT (ITEM 654.351)	1 EA
FURNISH AND INSTALL 14-INCH PRECAST JUNCTION BOX (ITEM 626.11)	3 EA
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	100 LF
FURNISH AND INSTALL 20-INCH DIAMETER FOUNDATION (ITEM 626.3211)	5 EA
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	5 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

STRUCTURE LIST

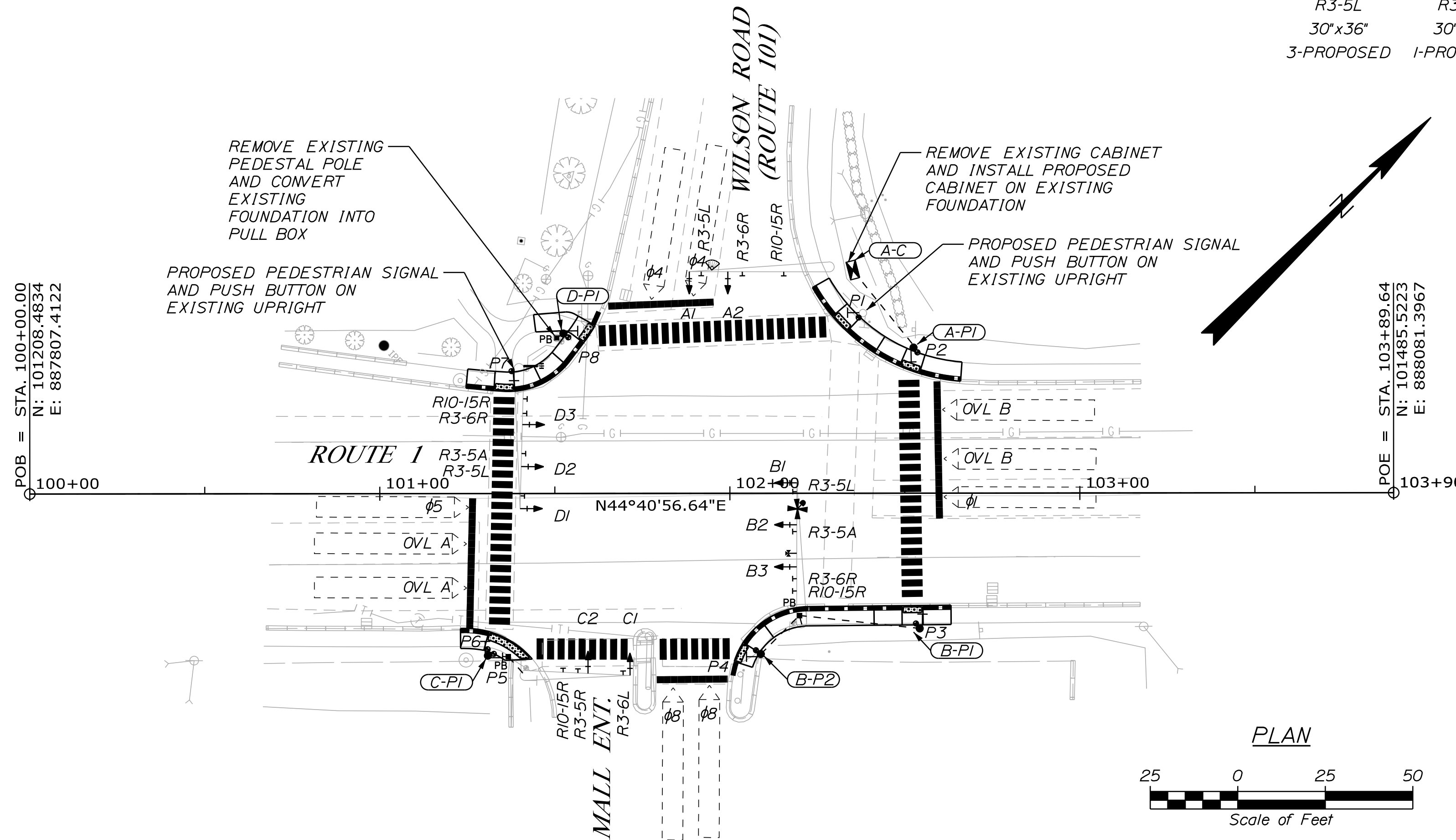
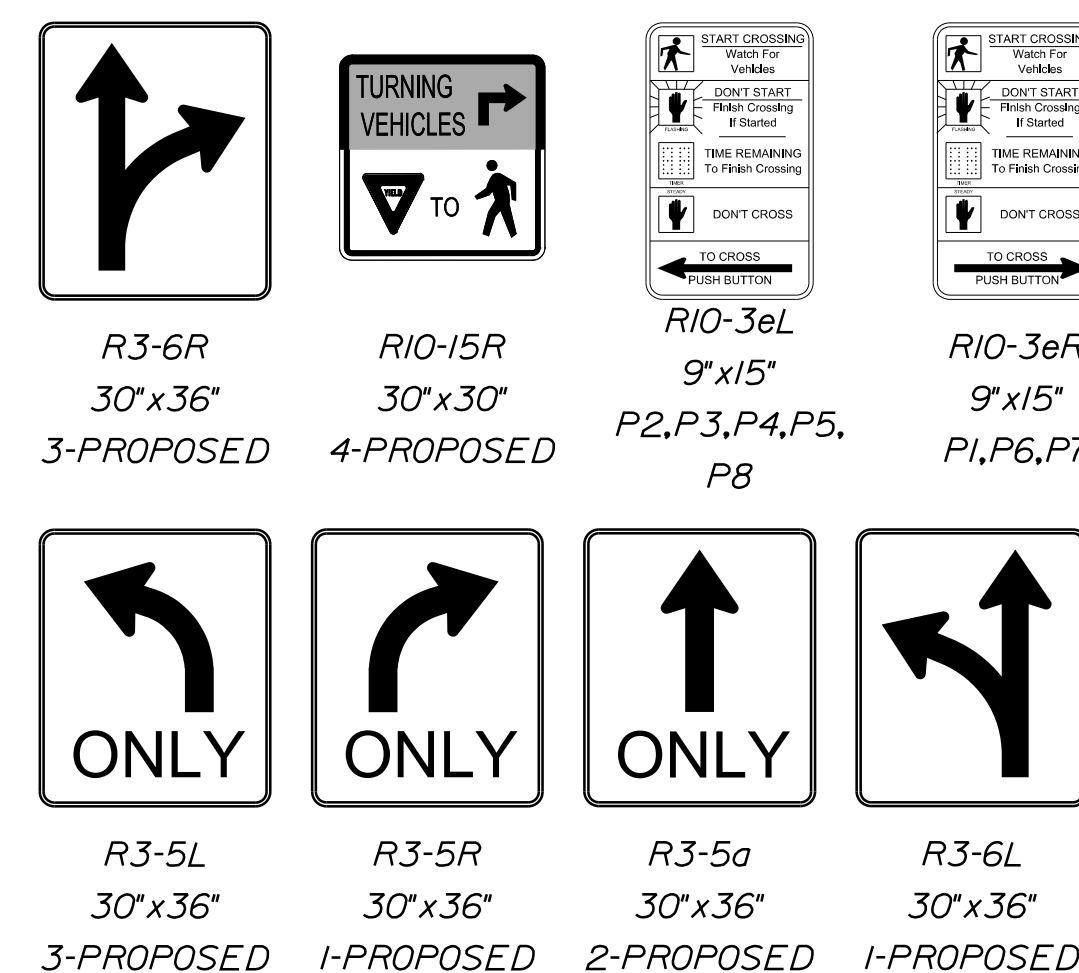
STRUCTURE	DESCRIPTION	STA/OFFSET	FOUNDATION
(A-C)	CONTROLLER CABINET	102+35.2/63.8' LT	L48"xW36"xH48"
(A-PI)	8' PEDESTAL POLE	102+52.5/41.6' LT	20" DIAMETER
(B-PI)	8' PEDESTAL POLE	102+54.2/38.6' RT	20" DIAMETER
(B-P2)	8' PEDESTAL POLE	102+08.8/45.9' RT	20" DIAMETER
(C-PI)	8' PEDESTAL POLE	101+30.8/46.3' RT	20" DIAMETER
(D-PI)	8' PEDESTAL POLE	101+52.5/45.7' LT	20" DIAMETER

PROPOSED INDICATIONS



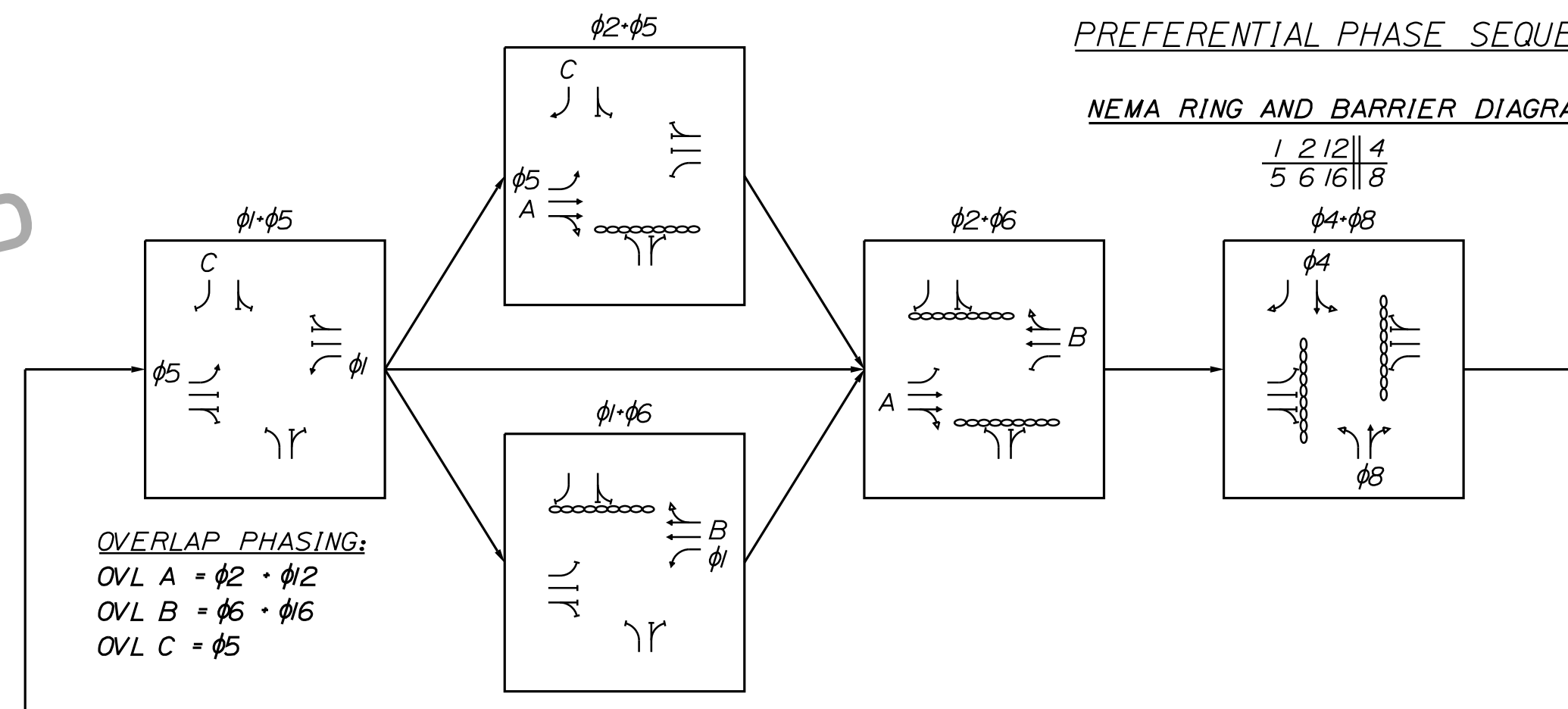
NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES

PROPOSED SIGNS



PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



- PHASING NOTES:
- PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY.
 - PHASES 12 AND 16 ARE OMITTED UNDER FREE OPERATION.
 - UNDER COORDINATED OPERATIONS, PHASES 12 AND 16 WILL ONLY BE SERVICED IMMEDIATELY FOLLOWING PHASES 2 AND 6 RESPECTIVELY.

SIGNAL TIMINGS TO BE PROVIDED IN FUTURE SUBMITTAL