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## Traffic Impact Study and Updates

This appendix contains the supporting documentation used in the transportation sections of the EIS. This includes the following:

### **Traffic Impact Study (July 2009)**

The *Traffic Impact Study, Closure and Reuse of Naval Air Station Brunswick, Maine* was completed by Gorrill-Palmer Consulting Engineers, Inc., in July 2009. This traffic analysis was designed and conducted for the purposes of this EIS. Appendices A through D of the *Traffic Impact Study* are included only on the CD version of the FEIS.

### **Traffic Impact Study Updates (August 2010)**

Based on comments received on the DEIS during the public comment period, the traffic analysis was updated. The updates are presented in the following materials:

- Memo response from Gorrill-Palmer Consulting Engineers, Inc., to comments on the DEIS;
- Revised tables for forecasted traffic volumes, directional volumes, total entering volumes;
- Revised tables for levels of service (LOS); and
- Revised turning movement diagrams (included only on the CD version of the FEIS).

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Traffic Impact Study  
Closure and Reuse of Property at  
Naval Air Station Brunswick  
Brunswick, Maine

JULY 2009

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**Traffic Impact Study  
Closure and Reuse of Property at  
Naval Air Station Brunswick  
Brunswick, Maine**

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## Executive Summary

The following Executive Summary is prepared for the reader's convenience, but is not intended to be a substitute for reading the full report.

The Naval Air Station in Brunswick is situated on approximately 3,220 acres in the town of Brunswick, Maine. The site is on the southerly side of Route 24 with the main access gate located on that route. In 2005, the BNAS was identified and approved for closure as part of the Base Closure and Realignment Act of 1990. The base currently includes an air strip, housing units, offices, and supporting uses for a Navy base.

As a result of the mandate for closure, a study is required for the facility. Part of this study is a review of transportation issues, and an evaluation of the potential redevelopment of the site. There are two Alternatives being considered associated with the reuse of the site. Alternative 1 (Reuse) is consistent with the *Brunswick Naval Air Station Master Reuse Plan*, and includes a mix of land uses. Alternative 1 is also expected to retain the existing air strip.

Alternative 2 (High Density) includes similar uses but increases the square footage and number of residential units. To accommodate the increase in square footage and number of units, the air strip is not proposed to be retained in Alternative 2. The purpose of this Traffic Impact Study is to evaluate the existing adjacent roadway network and to identify what mitigation may be necessary to accommodate the traffic associated with Alternatives 1 or 2.

As part of this report, the potential impacts for several phases were examined, in addition to the Alternatives. The Navy desires to quantify off-site mitigation for several phases, which include the development anticipated for 2016, 2021, and 2026, as well as 2031. As such, information and phased mitigation strategies are discussed in this report.

Based on the completion of the impact study, the following conclusions have been reached regarding the Naval Air Station and its potential impacts to local transportation infrastructure following redevelopment:

1. The study area requested to be reviewed by the client for this redevelopment included sixteen intersections in the immediate area. Should this redevelopment move forward, a review from the Town and MaineDOT will be required, which may result in an expanded study area and potential additional mitigation.
2. The phases are anticipated to generate the following peak hour trip ends, based on the *ITE Trip Generation Manual* during the PM peak hour of adjacent street traffic:

2016, Alternative 1:	883 PM peak hour trip ends
2016, Alternative 2:	1,503 PM peak hour trip ends
2021, Alternative 1:	2,120 PM peak hour trip ends
2021, Alternative 2:	3,467 PM peak hour trip ends
2026, Alternative 1:	3,933 PM peak hour trip ends

2026, Alternative 2: 6,516 PM peak hour trip ends

2031, Alternative 1: 6,473 PM peak hour trip ends

2031, Alternative 2: 10,589 PM peak hour trip ends

(Note: A trip end is either a trip in or out of the site. Therefore a single vehicle making a round trip would equal two trip ends). These volumes are after consideration was taken for 35% and 50% shared trips between the on-site uses during Alternative 1 and 2 respectively. In addition to the internal shared trips, a two percent reduction was taken for bus use and a one half percent reduction was taken for pedestrian / bicycle use.

3. The trips were assigned to the adjacent roadway network based on a 25-mile radius gravity model. The area was extended up to 30 miles where drivers had easy access to an Interstate highway. It is anticipated that over 90 percent of the traffic will enter / exit the site via a proposed Route 1 connector, which could significantly affect the capacity of Route 1.
4. Prior to performing the capacity analysis, local projects that have either just been completed or are in the design process were identified and are listed as follows:

*Other Projects:*

- Maine Street / Bath Road Project – Redesign of “rotary” area around the church; it is our understanding that as of the time of this report that a final concept and design have yet to take place
  - Route 24 (Bath Road Project) – Extending westbound receiving lanes to the west of the Merry Meeting Plaza intersection
  - Bath Road Project from Cook’s Corner to Old Bath Road – widen and drainage work to provide two travel lanes in each direction
  - Route 24 restriping – Restripe Gurnet Road between Cook’s Corner and just south of Forrestal Drive to provide for one northbound and two southbound travel lanes with a center-two-way-left turn lane between them which transitions into formal left turn lanes at the Cook’s Corner Mall / Cinema signalized intersection.
5. In addition to “other projects”, some anticipated access changes to / from the site were either provided by the applicant or assumed in performing the review and analysis. Those access changes are identified as follows:

*Assumed Site Access Modifications:*

- A full movement connector would be constructed directly from the site to Route 1. The need for this connection was confirmed in doing the capacity analysis. The five year projection (2016) shows that this connection will either be needed or significant redesign of Bath Road between Merry Meeting Plaza and Cooks Corner will be needed and the area may still operate at very low levels of service. Beyond the 2016 projection, the adjacent roadway network cannot feasibly handle the forecast traffic, even with significant improvements, and analysis without the connection yields meaningless results. This connector is critical to this project since over 90% of the site generated traffic is forecast to use this connector and Route 1. This connector is grade separated from Bath Road and the parallel train tracks along Bath Road.
- Relocate the Naval Air Station main gate access from the existing signalized location to the existing signalized intersection with Merry Meeting Plaza. This would also include the removal of the existing signal at the existing main gate access. For the purpose of this report, the following mitigation was utilized:
  - The exit from the site would include separate left/through and right exit lanes
  - A formal 175 foot long left turn lane on Bath Road
  - A formal 100 foot long right turn lane on Bath Road

This modification was assumed to be in place from the beginning, i.e. starting in 2016.

- Provide a new access drive from the site onto Bath Road approximately 1,300 feet east of the Bath Road / Jordan Avenue intersection. It is recommended that if possible, the site drive be located across from Jordan Avenue rather than 1,300 feet to the east. The driveway was presumably located at the proposed location to avoid impacting the air strip in Alternative 1, but it appears that it could be located across from Jordan Avenue in Alternative 2 since the air strip is proposed to be removed. For the purpose of this report, the following mitigation was utilized:
  - The exit from the site would include separate left and right exit lanes
  - A formal 100 foot long left turn lane on Bath Road
  - A formal 200 foot long right turn lane on Bath Road
  - The intersection is signalized, although consideration should also be given to a roundabout at this location

This modification was assumed to be in place beginning in 2026, but could be constructed anytime prior to then. It is recommend that it not be constructed after that time because the intersection at Merry Meeting Plaza would then start to experience low levels of service and queuing issues.

- The access to Forrestal Drive onto Route 24 would become one of the primary accesses to the site. Although a formal signal warrant analysis will be required before a signal can be installed, it appears from the volumes at this intersection

beginning in 2016 for both Alternatives 1 and 2 that signalization would not only be warranted, but necessary for the intersection to function, especially if the Route 1 connector is not constructed. If the Route 1 connector is constructed, signalization may be delayed until 2021. Capacity analysis of this intersection without signalization would yield unrealistic results. Therefore, signalization of the intersection was assumed beginning in 2016. Two modifications for this intersection that were not included in the capacity analysis, but are still recommended, are; 1) the construction of a southbound right turn lane on Route 24 for vehicles turning onto Forrestal Drive and 2) separate left/thru and right lanes exiting Forrestal Drive. Although these modifications do not appear to be needed from a level of service (LOS) perspective, they do appear to be needed to maintain operations of the intersection and to help reduce queue lengths on each of those approaches.

For the “No Action” scenario, 342 housing units near the intersection of Forrestal Drive and Route 24 were assumed to be fully occupied. Because Forrestal Drive is anticipated to be the primary access, it will operate at low levels of service due to the increased trip generation. A formal signal warrant would be required before a signal could be installed; however, it appears that the intersection would be approaching the criteria for considering signalization in this scenario.

- The existing signalized intersections of Bath Road at: Merry Meeting Plaza, Naval Air Station Main Gate, and the Cook’s Corner Mall currently operate off of one controller. In relocating the main gate access to across from Merry Meeting Plaza and removing the main gate signal, each intersection would operate off its own controller.

6. A number of scenarios were considered for review as listed and described as follows:

- *No Build* – This includes the same trip generation to/from the site as was counted on August 28, 2008. The adjacent roadway traffic was seasonally adjusted to reflect the 30<sup>th</sup> highest hour of the year, which is typically used as the design hour volume.
- *No Action* – This scenario assumes that the base is closed and not re-occupied; however, the residential units located on the easterly side of the base, near the intersection with Forrestal Drive and Route 24, are fully occupied. This includes approximately 342 residential units.
- *2016 Alternative 1* – This is the year 2016 with the combination of uses identified in Section V and is forecast to generate 883 trip ends on the adjacent roadway network.
- *2016 Alternative 2* – This is the year 2016 with the combination of uses identified in Section V and is forecast to generate 1,503 trip ends on the adjacent roadway network.
- *2021 Alternative 1* – This is the year 2021 with the combination of uses identified in Section V and is forecast to generate 2,120 trip ends on the adjacent roadway network.

- *2021 Alternative 2* – This is the year 2021 with the combination of uses identified in Section V and is forecast to generate 3,467 trip ends on the adjacent roadway network.
- *2026 Alternative 1* – This is the year 2026 with the combination of uses identified in Section V and is forecast to generate 3,933 trip ends on the adjacent roadway network.
- *2026 Alternative 2* – This is the year 2026 with the combination of uses identified in Section V and is forecast to generate 6,516 trip ends on the adjacent roadway network.
- *2031 Alternative 1* – This is the year 2031 with the combination of uses identified in Section V and is forecast to generate 6,473 trip ends on the adjacent roadway network.
- *2031 Alternative 2* – This is the year 2031 with the combination of uses identified in Section V and is forecast to generate 10,589 trip ends on the adjacent roadway network.

Anticipated Mitigation in Addition to the “Other Projects” and “Assumed Site Access Modifications”:

### ***2008 No Build***

It is important to note that the mitigation identified in this scenario is due to existing design deficiencies, and that this mitigation could be needed regardless of if the Naval Air Station proceeds with Alternative 1 or 2. For instance, the roadway segment between Cook’s Corner and Merry Meeting Plaza currently does not operate well and is expected to operate very poorly in the future, regardless of the Naval Air Station moving forward with Alternative 1 or 2. This scenario does include the same trip generation to/from the site as was counted on August 28, 2008, with adjacent roadway traffic seasonally adjusted to the 30<sup>th</sup> highest hour.

- *All projects identified previously under “Other Roadway Projects” and “Assumed Site Access Modifications”*
- *Bath Road at Route 24 (Cook’s Corner)*

Extend the northbound dual left turn lanes from approximately 150 feet to approximately 250 feet. This will include the removal of some raised median.

- *Bath Road from Naval Air Station main gate to west of Merry Meeting Plaza*

Provide two eastbound and two westbound through lanes from the main gate to approx. 1,000 feet west of the Merry Meeting Plaza intersection. Some of this for the eastbound direction was accomplished recently as part of the other projects identified previously in this section.

- *Bath Road at Sills Drive (Route 123) / Federal Street*

Install a queue detector on Bath Road for the eastbound approach so that the queue of the eastbound traffic does not interfere with the functioning of the anticipated “rotary” area to the west of the intersection.

### ***No Action***

The difference between this scenario and the previous “2008 No Build” is the subtraction of the BNAS traffic from the adjacent roadway system and the addition of traffic from the residential units near the intersection of Forrestal Drive / Route 24. Because the base traffic has been removed, the “Assumed Site Access Modifications” no longer apply; however, the other modifications would still be relevant.

### ***Five Year Projection (2016)***

- *All previous mitigation identified in the “No Build” condition as well as those identified under “Other Roadway Projects” and “Assumed Site Access Modifications”.*
- *Bath Road at Sills Drive (Route 123) / Federal Street*

Extend the northbound left turn lane from approximately 150 feet to 350 feet

- *Route 24 at Forrestal Drive*

Signalize intersection

Provide for a southbound right turn lane on Route 24 for right turning vehicles into the site

Provide separate left/thru and right lanes on Forrestal Drive

### ***Ten Year Projection (2021)***

- *All previous mitigation identified – No additional mitigation identified*

### ***Fifteen Year Projection (2026)***

- *All previous mitigation identified – No additional mitigation identified*

### ***Twenty Year Projection (2031)***

- *All previous mitigation identified with the addition of:*

- *Bath Road / Route 24 (Cooks Corner)*

Extend the eastbound dual left turn lanes from approximately 300 feet to 375 feet.  
(High Density Only)

- *Route 24 at Forrestal Drive*

Conversion of center two-way left turn lane on Route 24 to formal left turn lane and construction of raised median for access management

### ***Additional Regional Mitigation for Alternatives 1 and 2***

This study included the primary intersections in the immediate area of the Naval Air Station. The MaineDOT is currently pursuing a larger regional study to identify roadway impacts outside the immediate area which are expected to occur given the significant volume of traffic that the site is forecast to generate.

7. Based on a review of the latest available MaineDOT crash history of the previous three years, there are eight locations identified as high crash locations. Those locations are:
  - Gurnet Road at Entrance to Cooks Corner Mall / Cinema
  - Bath Road at Old Bath Road at Lowes Driveway
  - Bath Road at Tibbetts Drive
  - Cleaveland St. at Maine St. at Noble St.
  - Bath Road East at Maine St. at Upper Park Row
  - Gurnet Road from Bath Road to Cook Corner Mall
  - Bath Road from Tibbetts Drive to Thomas Point Road
  - Bath Road from Thomas Point Road to Gurnet Road
8. When the traffic generated by the redevelopment of the site exceeds that generated today, then a MaineDOT Traffic Movement Permit will be required. This document is not intended for that purpose.

## I. *Project Understanding*

The Naval Air Station in Brunswick is situated on approximately 3,220 acres in the town of Brunswick, Maine. The site is on the southerly side of Route 24 with the main access gate located on that route. In 2005, the BNAS was identified and approved for closure as part of the Base Closure and Realignment Act of 1990. The base includes an air strip, housing units, offices, and supporting uses for a Naval Air Station.

As a result of the mandate for closure, a study is required for the facility. Part of this study is a review of transportation issues, and an evaluation of the reuse / reoccupancy of the site. There are two Alternatives associated with the reuse of the site. Alternative 1 (Reuse) is consistent with the *Brunswick Naval Air Station Master Reuse Plan*, and includes a mixture of uses including: industrial/warehouse, office space, community facilities such as a community center and/or library, an educational facility, specialty retail, and residential housing. Alternative 1 is also expected to retain the existing air strip. Alternative 2 (High Density) includes the same uses but increases the square footage and number of units. To accommodate the increase in square footage and number of units, the air strip is not proposed to be retained in Alternative 2. The purpose of this Traffic Impact Study is to evaluate the existing adjacent roadway network and to identify what mitigation may be necessary to accommodate the traffic associated with Alternative 1 or 2.

## II. *Existing and Proposed Site*

### *Existing Site*

The site is located on the southerly side of Bath Road (Route 24) with the main gate also located off Bath Road. The site is approximately 3,220 acres in size and consists of an air strip, housing units, offices, and supporting uses for a Naval Air Station. The site is bordered by commercial uses in the northeast quadrant of the site, a golf course on the southerly end of the site and residential uses for the remainder. A site location map has been included in Appendix A.

### *Proposed Site*

There are two Alternatives being reviewed; Alternative 1 (Reuse) is consistent with the *Brunswick Naval Air Station Master Reuse Plan*, and includes a mixture of uses industrial/warehouse, office space, community facilities such as community center and/or library, educational facility, specialty retail, and residential housing. Alternative 1 is also expected to retain the existing air strip. Alternative 2 (High Density) includes similar uses but increases the square footage and number of units. To accommodate the increase in square footage and number of units, the air strip is not proposed to be retained in Alternative 2.

### III. *Background Traffic Conditions*

This study was based on the following information:

- Buildout Analysis Memo from Ronald Bochenek, Ecology and Environment, Inc. dated October 15, 2008 - Re: Environmental Impact Statement (EIS) for the Disposal and Reuse of Naval Air Station (NAS) Brunswick, Maine.
- Completed District Summary Sheets provided by Ecology and Environment, Inc.
- High Crash Listings and police crash reports for 2005-2007 provided by the Maine Department of Transportation.
- 2008 PM peak hour turning movement volumes collected on August 27 and 28, 2008 from 2:30 to 6:00 PM. The counts were performed at sixteen locations. Following is a list of the intersections:

Route 123 at:

- Mountain Road (Unsignalized)
- Golf Course / Middle Bay Road (Unsignalized)
- Jonathan Street (Unsignalized)
- Bath Road (Signalized)

Route 24 at:

- Coombs Road South (Unsignalized)
- Coombs Road North (Unsignalized)
- Forrestal Drive (Unsignalized)
- Bath Road (Cooks Corner) (Signalized)

Bath Road at:

- Rotary area around Church (Unsignalized)
  - Federal Street (Signalized)
  - Jordan Street (Unsignalized)
  - Merry Meeting Plaza (Signalized)
  - Existing Main Gate for NASB (Signalized)
  - Cook's Corner Mall (Signalized)
  - Tibbetts Drive (Wal\*Mart) (Signalized)
  - Lowe's / Old Bath Road (Signalized)
- Maine Street Station Traffic Impact Study and supporting documentation as supplied by Gorrill-Palmer Consulting Engineers Inc.

#### *Existing Trip Generation by the Base*

The existing site includes an air strip, offices, dwelling units, training facilities and other ancillary uses necessary to run a Naval Station. The traffic volume entering and exiting the main gate to the Naval Station, as well as the through traffic on Bath Road was counted on August 28, 2008. For the purposes of this study, that traffic was considered to be the traffic generated by the site. It is likely; however, that there is additional traffic external to the base which is in fact generated by the base. Thus, the traffic counted at the gate may under represent the overall regional traffic at the base.

### *Seasonal Adjustment*

The MaineDOT utilizes highway classifications of I, II, or III for state and local roadways. Group I roadways are defined as urban roadways, or those roads that typically see commuter traffic and experience little fluctuation from week to week throughout the year. Group II roadways, or arterial roadways, are those that see a combination of commuter and recreational traffic and therefore experience moderate fluctuations during the year. Group III roadways, or recreational roadways are typically used for recreational purposes and experience dramatic seasonal fluctuation.

Route 24 along the northerly and easterly borders within the study area is considered to be a Group I roadway. Route 123 along the westerly border is considered to be a Group II roadway. In Maine, volumes are typically adjusted to the 30<sup>th</sup> highest hour of the year using “Weekly Group Mean Factors” provided by MaineDOT. The 30<sup>th</sup> highest hour usually occurs in July or August. The raw counts were completed on Wednesday August 27<sup>th</sup> and Thursday August 28<sup>th</sup>, 2008 from 2:30 to 6:00 PM. Based on the counts that were completed, the counted through volumes along Route 24 were adjusted by a factor of 1.05 and the counted through volumes along Route 123 were adjusted by a factor of 1.06. Not all of the volumes are adjusted, typically the volumes in and out of residential developments or commercial/office establishments are not seasonally adjusted. This is the typical methodology required by the Maine Department of Transportation (MaineDOT).

### *Annual Growth*

The proposed development (either Alternative 1 or 2) is anticipated to be fully developed by 2031. Based on a review of the Annual Average Daily Traffic (AADT) history as provided in publications from MaineDOT, the annual growth in traffic within the study area was less than one percent and in some cases negative. Based on that history, a zero percent growth was utilized; as such, the base traffic for the current year is unchanged through 2031. The adjusted traffic volumes are shown on Figure 3 of Appendix A.

### *Other Development*

Approved projects that are not yet opened as well as projects for which applications have been filed are typically included in the predevelopment design volumes for a project for a traffic analysis. For the purposes of this project, Maine Street Station which is to be located off Maine Street on the westerly end of this study was included as other development.

In addition to closure of this site, the associated Topsham Annex located on Canam Drive in Topsham (adjacent Town to the north) is also scheduled for closure and similar to this site, there are two Alternatives that are being considered. Alternative 1 does not generate enough traffic to have a noticeable impact on this study area. Alternative 2 is larger and would be expected to contribute traffic to this study area. Figure 6 (“Other Development Traffic”) in Appendix A shows the trip contribution from the Maine Street Station and Topsham Annex developments to this study area.

*Predevelopment (“No Build”) Traffic Volumes*

The pre-redevelopment traffic volumes were determined using the following procedure:

- 1) Development of Figure 3 – Adjusted Volumes
- 2) Subtracting the volumes associated with the existing Naval Air Station as shown on Figure 4 – Reduction In Traffic Due to Base Closure
- 3) Add the volumes associated with the Maine Street Station and Topsham Annex (Alternative 2) shown on Figure 6 – Other Development Traffic
- 4) Steps 1-3 yield the volumes in Figure 7 – No-Build Volumes
- 5) Add back the volumes on Figure 4 to those on Figure 7 to yield the volumes on Figure 8

A comparison of the August 27 & 28th raw volumes to the pre-redevelopment volumes are summarized in the following table:

**Total Entering Volume (TEV) – Raw vs. Adjusted**

<b>Intersection</b>	<b>2008 Raw Volumes</b>	<b>2008 Adjusted Volumes</b>
Route 123/Mountain	550	601
Route 123/Middle Bay	619	709
Route 123/Jonathan	464	509
Route 123/Bath	2127	2318
Bath/Jordan	1613	1713
Bath/Merry Meeting/DW	1893	2083
Bath/Main Gate	2256	2441
Bath/Route 24	3982	4202
Bath/Tibbets (W*M)	2227	2482
Bath/Old Bath Road	1954	2211
Route 24/Forrestal	1125	1196
Route 24/Coombs N	726	796
Route 24/Coombs S	679	784

#### IV. *Study Area*

The study area for this report includes the following intersections:

Route 123 at:

- Mountain Road (Unsignalized)
- Golf Course / Middle Bay Road (Unsignalized)
- Jonathan Street (Unsignalized)
- Bath Road (Signalized)

Route 24 at:

- Coombs Road South (Unsignalized)
- Coombs Road North (Unsignalized)
- Forrestal Drive (Unsignalized)
- Cook's Corner Mall / Cinema (Signalized)
- Bath Road (Cooks Corner) (Signalized)

Bath Road at:

- Rotary area around Church (Unsignalized)
- Federal Street (Signalized)
- Jordan Street (Unsignalized)
- Merry Meeting Plaza (Signalized)
- Existing Main Gate for NASB (Signalized)
- Cook's Corner Mall (Signalized)
- Tibbetts Drive (Wal\*Mart) (Signalized)
- Lowe's / Old Bath Road (Signalized)

Probable Larger Study Area:

The above locations were chosen because they represent the critical intersections in the immediate vicinity of the existing Naval Air Station. Both the proposed Alternatives 1 and 2 will generate significant volumes of traffic (discussed in the next Section) which is anticipated to impact the entire region, well outside the study area locations listed above. It is expected that under municipal and/or MaineDOT review, the study area would expand to include more intersections than are listed above, and as a result, may increase the required mitigation. Many of these regional issues will be explored and addressed as part of the ongoing regional study examining wide-scale transportation issues associated with this project.

## V. *Trip Generation Estimate for Redevelopment of the Site*

In evaluating the traffic impacts associated with the potential redevelopment of the site, the site was subdivided into seven Districts, with each District further subdivided into different land uses. The site is proposed to be closed in 2011. To identify potential traffic impacts on the adjacent roadway system as the site is incrementally redeveloped, the development of each District at 5 years, 10 years, 15 years and 20 years was identified and is summarized in the Tables provided in this Section.

The Institute of Transportation Engineers (ITE) publication *Trip Generation*, 7<sup>th</sup> Edition was used as the source for determining the starting point for trip generation for the proposed Alternatives 1 and 2. Trip generation based on the ITE assumes that the facilities are isolated and do not share trips with adjacent facilities, therefore the entire trip generation enters and leaves the site onto the adjacent roadway system. Alternative 1 (year 2031) is over 8.5 million square feet of mixed use development in addition to approximately 3,158 residential housing units. Alternative 2 (year 2031) is even larger with over 11 million square feet of mixed use development in addition to approximately 8,469 residential housing units. Clearly, both alternatives will operate like their own small town and significant shared traffic within the site can be expected. Therefore, in our opinion, the sum of the trip generations based on the individual uses would be unrealistically high. Although ITE does give some guidance on large, mixed-use facilities that would share trips; it is not nearly on the same scale as what is being proposed. Given the scale of the development, and that the proposed overall facility will be comprised of complimentary uses, for the purposes of this study, shared trips between the uses were considered to be 35% for Alternative 1 and 50% for Alternative 2. In addition to the internal shared trips, a 2% reduction was taken for Bus Use and a 0.5% reduction was taken for pedestrian / bicycle use.

Under each Alternative, the area is divided into seven Districts. Each District is further subdivided into specific land uses. The tables provided in this section list the ITE trip generation for the PM peak hours of the adjacent street traffic both before the shared trips, bus, or pedestrian/bicycle deductions were taken as well as after the deductions. The supporting calculations are provided in Appendix C.

When the base was occupied, it added more traffic to the local roadway network than just traffic going to and from the base. This additional traffic would have been a result of people on-base going off-base and traveling in the local area between the different establishments and businesses. One driver going off-base could result in several trips between local businesses within the peak hour. However, since that impact would be impossible to estimate, for the purposes of this study, we have only subtracted one trip on the adjacent roadway network per vehicle that traveled in or out of the base. This results in a conservative approach and the reduction of traffic on the adjacent roadway network as a result of the base closure may be greater than what was estimated.

**2016 Trip Generation Summary – PM Peak Hour of Adjacent Street Traffic**

District	Use	Alt. 1 - Reuse PM Peak Hr. of Adj. St.		Alt. 2 - High Density PM Peak Hr. of Adj. St.	
		Size (SF or Units)	Trip Ends	Size (SF or Units)	Trip Ends
Professional Office	Office	NA		NA	
	Civic and Cultural	NA		NA	
	Retail and Commercial	NA		NA	
Subtotal					
Business and Technology	Industry Warehouse and Storage	234,576	202	443,191	381
	Office	67,105	87	101,523	131
	Retail and Commercial	15,625	42	19,482	53
Subtotal			331 (161)		565 (274)
Community Mixed Use (Non-Residential)	Office	114,802	148	502,930	649
	Civic and Cultural	26,925	44	75,301	123
	Education Facility	19,149	49	49,741	126
	Retail and Commercial	129,353	351	250,439	679
Subtotal			592 (289)		1,577 (768)
Community Mixed Use (Residential)	Residential	364 Units	201	814 Units	435
Subtotal			201 (97)		435 (212)
Residential	Residential	144 Units	124	230 Units	204
Subtotal			124 (61)		204 (99)
Education	Office	12,500	35	33,750	76
	Education Facility	39,618	101	72,662	185
	Residential	65 Units	40	72 Units	45
Subtotal			176 (86)		306 (149)
Aviation	Airport	22,500 OPS	21	NA	
	Industry Warehouse and Storage	422,426	368	NA	
Subtotal			389 (189)		
<b>Total</b>			<b>1,813 (883)</b>		<b>3,087 (1,502)</b>

NA = Not Applicable

(XX) = Trip Generation after shared trips, bus, and pedestrian / bicycle deductions

**2021 Trip Generation Summary – PM Peak Hour of Adjacent Street Traffic**

District	Use	Alt. 1 - Reuse PM Peak Hr. of Adj. St.		Alt. 2 - High Density PM Peak Hr. of Adj. St.	
		Size (SF or Units)	Trip Ends	Size (SF or Units)	Trip Ends
Professional Office	Office	305,106	394	NA	
	Civic and Cultural	25,046	41	NA	
	Retail and Commercial	30,790	83	NA	
Subtotal			518 (252)		
Business and Technology	Industry Warehouse and Storage	559,007	481	1,059,495	911
	Office	159,260	205	251,308	324
	Retail and Commercial	36,305	98	48,704	132
Subtotal			784 (381)		1367 (667)
Community Mixed Use (Non-Residential)	Office	261,415	337	1,110,227	1432
	Civic and Cultural	63,909	105	183,605	301
	Education Facility	45,004	114	121,484	309
	Retail and Commercial	282,179	765	577,887	1566
Subtotal			1321 (643)		3608 (1757)
Community Mixed Use (Residential)	Residential	826 Units	455	1,954 Units	1039
Subtotal			455 (221)		1039 (506)
Residential	Residential	289 Units	248	504 Units	448
Subtotal			248 (121)		448 (219)
Education	Office	25,000	60	78,125	148
	Education Facility	79,235	201	161,847	411
	Residential	129 Units	80	148 Units	92
Subtotal			341 (165)		651 (318)
Aviation	Airport	30,000 OPS	25	NA	
	Office	14,592	38		
	Industry Warehouse and Storage	814,467	628	NA	
Subtotal			691 (337)		
<b>Total</b>			<b>4,358 (2,120)</b>		<b>7,113 (3,467)</b>

NA = Not Applicable

(XX) = Trip Generation after shared trips, bus, and pedestrian / bicycle deductions

**2026 Trip Generation Summary – PM Peak Hour of Adjacent Street Traffic**

District	Use	Alt. 1 - Reuse PM Peak Hr. of Adj. St.		Alt. 2 - High Density PM Peak Hr. of Adj. St.	
		Size (SF or Units)	Trip Ends	Size (SF or Units)	Trip Ends
Professional Office	Office	610,211	787	NA	
	Civic and Cultural	50,092	82	NA	
	Retail and Commercial	61,581	167	NA	
Subtotal			1036 (504)		
Business and Technology	Industry Warehouse and Storage	1,008,283	867	1,925,055	1656
	Office	284,513	367	492,615	635
	Retail and Commercial	61,586	167	97,409	264
Subtotal			1401 (681)		2555 (1244)
Community Mixed Use (Non-Residential)	Office	420,472	542	1,632,060	2105
	Civic and Cultural	114,208	187	348,625	572
	Education Facility	78,536	200	231,498	588
	Retail and Commercial	399,543	1083	962,933	2610
Subtotal			2012 (980)		5875 (2864)
Community Mixed Use (Residential)	Residential	1798 Units	1007	4958 Units	2736
Subtotal			1007 (490)		2736 (1334)
Residential	Residential	430 Units	369	1648 Units	1258
Subtotal			369 (179)		1258 (613)
Education	Office	25,000	60	131,251	224
	Education Facility	79,235	201	244,460	621
	Residential	129 Units	80	166 Units	103
Subtotal			341 (165)		948 (461)
Aviation	Airport	37,800 OPS	31	NA	
	Office	72,959	140	NA	
	Industry Warehouse and Storage	1,819,402	1747	NA	
Subtotal			1918 (936)		
<b>Total</b>			<b>8,084 (3,933)</b>		<b>13,372 (6,516)</b>

NA = Not Applicable

(XX) = Trip Generation after shared trips, bus, and pedestrian / bicycle deductions

**2031 Trip Generation Summary – PM Peak Hour of Adjacent Street Traffic**

District	Use	Alt. 1 - Reuse PM Peak Hr. of Adj. St.		Alt. 2 - High Density PM Peak Hr. of Adj. St.	
		Size (SF or Units)	Trip Ends	Size (SF or Units)	Trip Ends
Professional Office	Office	1,220,422	1574	NA	
	Civic and Cultural	100,184	164	NA	
	Retail and Commercial	123,162	334	NA	
Subtotal			2072 (1010)		NA
Business and Technology	Industry Warehouse and Storage	1,906,837	1640	3,656,175	3144
	Office	535,019	690	975,230	1258
	Retail and Commercial	112,147	304	194,817	528
Subtotal			2634 (1284)		4930 (2404)
Community Mixed Use (Non-Residential)	Office	738,586	953	2,675,727	3452
	Civic and Cultural	214,805	352	678,665	1113
	Education Facility	145,601	370	451,524	1147
	Retail and Commercial	634,270	1719	1,733,027	4697
Subtotal			3394 (1653)		10409 (5072)
Community Mixed Use (Residential)	Residential	2456 Units	1310	6827 Units	3563
Subtotal			1310 (639)		3563 (1736)
Residential	Residential	573 Units	491	1439 Units	1298
Subtotal			491 (239)		1298 (633)
Education	Office	25,000	60	237,501	360
	Education Facility	79,235	201	409,684	1040
	Residential	129 Units	80	203 Units	126
Subtotal			341 (165)		1526 (744)
Aviation	Airport	45,500 OPS	37	NA	
	Office	145,918	188	NA	
	Industry Warehouse and Storage	2,693,584	2817	NA	
Subtotal			3042 (1483)		
<b>Total</b>			<b>13,284 (6,473)</b>		<b>21,726 (10,589)</b>

NA = Not Applicable

(XX) = Trip Generation after shared trips, bus, and pedestrian / bicycle deductions

In addition to the seven districts, a “No Action” scenario was also calculated. This scenario was based on full occupancy of approximately 342 housing units toward the easterly side of the base near the intersection of Forrestal Drive / Route 24. For the purposes of this study, the 342 units were assumed to include 207 single family dwellings and 137 condo/townhouse units. Based on these uses, the total of the uses is forecast to generate 245 trip ends.

There are an additional 231 housing units located off McKeen Street toward the westerly side of Town; however, the vacancy or occupancy of these units is not anticipated to have a significant impact on the outcome of this study. The turning movement counts that were performed as part of this study presumably had some traffic from these units included in the counts.

As can be seen from the previous tables, by 2031, the forecast trip generation is anticipated to be significantly more than that generated by the current uses at BNAS. For comparison purposes, the 2007 Average Annual Daily Traffic on Route One just east of the Ramps to the Route 196 connector (less than two miles west of the Route One ramps to Cook’s Corner) is approximately 44,600 vehicles according to the MaineDOT. Assuming the PM peak hour is approximately ten percent (typically the daily peak hours fall between nine percent and twelve percent of the daily traffic volumes) of the average daily traffic, Alternatives 1 and 2 will add approximately 41,140 and 70,880 vehicles respectively through that area, more than doubling the daily traffic.

**VI. *Distribution of Forecast Traffic in and out of the Site***

The ratio of traffic entering and exiting the site was based on the Institute of Transportation Engineers publication *Trip Generation*, 7<sup>th</sup> Edition for each of the various uses. The trip distribution for each land use utilized for this study is as follows:

**PM Peak Hour of Adjacent Street**

Industry Warehouse and Storage:	20% Enter, 80% Exit
Office:	25% Enter, 75% Exit
Civic and Cultural:	30% Enter, 70% Exit
Education Facility:	60% Enter, 40% Exit
Retail and Commercial:	45% Enter, 55% Exit
Residential:	65% Enter, 35% Exit
Airport:	55% Enter, 45% Exit

Using the trip distribution identified previously, a summary of the trip distribution per district is provided in the following tables:

**Trip Distribution for Redevelopment: 2016 PM Peak Hour**

District	Trip Distribution			
	Alt 1 - Reuse		Alt 2 - High Density	
	Enter	Exit	Enter	Exit
Aviation	42	147	0	0
Professional Office	0	0	0	0
Business and Technology	40	120	65	209
Education	46	40	77	72
Community Mixed Use (Residential)	63	34	138	74
Residential	40	21	64	35
Community Mixed Use (Non-Residential)	116	174	282	487
<b>Total</b>	<b>347</b>	<b>536</b>	<b>626</b>	<b>877</b>

**Trip Distribution for Redevelopment: 2021 PM Peak Hour**

District	Trip Distribution			
	Alt 1 - Reuse		Alt 2 - High Density	
	Enter	Exit	Enter	Exit
Aviation	73	264	0	0
Professional Office	72	180	0	0
Business and Technology	94	287	158	509
Education	90	75	167	151
Community Mixed Use (Residential)	144	77	329	177
Residential	79	42	142	77
Community Mixed Use (Non-Residential)	258	385	652	1105
<b>Total</b>	<b>810</b>	<b>1310</b>	<b>1448</b>	<b>2019</b>

**Trip Distribution for Redevelopment: 2026 PM Peak Hour**

District	Trip Distribution			
	Alt 1 - Reuse		Alt 2 - High Density	
	Enter	Exit	Enter	Exit
Aviation	195	741	0	0
Professional Office	144	359	0	0
Business and Technology	165	515	295	949
Education	90	75	241	220
Community Mixed Use (Residential)	319	171	867	467
Residential	116	63	398	215
Community Mixed Use (Non-Residential)	388	592	1085	1779
<b>Total</b>	<b>1417</b>	<b>2516</b>	<b>2886</b>	<b>3630</b>

**Trip Distribution for Redevelopment: 2031 PM Peak Hour**

District	Trip Distribution			
	Alt 1 - Reuse		Alt 2 – High Density	
	Enter	Exit	Enter	Exit
Aviation	308	1175	0	0
Professional Office	289	721	0	0
Business and Technology	311	973	576	1828
Education	90	75	388	356
Community Mixed Use (Residential)	415	224	1128	608
Residential	155	84	411	222
Community Mixed Use (Non-Residential)	653	1000	1948	3124
<b>Total</b>	<b>2221</b>	<b>4252</b>	<b>4451</b>	<b>6138</b>

No Action Scenario:

As discussed in the previous section, in addition to redevelopment of the site, a “No Action” scenario was evaluated. The “No Action” scenario subtracts base traffic from the adjacent roadway network and added the estimated traffic from the full occupancy of approximately 342 residential units near the Forrestal Drive / Route 24 intersection. These units are forecast to generate 282 trip ends (183 enter and 99 exit). The trip distribution used is the same as that used for the residential component of the redevelopment Districts.

**VII. *Trip Composition and Assignment of the Traffic to the Study Area Roadway Network***

*Trip Composition*

There are typically three types of trips to a development; primary, pass-by and diverted.

Primary:

Primary trips are those that are on the adjacent roadway network with the sole purpose of visiting the specific site. Primary trips have the most impact on the adjacent roadway network. The primary trips were designated in accordance with the gravity model created for this project, and assigned to the driveways based on the anticipated level of activity at each driveway, as well as each driveway’s proximity to the contributing traffic cordons. All of the traffic generated by the future land uses in each of the alternatives and districts were assumed to be primary except retail. Of the retail traffic, forty percent was assumed to be primary.

### Pass-By:

Pass-by trips are already on the adjacent roadway network and passing by the site entrance when they enter the site. When they depart the site, they continue in the direction they were originally traveling. Pass-by trips only impact the site driveway and have the least impact on the adjacent roadway network. For the purposes of this project, the pass-by trips were assigned to the proposed driveway across from Merry Meeting Plaza and the Forrestal access points. The assignment was completed in this manner, as these are the driveways in closest proximity to retail and similar uses on the site, as well as their proximity to existing retail. Retail, certain services, and dining-related land uses are the most likely to have pass-by trips in their composition due to the significant volume of “impulse” trips associated with these uses.

The only pass-by traffic associated with the redevelopment was assumed to be associated with retail, and was assumed to be 25% of the retail traffic based on a review of available data in the Institute of Transportation Engineers (ITE) publication *Trip Generation*, 7<sup>th</sup> Edition.

### Diverted:

Diverted traffic are vehicles that are already somewhere on the adjacent roadway network but adjust their route temporarily to travel to the site; when the vehicles depart the site they continue on to their original destination. Diverted traffic tends to have less impact on the adjacent roadway network than Primary traffic, but more than Pass-by traffic. For the purposes of this project, diverted trips were split into two categories: local and regional. The local diverted trips consisted of rerouting trips within the study area. The regional trips consisted of altered trips from outside the study area, and were based on the two-way peak hour traffic volumes along the major tributaries into the study area.

The only diverted trips associated with the redevelopment were assumed to be associated with the retail component and assumed to be thirty-five percent of the retail traffic.

### Summary of Trip Composition:

In summary, with the exception of the retail use, all the trips entering / leaving the site were considered to be primary trips. For the retail component of the site, a 40% primary, 25% pass-by and 35% diverted trip composition was used.

### *Trip Assignment*

The redevelopment trips were assigned to the adjacent roadway network using a 25-mile radius gravity model with some extension of the 25 miles (up to 30 miles) for drivers who have easy access to the Interstate coming to or from major service/retail/population centers. The gravity model identifies municipalities and their associated population within the gravity model area and assumes that the trips are proportionally distributed based on population. The gravity model and Figures showing the trip assignments for Alternatives 1 and 2 are provided in Appendix A.

For the “No Action” scenario, the trips were assigned to the local roadway network based on existing traffic patterns rather than a gravity model. This was done because the residential trips would be expected to be more similar to existing local traffic patterns than following a regional demand pattern. All of the “No Action” trips were considered to enter and exit via the Forrestal Drive / Route 24 intersection.

A summary of the trip assignment to each of the access roads is summarized as follows:

**Directional Volumes at Select Portals – PM Peak Hour**

Portal	No Build		No Action		2016*				2021				2026				2031			
	Enter	Exit	Enter	Exit	Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
					Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Route 123	224	203	-	-	5	7	8	5	14	20	23	31	23	35	26	57	38	56	79	99
Bath Road	109	588	-	-	65 (267)	92 (413)	117 (382)	159 (538)	143	209	257	341	234	370	474	551	384	614	743	969
Route 24	79	54	183	99	33 (75)	54 (116)	53 (234)	91 (330)	86	124	151	205	143	231	260	303	223	401	411	538
Route 1 Connector	NA	NA	-	-	240	383	432	618	567	957	1040	1442	1018	1880	2127	2711	1577	3181	3222	4532
<b>Total</b>	<b>412</b>	<b>845</b>	<b>183</b>	<b>99</b>	<b>343</b>	<b>536</b>	<b>610</b>	<b>873</b>	<b>810</b>	<b>1310</b>	<b>1471</b>	<b>2019</b>	<b>1418</b>	<b>2516</b>	<b>2887</b>	<b>3622</b>	<b>2222</b>	<b>4252</b>	<b>4455</b>	<b>6138</b>

\* (XX) = Without Route 1 Connector  
 XX = With Route 1 Connector  
 Alternative 1 = Reuse  
 Alternative 2 = High Density

Most of the proposed development is anticipated in the northeast quadrant of the site. For that reason, although there are numerous accesses to the site, most of the traffic entering and leaving the site is expected to use the accesses nearest their respective quadrant. In addition, most of the existing off-site development is also concentrated near the northeast quadrant, further supporting the assumption that most of the site traffic will use the accesses nearest that quadrant.

If the locations of the on-site uses are shifted away from northeast quadrant, or the on-site roadways make access to the northeast quadrant circuitous, then the trip assignment assumed for this study would change and the results of this study would need to be reevaluated.

### VIII. *Existing and Forecast Traffic Volumes*

Based on the seasonally adjusted turning movement volumes; the trip generation forecasts, distribution and assignment of each of the scenarios, existing and forecast volumes were identified. More detailed turning movement summaries are provided in Figures 17-24 of Appendix A. The following tables summarize the existing and forecast volumes and the terms used in the Tables are defined as follows:

Total Entering Volume (TEV): This number represents a sum of the volumes entering into the intersection from each approach. In the tables below, the total represents the sum of all the vehicles forecast to enter into the intersection during the PM peak hour during a weekday. Of special note when reading this table:

- 1) The existing main gate is recommended to be relocated to the signalized Merry Meeting Plaza intersection prior to 2016.
- 2) A second driveway from the site onto Bath Road is recommended between Jordan Avenue and Merry Meeting Plaza between 2021 and 2026.
- 3) The potential connector between the site and Route 1 is recommended prior to 2016 but could potentially be put off until 2021 if significant work were done along Bath Road (need to explore further). In 2021, site trip generation is too significant to be accommodated on the adjacent roadway network and it is our opinion that the connector has to be completed by then. Because 2016 could potentially go either way, impacts to volumes due to the construction of the connector are shown in parenthesis ( ). If no parenthesis ( ) are provided, the volume is anticipated to be unchanged as a result of the construction of the connector.

Forecast Traffic Volumes in Vicinity of Site: These volumes represent the two directional traffic volumes going through this section of roadway during both the PM peak hour and the on a daily basis. For the daily traffic volumes, the PM peak hour was assumed to be approximately 10% of the daily traffic volumes. The general window of the peak hour is approximately 9% to 12% of the daily traffic volume, so 10% is a reasonable estimate.

Directional Volumes at Select Portals: These volumes represent the entering and exiting traffic volumes on each of the three sides of the base, as well as a potential Route 1 Connector. These volumes represent a sum of the driveways onto that section of roadway and not necessarily a single driveway. For Route 123, it is anticipated that there could be one to three driveways. For Bath Road, it is anticipated that there will be one to two driveways; and for Route 24, there is anticipated to be one to three driveways, with Forrestal Drive being the most significant of the three driveways onto this section of roadway.

**Total Entering Volumes (TEV) – PM Peak Hour**

Intersection	No Build	No Action	2016*		2021		2026		2031	
			Alt 1	Alt 2	Alt 1	Alt 2	Alt 1	Alt 2	Alt 1	Alt 2
Route 123/Mountain	583	572	583	519	691	612	594	628	652	691
Route 123/Middle Bay	691	680	681	682	710	700	698	689	716	710
Route 123/Jonathan	491	480	479	482	545	501	495	490	508	545
Route 123/Bath	2281	2234	2251	2288	2330	2421	2427	2622	2578	2888
Bath/Jordan	1694	1621	1627	1610	1692	1752	1791	1977	1938	2225
Bath/Proposed Site DW	NA	NA	NA	NA	NA	NA	1829	1997	2006	2264
Bath/Merry Meeting/DW	2064	1967	(2571)/ 2048	(2793)/ 2149	2224	2437	2281	2491	2511	2883
Bath/Main Gate	2422	1801	NA	NA	NA	NA	NA	NA	NA	NA
Bath/Cooks Corner Mall	2458	2019	(2544)/ 2021	(2708)/ 2065	2100	2194	2214	2322	2389	2567
Bath/Route 24	4175	3994	(4485)/ 3900	(4989)/ 3938	4005	4193	4249	4440	4581	4808
Bath/Tibbets (W*M)	2469	2363	2295	2318	2342	2390	2433	2483	2472	2625
Bath/Old Bath Road	2198	2124	2087	2095	2122	2166	2171	2254	2251	2385
Route 24/Sears	1659	1857	(1743)/ 1643	(2097)/ 1691	1711	1817	1836	1947	2026	2177
Route 24/Forrestal	1182	1406	(1303)/ 1203	(1669)/ 1249	1306	1429	1454	1588	1676	1889
Route 24/Coombs N	782	738	741	752	756	773	774	792	804	833
Route 24/Coombs S	770	726	727	736	748	765	769	794	804	863

\*(XX) = Without Connector  
 XX = With Connector  
 DW = Driveway  
 NA = Not Applicable  
 Alternative 1 = Reuse  
 Alternative 2 = High Density

**Forecast Traffic Volumes in Vicinity of Site**

Roadway Segment	No Build		No Action		2016*				2021				2026				2031			
					Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
	Daily	PM	Daily	PM	Daily	PM	Daily	PM	Daily	PM	Daily	PM	Daily	PM	Daily	PM	Daily	PM	Daily	PM
Route 123 Between Jonathan and Bath	10970	1097	10860	1086	10850	1085	10880	1088	10910	1091	10990	1099	11010	1101	11240	1124	11100	1110	11500	1150
Bath Between Federal and Jordan	15320	1532	14670	1467	14790	1479	15130	1513	15520	1552	16360	1636	16400	1640	18140	1814	17830	1783	20600	2060
Bath Between Cooks Corner and Route 24	21180	2118	17370	1737	(22610)/ 17380	(2261)/ 1738	(24230)/ 17790	(2423)/ 1779	18140	1814	19110	1911	19360	1936	20440	2044	21030	2103	22180	2218
Bath Between Route 24 and Tibbetts Drive	24310	2431	23250	2325	22660	2266	22810	2281	22990	2299	23540	2354	23560	2356	24480	2448	24360	2436	25370	2537
Route 24 Between Bath and Forrestal	11690	1169	13890	1389	(12760)/ 11760	(1276)/ 1176	(16310)/ 12110	(1631)/ 1211	12550	1255	13510	1351	13800	1380	14820	1482	15610	1561	17150	1715
Route 24 Between Forrestal and Coombs N	10370	1037	9930	993	9950	995	9990	999	10070	1007	10190	1019	10210	1021	10240	1024	10450	1045	10480	1048

\* (XX) = Without Route 1 Connector  
 XX = With Route 1 Connector  
 Alternative 1 = Reuse  
 Alternative 2 = High Density

As seen in the previous table, the largest impact to traffic volumes for the portals by far is the Route 1 Connector; followed by Bath Road, Route 24 and lastly Route 123. One of the factors in distributing the traffic to each of the roadway segments was our understanding of the placement of each of the districts on the site. Should the placement or density of the districts change, these volumes may need to be revised.

As can also be seen from the results in the above summary tables, the volumes in the “No Build” scenario are typically greater than the volumes in the “No Action” scenario. This reflects that the “No Build” scenario included the traffic that the base was generating when intersections in the area were counted and the “No Action” scenario reflects the base being unoccupied. The exception is the area on Route 24 just north of the Forrestal Drive intersection, which is to be expected since the traffic from the 342 residential units are focused to that corridor.

## IX. *Capacity Analysis*

Prior to completing the capacity analysis, other roadway projects that are approved and not yet constructed or are in the design / approval phase need to be considered. There are several projects that have either just recently been constructed or are in the design / review phase that were considered in this study. The following describes those projects:

### *Other Roadway Projects:*

- In Review Phase - Maine Street / Bath Road area project – The “rotary” area around the First Parish UCC Church to the northeast of the intersection of Maine Street / Bath Road is currently being reviewed by the Town of Brunswick and MaineDOT to address both high crash locations in the area while still maintaining acceptable vehicular mobility of the area. At this time, it is unclear what the final design will look like.
- In Review Phase - Bath Road Project from Cook’s Corner easterly to just east of the intersection of Old Bath Road intersection. This is a municipal project that will provide two travel lanes in each direction (total of four travel lanes) from Cook’s Corner to Old Bath Road.
- Recently Completed - Route 24 / Bath Road project (MaineDOT STP 11179(00)X) project. This project included extending the receiving lanes for the westbound direction on the west side of the Merry Meeting Plaza intersection to a total of approximately 650 feet. This project was just completed in 2007.
- Recently Completed - Route 24 restriping from Cook’s Corner to just south of Forrestal Drive. This restriping was part of a Kentucky Fried Chicken expansion project and includes restriping Route 24 from Cook’s corner to Forrestal Drive to provide a single northbound travel lane, a center two-way-left-turn lane (ctwltl), and two southbound travel lanes. This also allowed for dedicated left turn lanes (using a transition of the ctwltl) at the Cook’s Corner Mall / Cinema / Route 24 signalized intersection.

In addition to the municipal and State projects, certain modifications to the existing Naval Air Station site accesses were assumed for this study. The following describes the modifications considered as part of this study.

### *Assumed Site Access Modifications:*

- A full movement connector would be constructed directly from the site to Route 1. The need for this connection was confirmed in doing the capacity analysis. The five year projection (2016) shows that this connection will either be needed or significant redesign of Bath Road between Merry Meeting Plaza and Cooks Corner will be needed and the area may still operate at very low levels of service. Beyond the 2016 projection, the adjacent roadway network cannot feasibly handle the forecast traffic, even with significant improvements, and analysis without the connection yields meaningless results. This connector is critical to this project since over 90% of the site generated

traffic is forecast to use this connector and Route 1. This connector is grade separated from Bath Road and the parallel train tracks along Bath Road.

- Relocate the Naval Air Station main gate access from the existing signalized location to the existing signalized intersection with Merry Meeting Plaza. This would also include the removal of the existing signal at the existing main gate access. For the purpose of this report, the following mitigation were utilized:

- The exit from the site would include separate left/through and right exit lanes
- A formal 175 foot long left turn lane on the Bath Road
- A formal 100 foot long right turn lane on the Bath Road

This modification was assumed to be in place from the beginning, i.e. starting in 2016.

- Provide a new access drive from the site onto Bath Road approximately 1,300 feet east of the Bath Road / Jordan Avenue intersection. It is recommended that if possible, the site drive be located across from Jordan rather than 1,300 feet to the east. The driveway was presumably located at the proposed location to avoid impacting the air strip in Alternative 1, but it appears that it could be located across from Jordan in Alternative 2 since the air strip is proposed to be removed. For the purpose of this report, the following mitigation were utilized:

- The exit from the site would include separate left and right exit lanes
- A formal 100 foot long left turn lane on the Bath Road
- A formal 200 foot long right turn lane on the Bath Road
- The intersection is signalized, although consideration should also be given to a roundabout at this location

This modification was assumed to be in place beginning in 2026, but could be constructed anytime prior to then. We would not recommend it being constructed after that time because the intersection at Merry Meeting Plaza would then start to experience low levels of service and queuing issues.

- The access to Forrestal Drive onto Route 24 would become one of the primary accesses to the site. Although a formal signal warrant analysis will be required before a signal can be installed, it appears from the volumes at this intersection beginning in 2016 for both Alternatives 1 and 2 that signalization would not only be warranted, but necessary for the intersection to function, especially if the Route 1 connector is not constructed. If the Route 1 connector is constructed, signalization may be delayed until 2021. Capacity analysis of this intersection without signalization would yield unrealistic results. Therefore, signalization of the intersection was assumed beginning in 2016. Two modifications for this intersection that were not included in the capacity analysis, but are still recommended, are; 1) the construction of a southbound right turn lane on Route 24 for vehicles turning onto Forrestal Drive and 2) separate left/thru and right lanes exiting Forrestal Drive. Although these modifications do not appear to be needed from a level of service (LOS) perspective, they do appear to be needed to

maintain operations of the intersection and to help reduce queue lengths on each of those approaches.

For the “No Action” scenario, 342 housing units near the intersection of Forrestal Drive and Route 24 were assumed to be fully occupied. Because Forrestal Drive is anticipated to be the primary access, it will operate at low levels of service (“F”) due to the increased trip generation. A formal signal warrant would be required before a signal could be installed; however, it appears that the intersection would be approaching the criteria for considering signalization in this scenario.

- The existing signalized intersections of Bath Road at: Merry Meeting Plaza, Naval Air Station Main Gate, and the Cook’s Corner Mall currently operate off of one controller. In relocating the main gate access to across from Merry Meeting Plaza and removing the main gate signal, each intersection would operate off its own controller.

*Other Modifications:*

- Jordan Avenue at Bath Road: Although modifications to this intersection are not reflected in the Capacity Analysis, this intersection would benefit from providing a westbound right turn auxiliary lane on Bath Road and providing two separate approach lanes (left and right) on Jordan Avenue. These modifications would improve the intersection operations and reduce the queues on Jordan Avenue.

Although there are several other potential accesses to / from the site anticipated onto both Route 123 and Route 24, such as Coombs Road north and south, because most of the development is anticipated to be in the northeast quadrant of the site with little traffic forecast to the south of the site, the above four ingresses/egresses to the site are anticipated to be used the most. The impact to the other minor accesses to the site is anticipated to be relatively insignificant in nature. If the location of the on-site uses are shifted considerably or the on-site roadways make access to the above four locations circuitous, then the trip assignment assumed for this study would change and the results of this study would need to be reevaluated.

*Model Used for Analysis:*

Capacity analyses for the intersections were completed utilizing the Synchro / SimTraffic Version 7 analysis software package. Levels of service rankings are similar to the academic ranking system where an ‘A’ is very good with little control delay and an ‘F’ represents very poor conditions. A level of service ‘D’ and higher is desirable for a signalized intersection. At an unsignalized intersection, if the level of service falls below a ‘D’, an evaluation should be made to determine if mitigation is warranted.

In addition to the level of service, the forecast operation of the system was reviewed utilizing the SimTraffic simulation modeling. Although it may not be apparent from a review of the level of service summaries provided in the tables provided in this section, some of the mitigation was identified to improve the operation of an intersection. An example of this would be if left turning vehicles had inadequate length to queue and

started to block the movements of the through traffic. In that case, extension of the left turn lane would be warranted.

The following tables summarize the relationship between control delay and level of service for signalized and unsignalized intersections, respectively:

**Level of Service Criteria for Signalized Intersections**

<b>Level of Service</b>	<b>Control Delay per Vehicle (sec)</b>
A	Up to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	Greater than 80.0

**Level of Service Criteria for Unsignalized Intersections**

<b>Level of Service</b>	<b>Control Delay per Vehicle (sec)</b>
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

The capacity analysis was performed for nine different scenarios:

1. *No Build* – This includes the same trip generation to/from the site as was counted on August 28, 2008. The adjacent roadway traffic was seasonally adjusted to reflect the 30<sup>th</sup> highest hour of the year, which is typically used as the design hour volume.
2. *No Action* – This scenario assumes that the base is closed and not reoccupied; however, the residential units located on the easterly side of the base, near the intersection with Forrestal Drive and Route 24, are fully occupied. This includes approximately 342 units.
3. *2016 Alternative 1* – This is the year 2016 with the combination of uses identified in Section V and is forecast to generate 883 trip ends on the adjacent roadway network.
4. *2016 Alternative 2* – This is the year 2016 with the combination of uses identified in Section V and is forecast to generate 1,503 trip ends on the adjacent roadway network.
5. *2021 Alternative 1* – This is the year 2021 with the combination of uses identified in Section V and is forecast to generate 2,120 trip ends on the adjacent roadway network.
6. *2021 Alternative 2* – This is the year 2021 with the combination of uses identified in Section V and is forecast to generate 3,467 trip ends on the adjacent roadway network.

7. *2026 Alternative 1* – This is the year 2026 with the combination of uses identified in Section V and is forecast to generate 3,933 trip ends on the adjacent roadway network.
8. *2026 Alternative 2* – This is the year 2026 with the combination of uses identified in Section V and is forecast to generate 6,516 trip ends on the adjacent roadway network.
9. *2031 Alternative 1* – This is the year 2031 with the combination of uses identified in Section V and is forecast to generate 6,473 trip ends on the adjacent roadway network.
10. *2031 Alternative 2* – This is the year 2031 with the combination of uses identified in Section V and is forecast to generate 10,589 trip ends on the adjacent roadway network.

The following table identifies the level of service for each of the study area intersections. Because the intersections in the Cook's Corner area tend to be closely spaced and operate as an overall network, they were analyzed as a roadway network and not isolated intersections.

**Intersection Levels of Service – PM Peak Hour**

Intersection	No Build		No Action		2016				2021				2026				2031				
					Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		
	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	
Route 123 / Bath / Federal		C		C	B	C	C	C	C	C	C	C	C	C	C	D	D	C	D	D	F
Bath / Jordan		A		A		A (A)		A (A)		A		A		A		A		A	B	B	
Bath / Proposed DW		--		--		--		--		--		--		A		B		B	B	B	
Bath /Merry Meeting / DW		D		A		B (C)		B (E)		B		B		B		B		B	C	C	
Bath / Existing Main Gate		C		--		--		--		--		--		--		--		--	--	--	
Bath / Cooks Corner Mall		D		B		A (B)		B (C)		B		B		B		B		B	B	B	
Bath / Route 24 (Cooks Corner)		D		C		C (D)		C (D)		C		C		B		C		C	C	C	
Bath / Tibbets (W*M)		B		A		A (A)		A (B)		A		A		A		A		A	B	B	
Bath / Old Bath Road		D		B		B (B)		B (B)		B		B		B		B		B	B	B	
Route 24 / Sears		B		B		B (B)		B (B)		B		B		B		B		B	B	B	
Route 24 / Forrester*		A		A		A (A)		A (B)		A		A		A		B		B		B	

**XX = With Route 1 Connector**  
**(XX) = Without Route 1 Connector**  
**W = with additional mitigation BEYOND assumed**  
**W/O = without additional mitigation beyond what was identified as assumed in place**  
**DW = Driveway**  
**Alternative 1 = Reuse**  
**Alternative 2 = High Density**

\* Unsignalized in No Build and No Action, Assumed Signalized for projection years

As the results in the previous table identify, the “No Action” scenario generally provides better levels of service for the intersections in the immediate vicinity of the base. One potential issue not apparent from the results occurs at the intersection of Route 24 / Forrestal Drive. Although operating at an overall good level of service, the traffic exiting Forrestal Drive onto Route 24 will experience an “F” level of service and worse than the No Build condition. This is to be expected since the assumed occupancy of 342 residential units in the “No Action” scenario are focused to Forrestal Drive. This assumed occupancy will result in approximately 100 additional vehicles exiting Forrestal Drive than was counted when the base was occupied.

Although the results in the above table are one factor for consideration, caution should be used in reaching any conclusions based on the results from the above table. Although the intersections appear to yield overall good levels of service, what is not apparent from the results is the interaction between the intersections and the effects of queued vehicles both on upstream intersections and the flow of through vehicles when left or right turning vehicles exceed their available pocket lengths.

## **X. *Mitigation***

As identified in the previous section, projects, both planned and recently constructed, were considered in doing the capacity analysis, as well as assumed modifications to site access. Those projects and assumptions are:

### Other Roadway Projects:

- “Rotary Area” near Maine Street / Bath - Currently being reviewed and final design yet to be determined.
- Bath Road from Cooks Corner to east of Old Bath Road – Widening and restriping to provide for two lanes in each direction.
- Route 24 / Bath Road Project – Extending receiving lanes for westbound direction on west side of Merry Meeting Plaza
- Route 24 Restriping – Restripe Route 24 from Cooks Corner to just south of Forrestal Drive to provide for single northbound lane, two southbound lanes and a center two-way left turn lane.

### Assumed Site Access Modifications:

- A full movement connector between the site and Route 1
- Relocation of the Bath Road main gate to opposite Merry Meeting Plaza signalized driveway
- Put relocated main gate access / Merry Meeting intersection and Cooks Corner Mall signal on own controllers
- Provide a new signalized access from the site onto Bath Road between Merry Meeting Plaza and Jordan Avenue (In 2026)
- Signalize the Forrestal Drive driveway onto Route 24

It should be noted that additional mitigation may be required as specific projects move thru municipal or state reviews. The conditions are additive; so if a mitigation item is required for instance for the ten year projection, it would be needed for all projection years after that since traffic only increases. A summary of the mitigation is provided as follows with a summary table provided at the end of this section. Unless otherwise indicated, the mitigation is needed for both the reuse and high density alternatives.

### ***2008 No Build***

It is important to note that the mitigation identified in this scenario is due to existing design deficiencies, and that this mitigation could be needed regardless of if the Naval Air Station proceeds with Alternative 1 or 2. For instance, the roadway segment between Cook's Corner and Merry Meeting Plaza currently does not operate well and is expected to operate very poorly in the future, regardless of the Naval Air Station moving forward with Alternative 1 or 2. This scenario does include the same trip generation to/from the site as was counted on August 28, 2008, with adjacent roadway traffic seasonally adjusted to the 30<sup>th</sup> highest hour.

- *All projects identified previously under "Other Roadway Projects" and "Assumed Site Access Modifications"*

- *Bath Road at Route 24 (Cook's Corner)*

Extend the northbound dual left turn lanes from approximately 150 feet to approximately 250 feet. This will include the removal of some raised median.

- *Bath Road from Naval Air Station main gate to west of Merry Meeting Plaza*

Provide two eastbound and two westbound through lanes from the main gate to approx. 1,000 feet west of the Merry Meeting Plaza intersection. Some of this for the eastbound direction was accomplished recently as part of the other projects identified previously in this section.

- *Bath Road at Sills Drive (Route 123) / Federal Street*

Install a queue detector on Bath Road for the eastbound approach so that the queue of the eastbound traffic does not interfere with the functioning of the anticipated "rotary" area to the west of the intersection.

### ***No Action***

The difference between this scenario and the previous "2008 No Build" is the subtraction of the base traffic from the adjacent roadway system and the addition of traffic from the residential units near the intersection of Forrestal Drive / Route 24. Because the base traffic has been removed, the "Assumed Site Access Modifications" no longer apply; however, the other modifications would still be relevant.

***Five Year Projection (2016)***

- *All previous mitigation identified in the “No Build” condition as well as those identified under “Other Roadway Projects” and Assumed Site Access Modifications”.*

- *Bath Road at Sills Drive (Route 123) / Federal Street*

Extend the northbound left turn lane from approximately 150 feet to 350 feet

- *Route 24 at Forrestal Drive*

Signalize intersection

Provide for a southbound right turn lane on Route 24 for right turning vehicles into the site

Provide separate left/thru and right lanes on Forrestal Drive

***Ten Year Projection (2021)***

- *All previous mitigation identified – No additional mitigation identified*

***Fifteen Year Projection (2026)***

- *All previous mitigation identified – No additional mitigation identified*

***Twenty Year Projection (2031)***

- *All previous mitigation identified with the addition of:*

- *Bath Road / Route 24 (Cooks Corner)*

Extend the eastbound dual left turn lanes from approximately 300 feet to 375 feet. (High Density Only)

- *Route 24 at Forrestal Drive*

Conversion of center two-way left turn lane on Route 24 to formal left turn lane and construction of raised median for access management

- *Bath Road at Sills Drive (Route 123) / Federal Street*

Construct westbound right turn lane (High Density Only)

The following table identifies the phasing of the mitigation that is anticipated to be required in addition to those listed previously under “Other Roadway Projects” and “Assumed Site Access Modifications”. The exception as stated previously would be the “No Action” scenario which would not require the site modifications.

### Mitigation Strategies at Key Locations

Intersection	No Build	No Action	2016 (5-Year)		2021 (10-Year)		2026 (15-Year)		2031 (20-Year)	
			Alt 1	Alt 2	Alt 1	Alt 2	Alt 1	Alt 2	Alt 1	Alt 2
<b>Route 123 / Bath / Federal</b>										
Install Queue Detector	X	X	X	X	X	X	X	X	X	X
Extend NB left turn lane			X	X	X	X	X	X	X	X
Construct WB right turn										X
<b>Bath / Route 24</b>										
Extend NB left turn lanes	X	X	X	X	X	X	X	X	X	X
Extend EB left turn lanes										X
<b>Bath Rd Bet. Main Gate and Merry Meeting</b>										
Provide 4 lane cross section	X	X	X	X	X	X	X	X	X	X
<b>Route 24 / Forrestal Dr</b>										
Signalize Intersection		X*	X	X	X	X	X	X	X	X
Provide SB right turn lane		X*	X	X	X	X	X	X	X	X
Provide two lanes on Forrestal		X*	X	X	X	X	X	X	X	X
Convert Center lane to formal left turn lane									X	X

**Note:** The mitigation identified is in addition to the “Other Roadway Projects” and “Assumed Site Access Modifications”

DW = Driveway

Alternative 1 = Reuse

Alternative 2 = High Density

\* Marginal and / or Recommended but not required

### *Additional Regional Mitigation for Alternatives 1 and 2*

This study included the primary intersections in the immediate area of the Naval Air Station. The MaineDOT is currently pursuing a larger regional study to identify roadway impacts outside the immediate area which are expected to occur given the significant volume of traffic that the site is forecast to generate.

## XI. *MaineDOT Traffic Movement Permit*

Although the site is allowed “trip credit” for existing uses, it is anticipated that the redevelopment of this site will require a MaineDOT Traffic Movement Permit.

It is important to note that this document does not necessarily satisfy the requirements to obtain a MaineDOT Traffic Movement Permit or municipal approval.

## XII. *High Crash Location Review*

A review of the high crash locations within the study area was completed as part of this study. In the state of Maine, a high crash location review typically consists of examining crash records for the latest three-year period. As of the time of this report, MaineDOT was publishing crash records for the 2005-2007 period.

In order to evaluate whether a location has a crash problem, MaineDOT utilizes two criteria to define what is called a High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL.

1. A critical rate factor of 1.00 or more for a three-year period. (A Critical Rate Factor {CRF} compares the actual crash rate to the rate for similar intersection in the state. A CRF of less than 1.00 indicates a rate of less than average) **and**:
2. A minimum of eight crashes over the latest three-year period.

The following table summarizes the high crash locations as established using the MaineDOT criteria.

**Maine DOT Crash Data for 2005-2007: Intersections**

<b>Node</b>	<b>Intersection</b>	<b># of Collisions</b>	<b>CRF</b>	<b>HCL?</b>
19591	Gurnet Road at Entrance to Cooks Corner Mall / Cinema	22	1.49	Yes
13638	Bath Road at Old Bath Road at Lowes Driveway	23	1.06	Yes
10343	Bath Road at Tibbetts Drive	19	2.49	Yes
15874	Cleveland St. at Maine St. at Noble St.	9	1.61	Yes
15873	Bath Road East at Maine St. at Upper Park Row	9	1.48	Yes

**Maine DOT Crash Data for 2005-2007: Roadway Segments**

<b>Segment</b>	<b>Roadway</b>	<b>From</b>	<b>To</b>	<b># of Collisions</b>	<b>CRF</b>	<b>HCL?</b>
17212 - 19591	Gurnet Road	Bath Road	Cook Corner Mall	9	2.44	Yes
10343 - 13637	Bath Road	Tibbetts Drive	Thomas Point Road	18	1.13	Yes
13637 - 17212	Bath Road	Thomas Point Road	Gurnet Road	8	1.33	Yes

Based on the published history, eight locations within the study area are considered High Crash Locations. Copies of the collision diagrams were prepared and are provided in Appendix C.

Of the eight locations, several are currently being redesigned either for the Town or MaineDOT. Those locations are:

Cleaveland / Maine / Noble (Node 15874): This general area is currently being reviewed by MaineDOT and a new design is expected to change the traffic patterns, which would make the existing crash history irrelevant.

Bath Road East / Maine / Upper Park Row (Node 15873): Similar to the node 15874, this general area is currently being reviewed by MaineDOT and a new design is expected to change the traffic patterns, which would make the existing crash history irrelevant.

There is a Town initiated corridor redesign currently being undertaken by Gorrill-Palmer Consulting Engineers Inc. This redesign includes Bath Road from approximately Cook's Corner to Old Bath Road / Lowes Driveway. This redesign also includes a review and potential retiming of the traffic signals at Tibbetts Drive (Wal\*Mart) and at Old Bath Road / Lowes driveway. This redesign will include the following high crash locations:

- Node 13638: Bath Road at Old Bath Road / Lowes Driveway
- Node 10343: Bath Road at Tibbetts Drive (Wal\*Mart)
- Segment 10343 – 13637: Bath Road from Tibbetts Drive to Thomas Point Road

In addition, this redesign could also improve the crashes associated with the adjacent roadway segment of Bath Road from Thomas Point Road to Gurnet Road.

After consideration of the existing on-going reviews and studies, there are two locations that are not currently being studied. Those locations are identified and described in more detail as follows:

Gurnet Road / Cook's Corner Mall / Cinema (Node 19591): This intersection had a clear crash pattern of left turning vehicles from Gurnet Road (predominantly southbound left turns) into either the cinema or to a lesser degree into the Cooks Corner Mall. The latest available crash history from MaineDOT was 2005-2007. This intersection was reviewed as part of work being done for the adjacent Kentucky Fried Chicken (KFC) facility in the summer/fall of 2007. As a result of that intersection review, the lane uses on Gurnet Road were changed to provide for protected left turns from Gurnet Road onto the side entrances, which should address the crash pattern.

Gurnet Road from Bath Road to Cook's Corner Mall (Segment 17212 – 19591): This section of roadway had nine crashes. After reviewing the police reports and collision diagram, it did not appear that there was a consistent pattern of crashes. As such, no mitigation is recommended.

### **XIII. *On-Site Pedestrian and Transit Facilities***

#### *Pedestrian Accommodations*

The level of detail for this study was broad in nature and therefore did not focus on specific accommodations for pedestrians. However, it is recommended that sidewalks, crosswalks, and other pedestrian accommodations be provided for both Alternatives 1 and 2.

#### *Transit Accommodations*

Similar to pedestrian accommodations, this study was not intended to analyze existing or proposed transit systems to accommodate either Alternative 1 or 2. However, buses should be accommodated on site with either Alternative 1 or 2.

Lastly, it is anticipated that Amtrak passenger rail service will be extended to downtown Brunswick by the time the Naval Air Station is reoccupied. The intercity services may provide for some transit-related opportunities for this area in the future.

Both the pedestrian and transit accommodations have the potential to reduce the traffic on the adjacent roadway network and in turn, reduce the recommended mitigation.

### **XIV. *Transportation Demand Management (TDM)***

In an effort to reduce peak hour demands to the site and minimize the use of single-occupant vehicles, consideration should be given to implementing a transportation demand management (TDM) program. This program could include but not be limited to the following:

#### *Promotion of Public Transportation*

The cost or a portion of the cost of monthly bus passes could be subsidized by the facility as an incentive for employees to utilize the local public transportation network.

#### *Ridesharing Program*

Ridesharing programs encourage commuters to ride in vehicles with other commuters rather than drive alone. The facility could provide ride-matching services through postings in public areas. Reserved parking spaces for vehicles that are used for van or carpooling could also be provided.

#### *Provision of Bicycle Amenities*

Enclosed and secure bicycle facilities could be provided for employees interested in bicycling to and from work or school.

### *Staggered Work Hours*

Both Alternative 1 and Alternative 2 would benefit from staggering the start and release time of the businesses from the peak hours of the adjacent street traffic.

Similar to the pedestrian and transit accommodations, each of the above transportation demand management techniques has the potential to reduce traffic on the adjacent roadway network during the key peak hours of the day, and in turn, reduce the recommended mitigation.

## **XV. *Conclusions and Recommendations***

For a summary of the recommendations and conclusions of the study, please refer back to the Executive Summary.

# **Traffic Impact Study Appendices**

# **Appendix A**

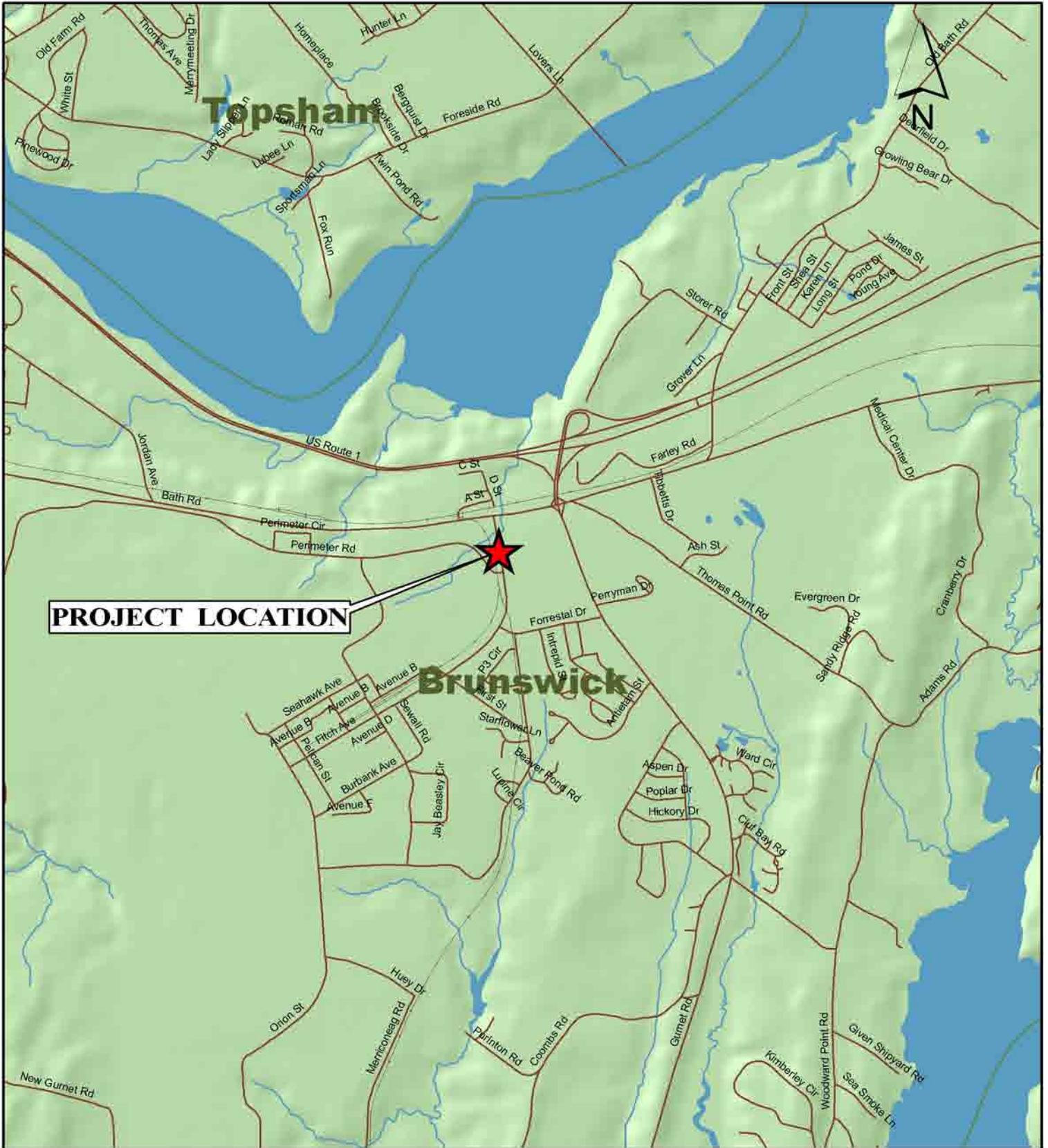
**A.1 Site Location Map**

**A.2 Turning Movement Diagrams**

**A.3 Gravity Model**

# Site Location Map

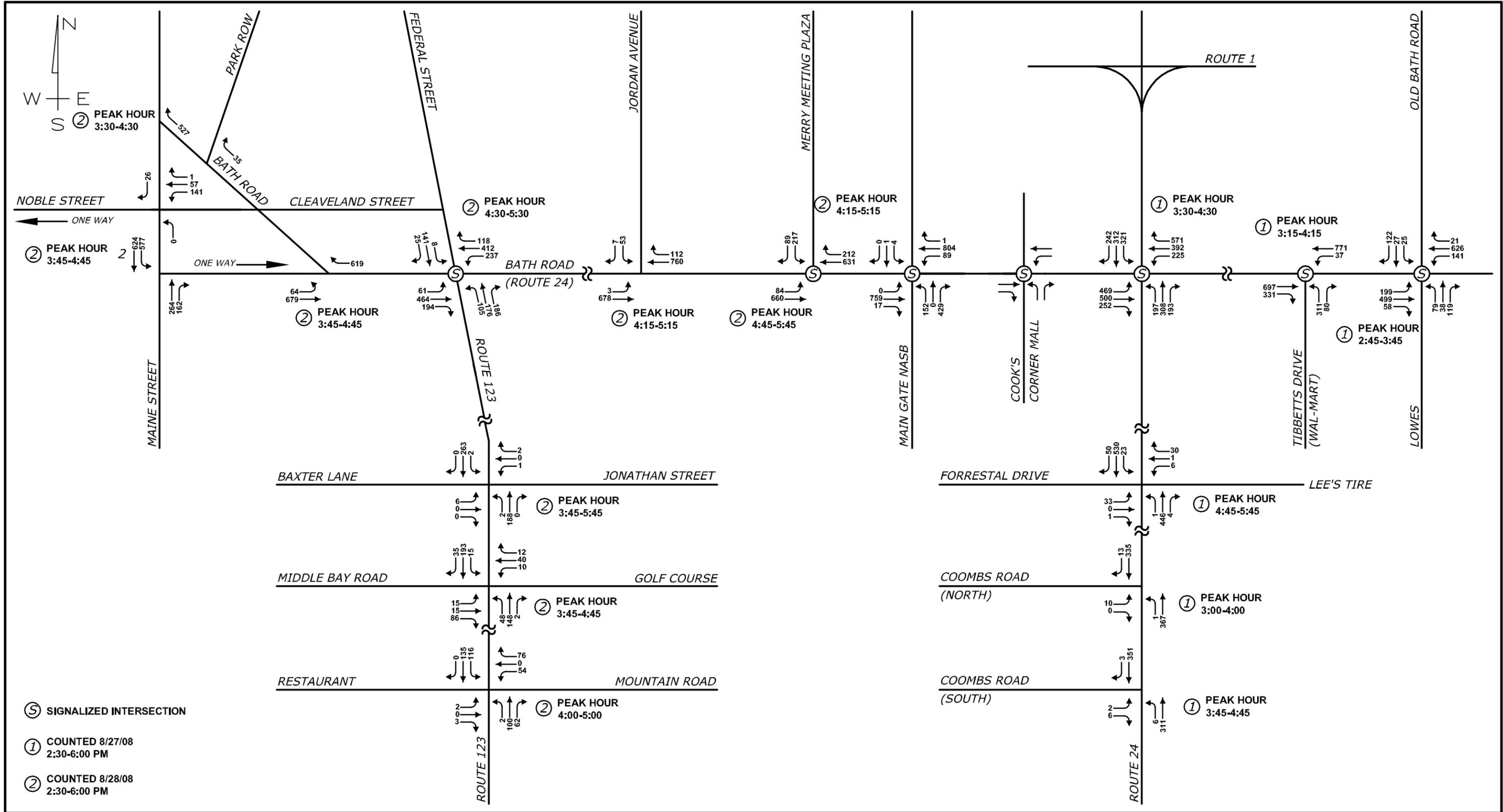
Figure No. **1**



## Redevelopment for Naval Air Station - Brunswick, Maine

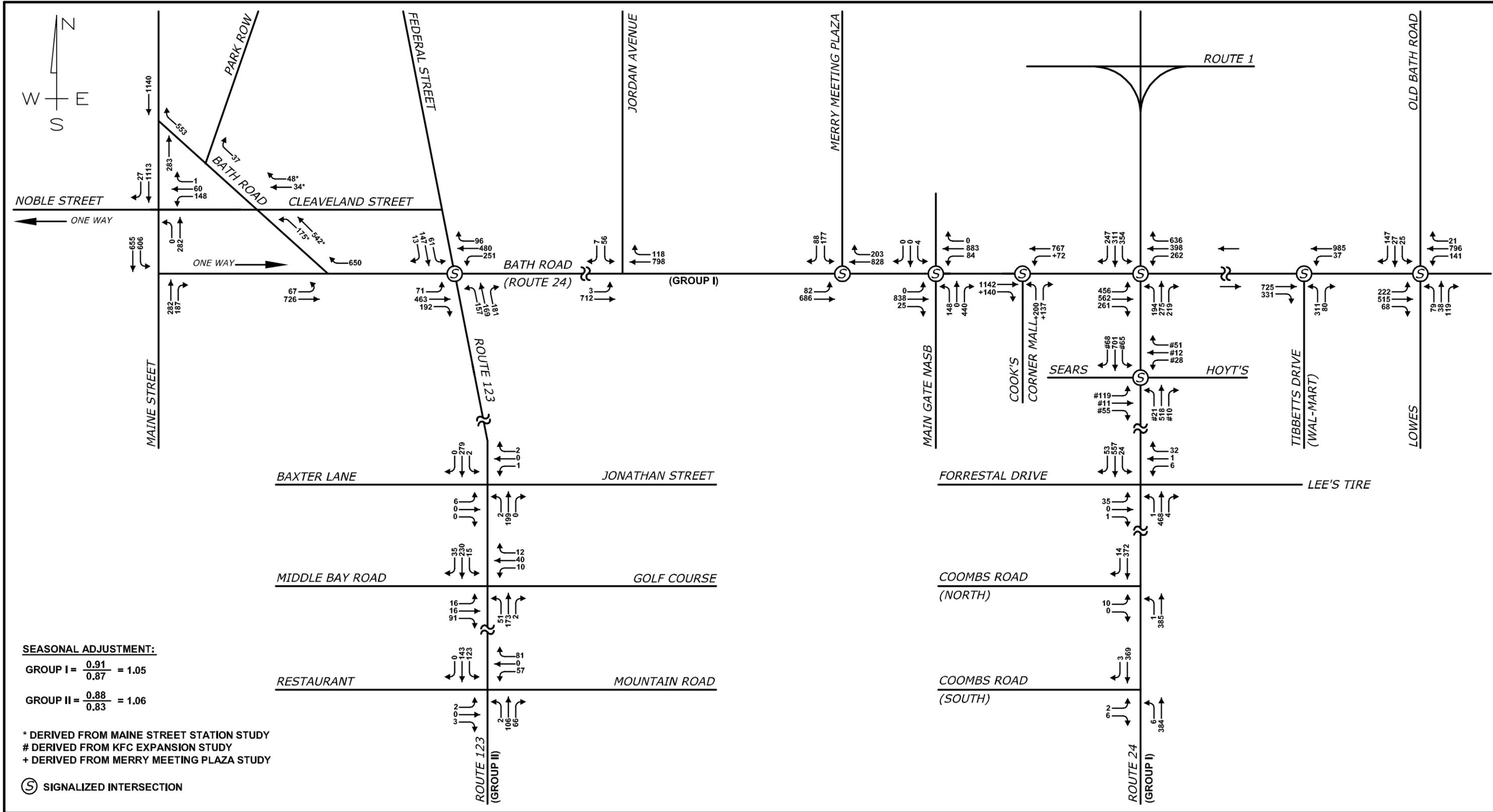


# 2008 PM Peak Hour Raw Data



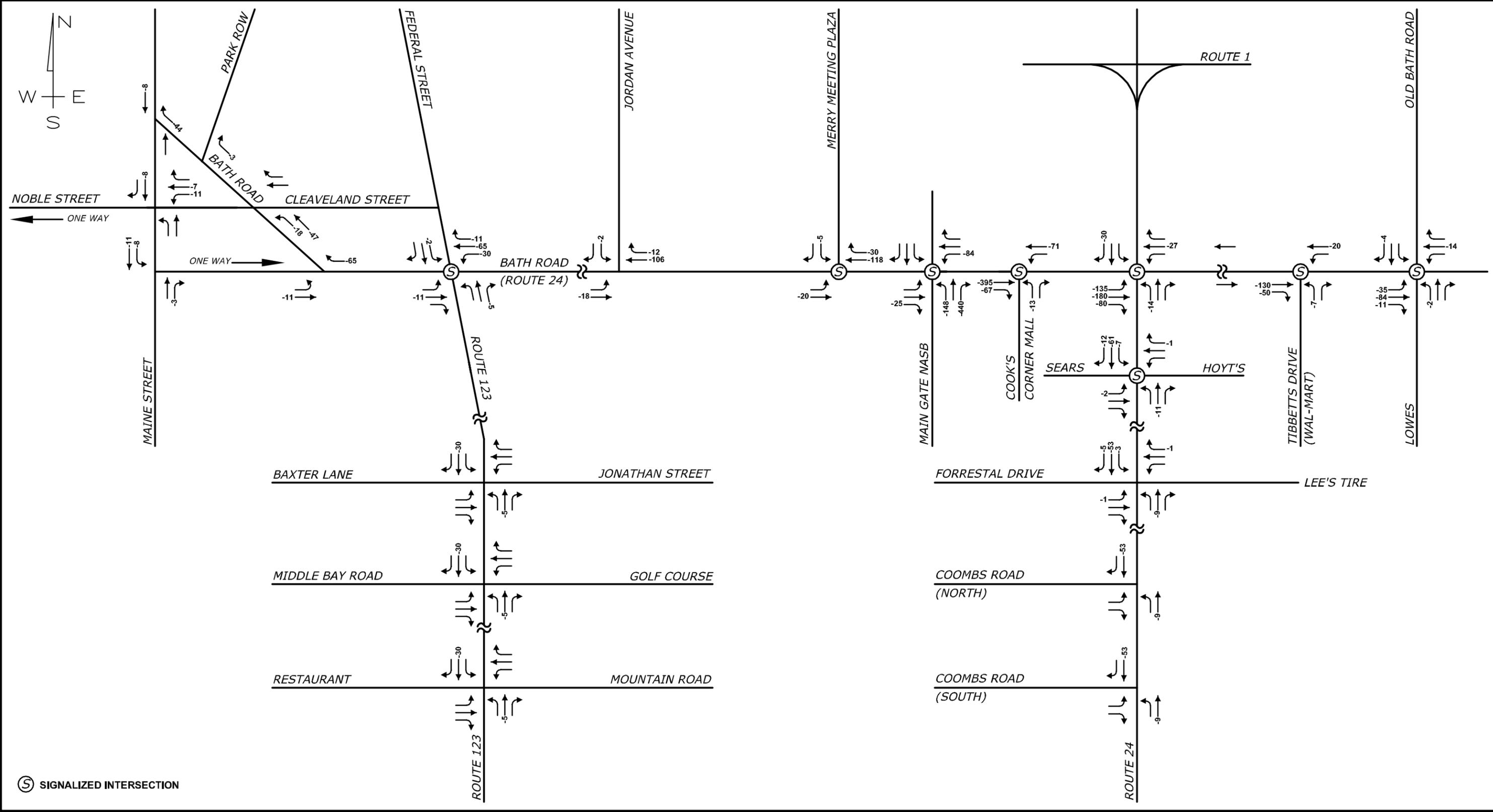
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

# 2008 Adjusted Volumes



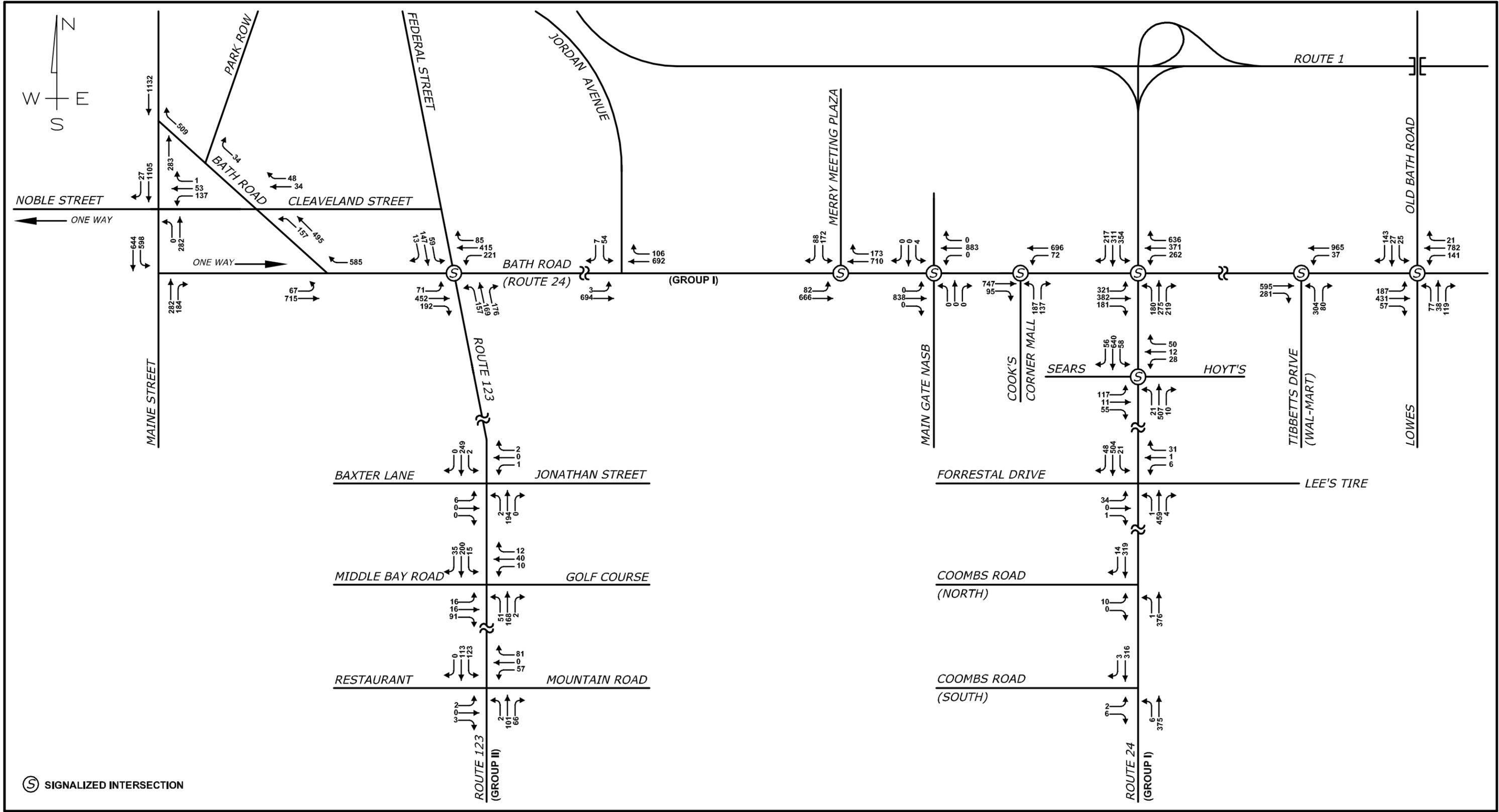
REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 JUNE 2009

# Reduction In Traffic Due To Base Closure



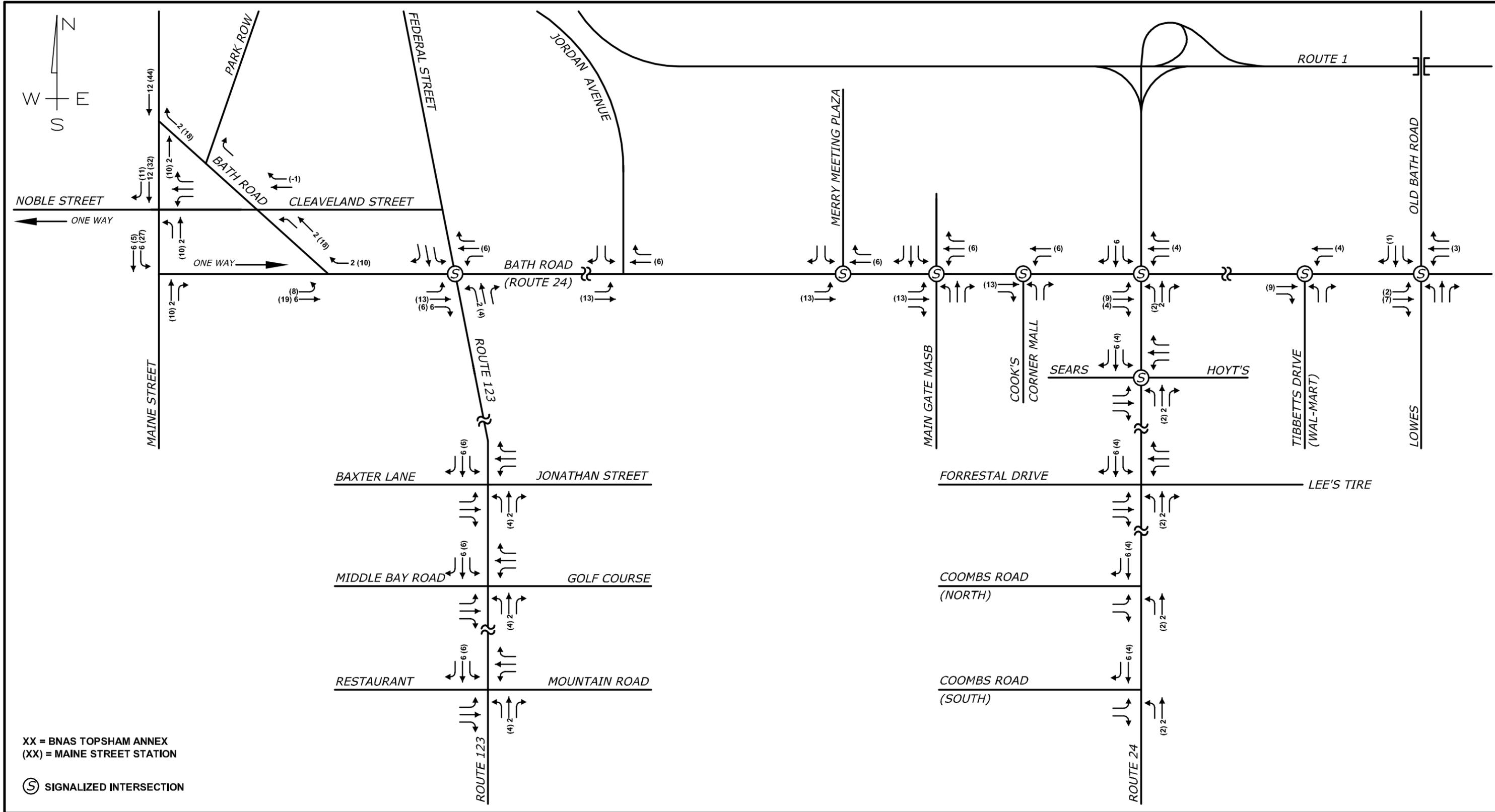
REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009

# 2008 Volumes with Base Closure - PM Peak Hour



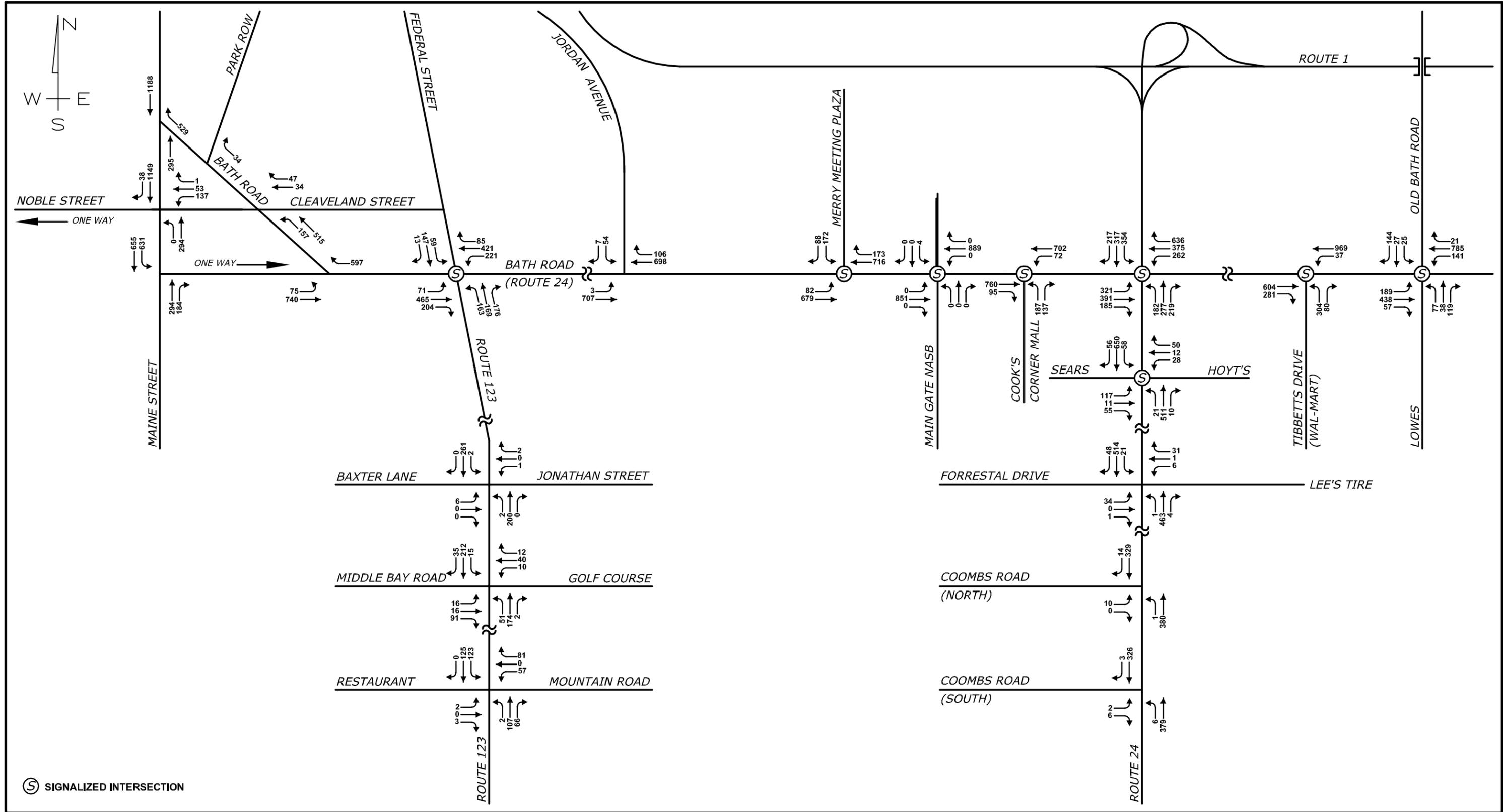
REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009

# Other Development Traffic



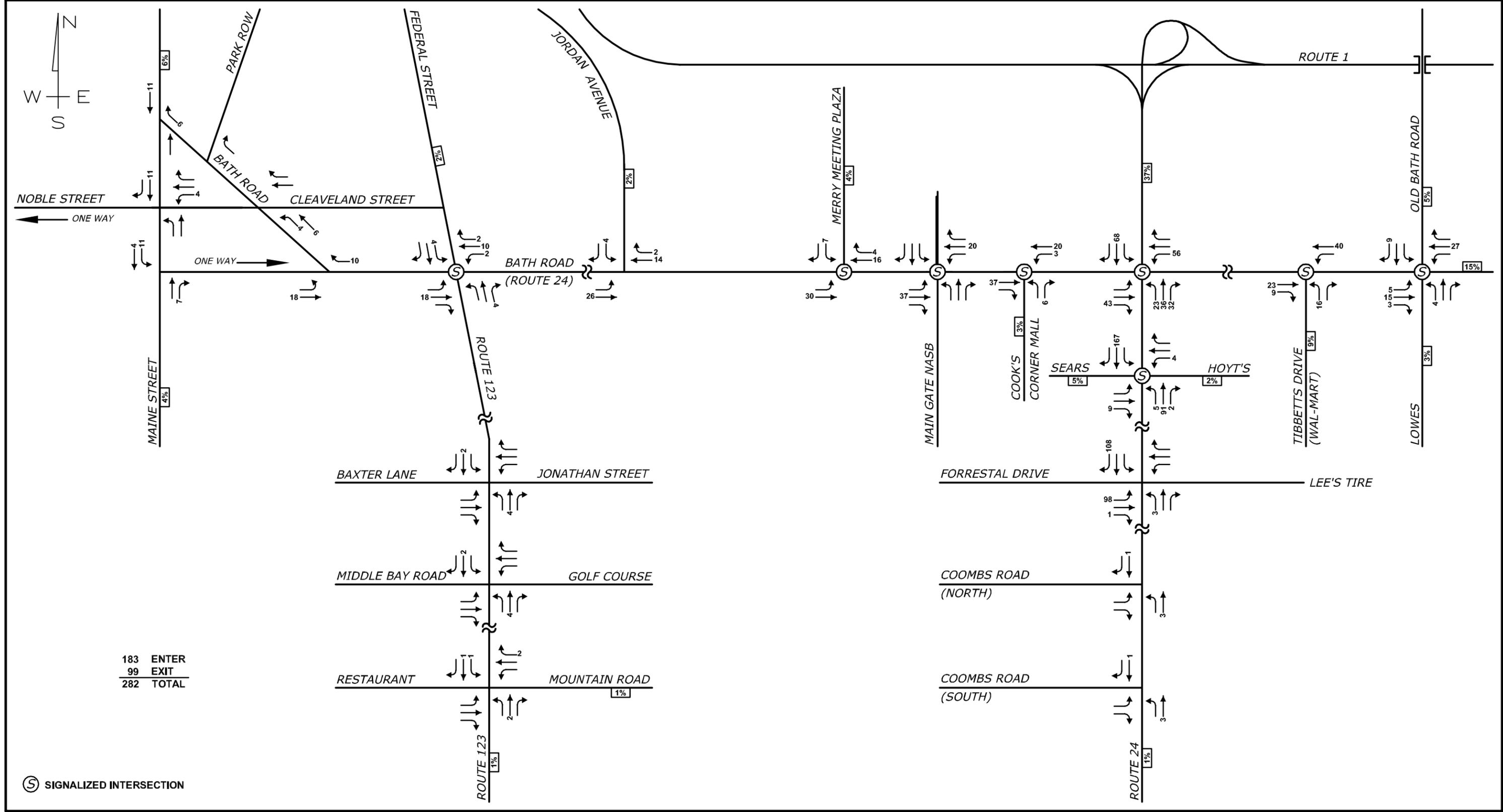
REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009

# 2008 PM Peak Hour Design Volumes, No-Build Volumes - PM Peak Hour



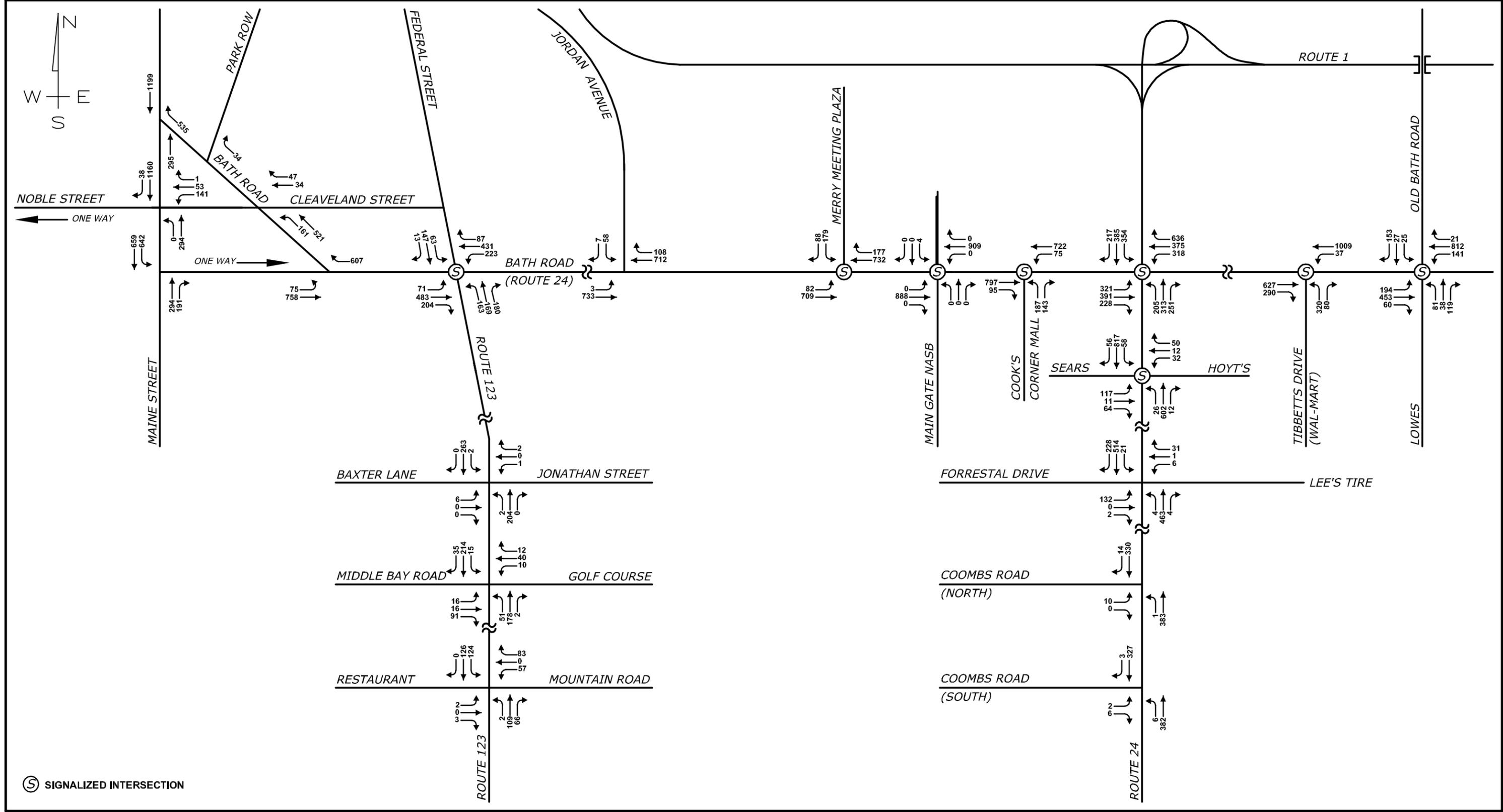
**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

# Trip Assignment for Housing off Forrestal Drive - No Action Plan



REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009

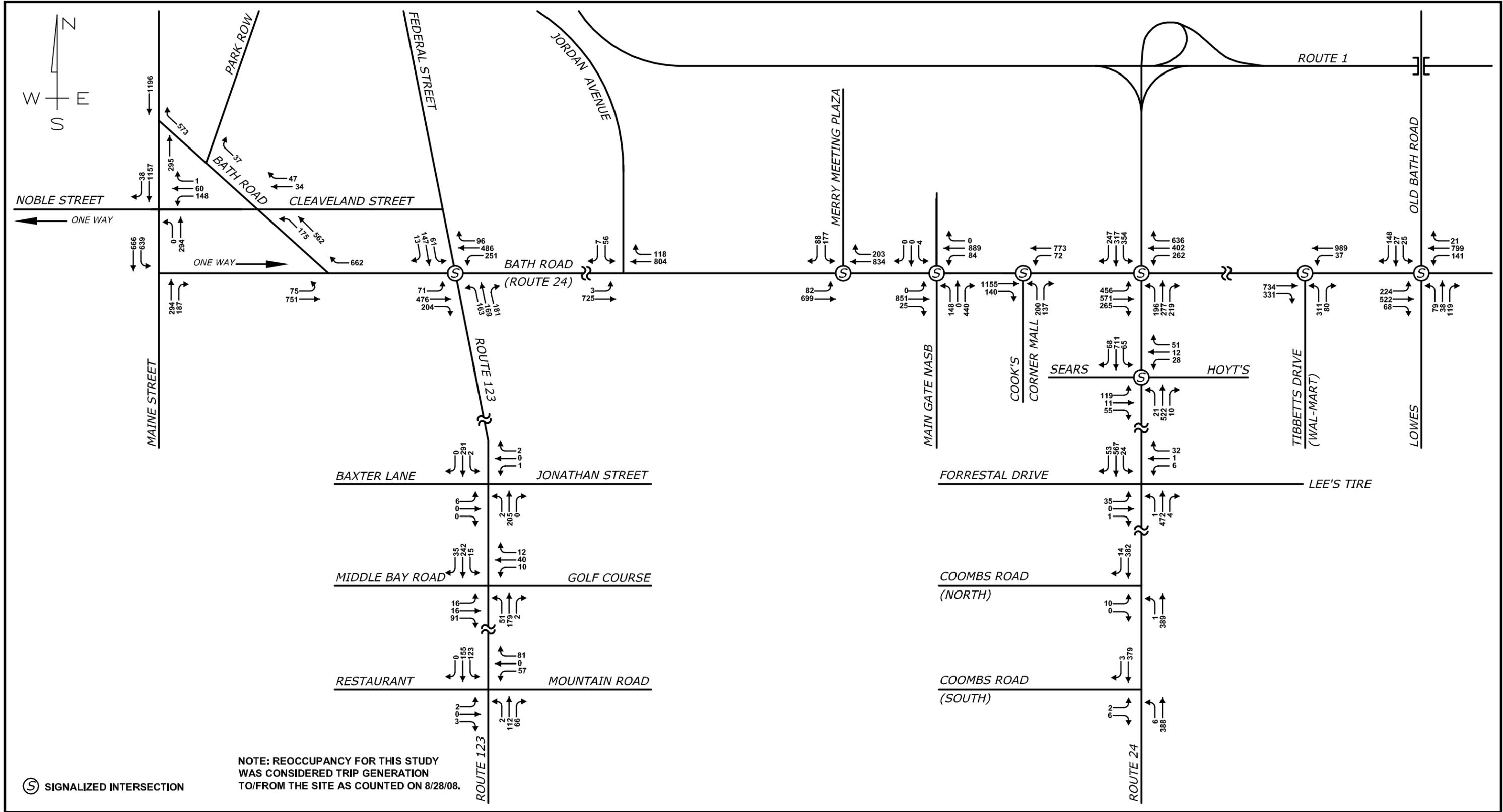
# PM Peak Hour Design Volumes with No Action Plan



Ⓢ SIGNALIZED INTERSECTION

REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009

# 2008 Adjusted Volumes With Occupancy of Site - PM Peak Hour



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

# Total Trip Assignment: 5-Year Reuse Scenario

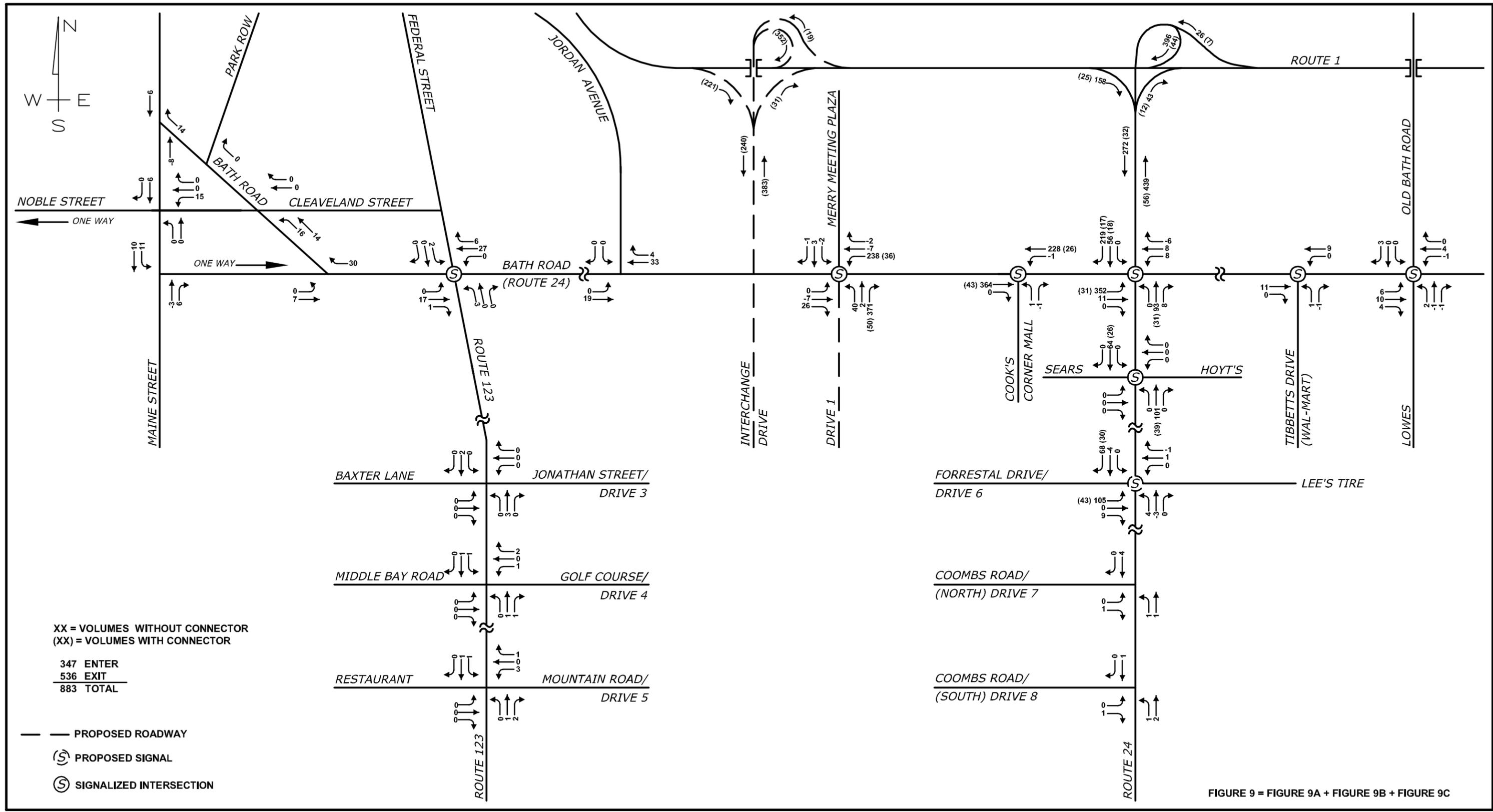
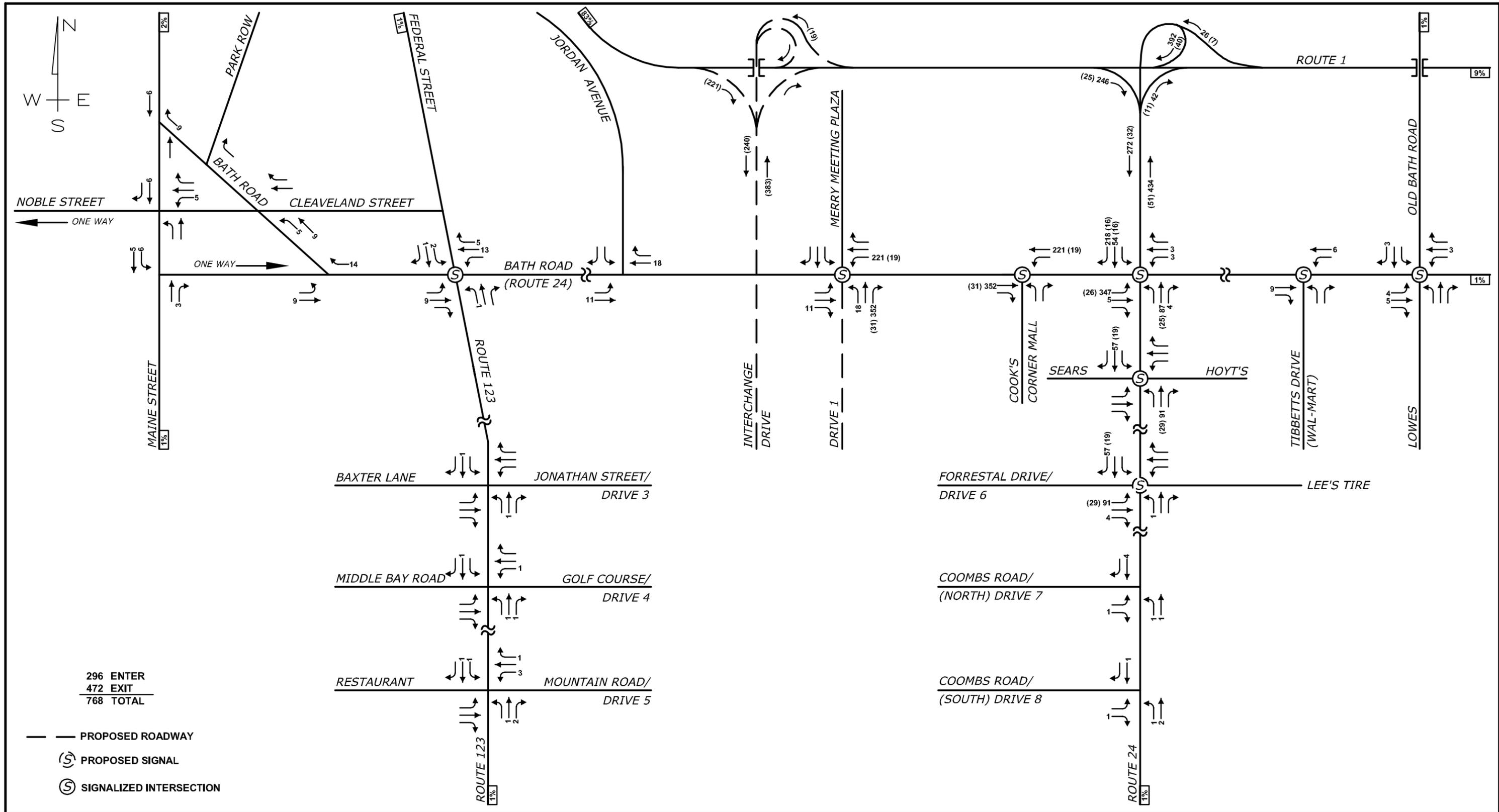


FIGURE 9 = FIGURE 9A + FIGURE 9B + FIGURE 9C

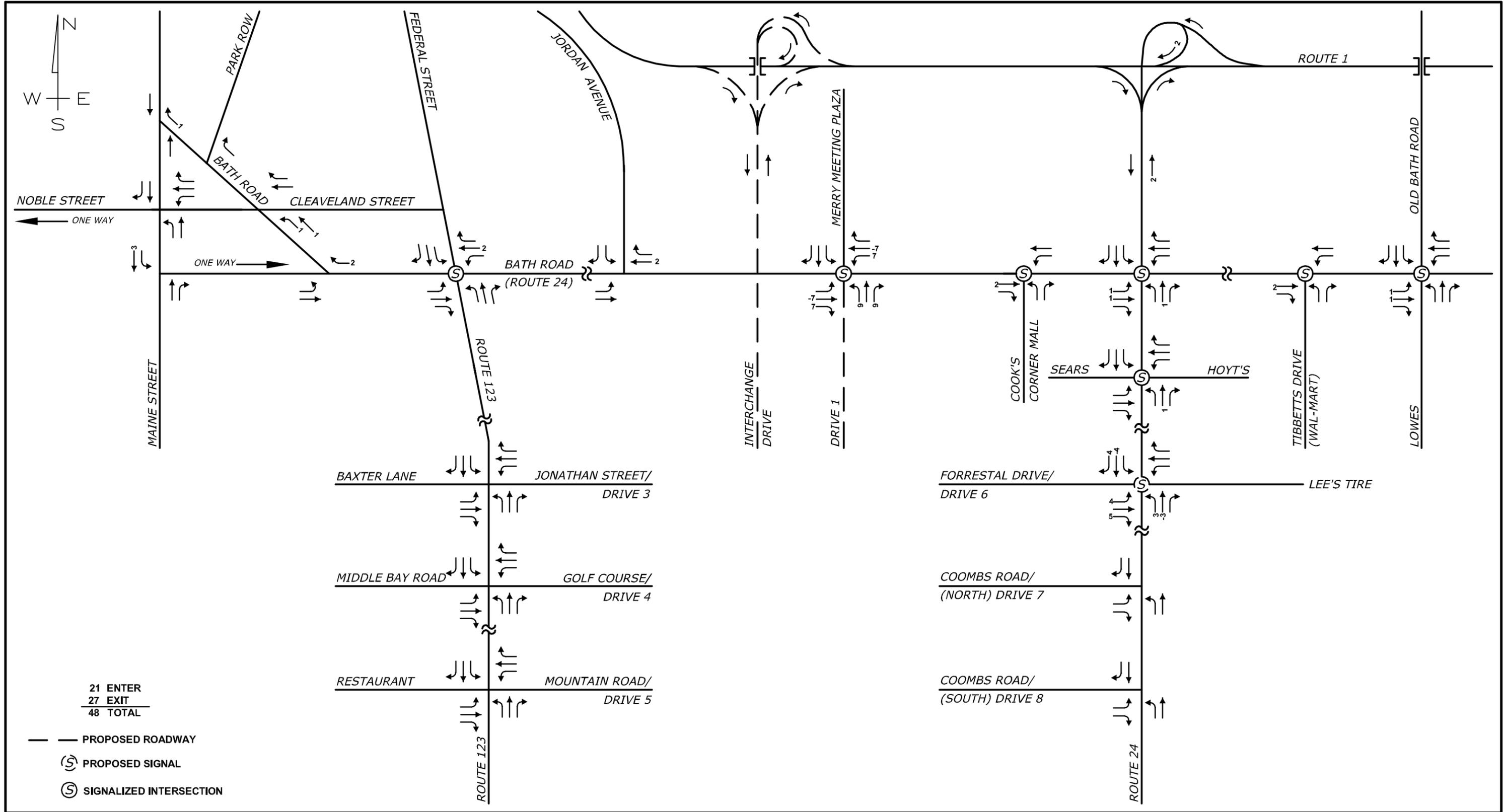
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

# Primary Trip Assignment: 5-Year Reuse Scenario



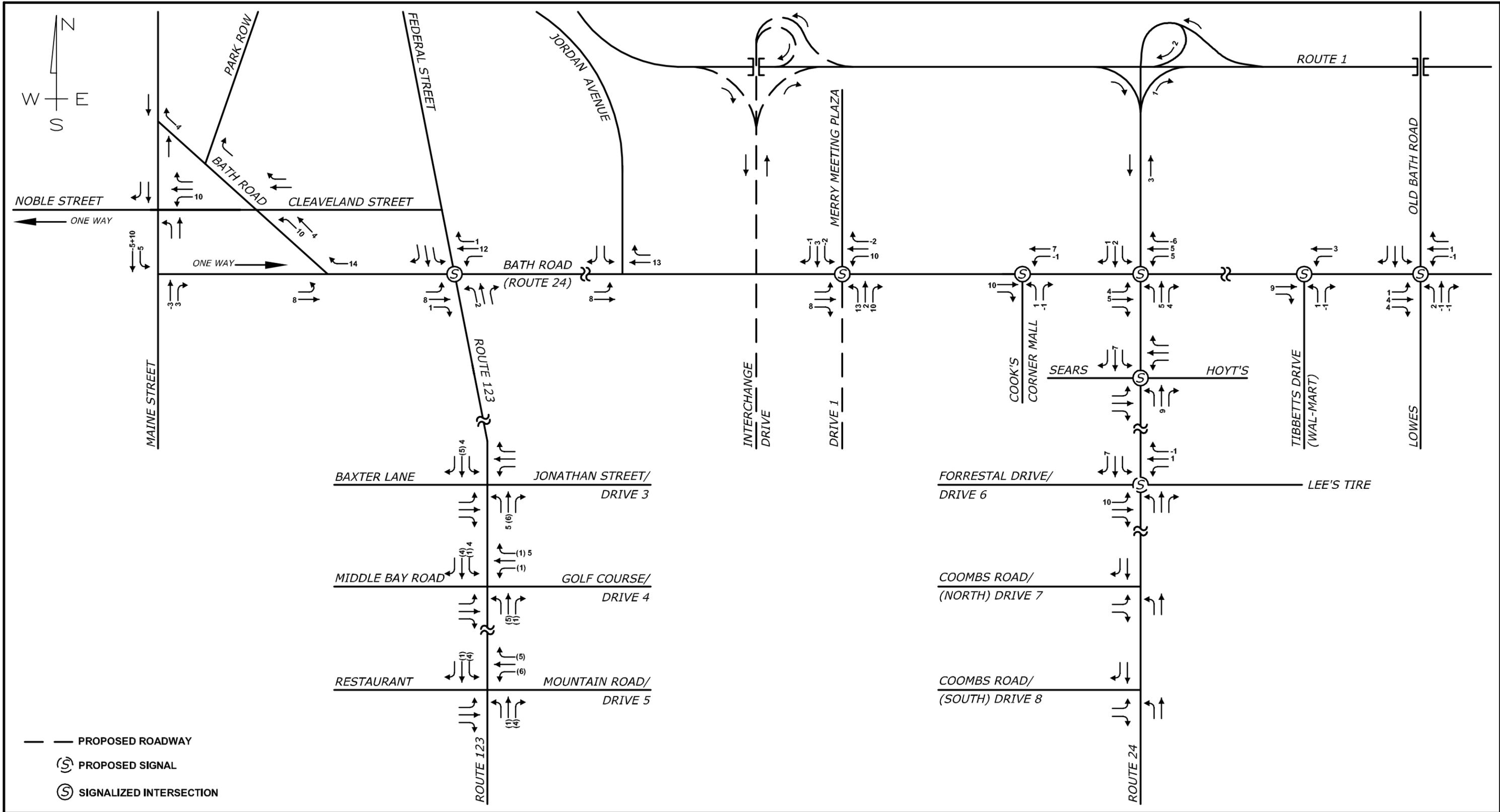
**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

# Pass-By Trip Assignment: 5-Year Reuse Scenario



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

# Diverted Trips: 5-Year Reuse Scenario



REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009

# Total Trip Assignment: 5-Year High Density Scenario

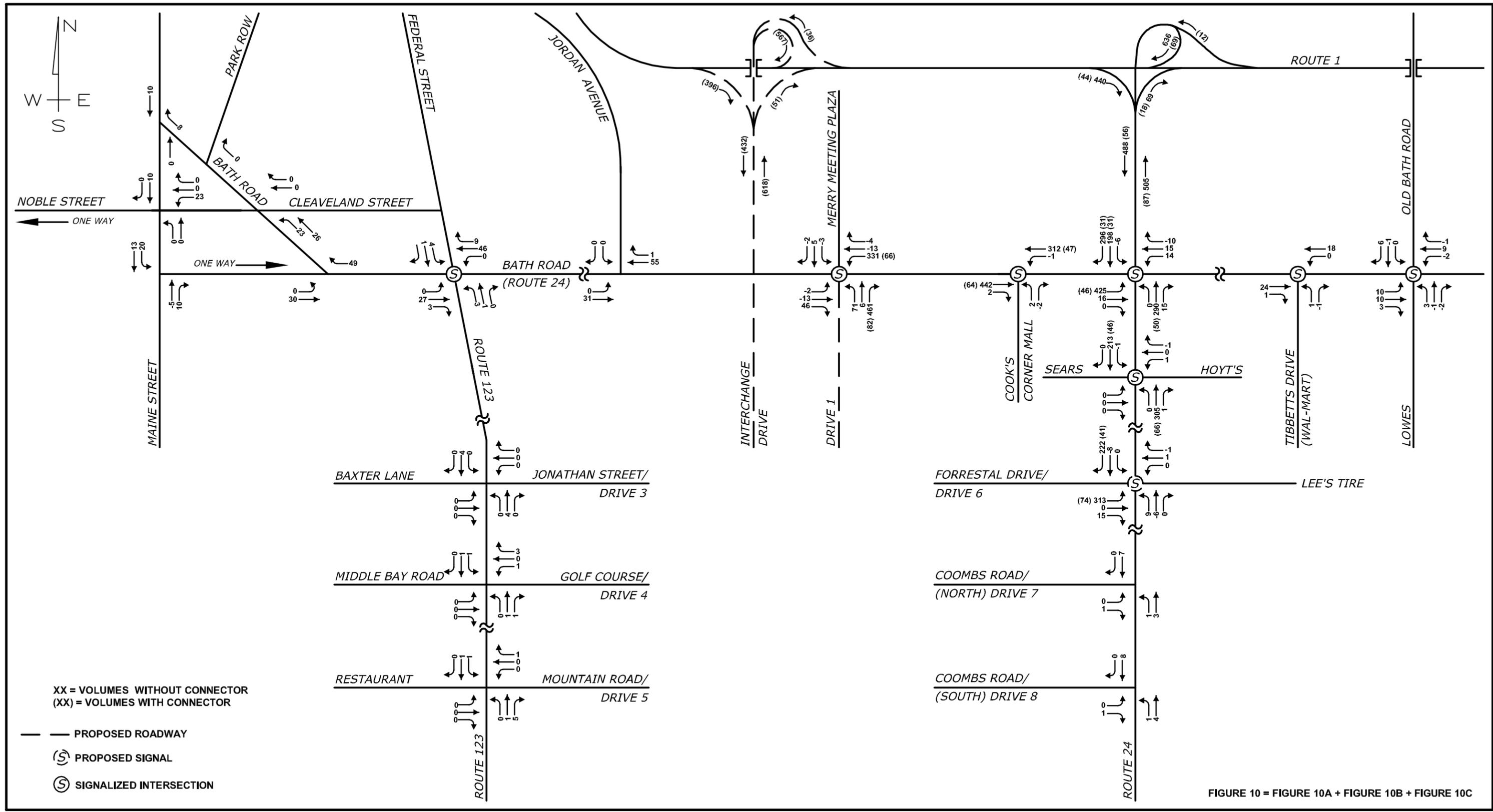
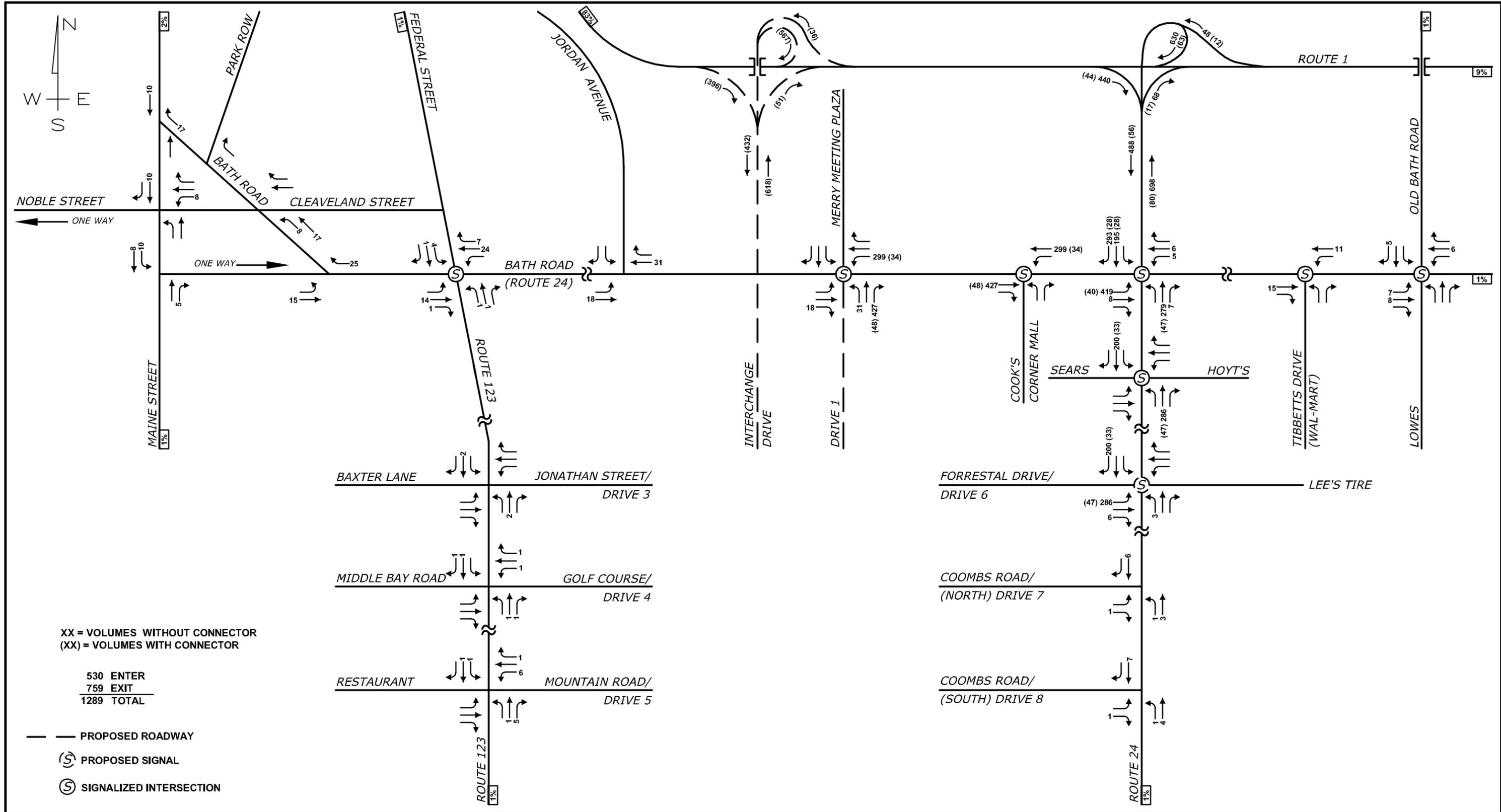


FIGURE 10 = FIGURE 10A + FIGURE 10B + FIGURE 10C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

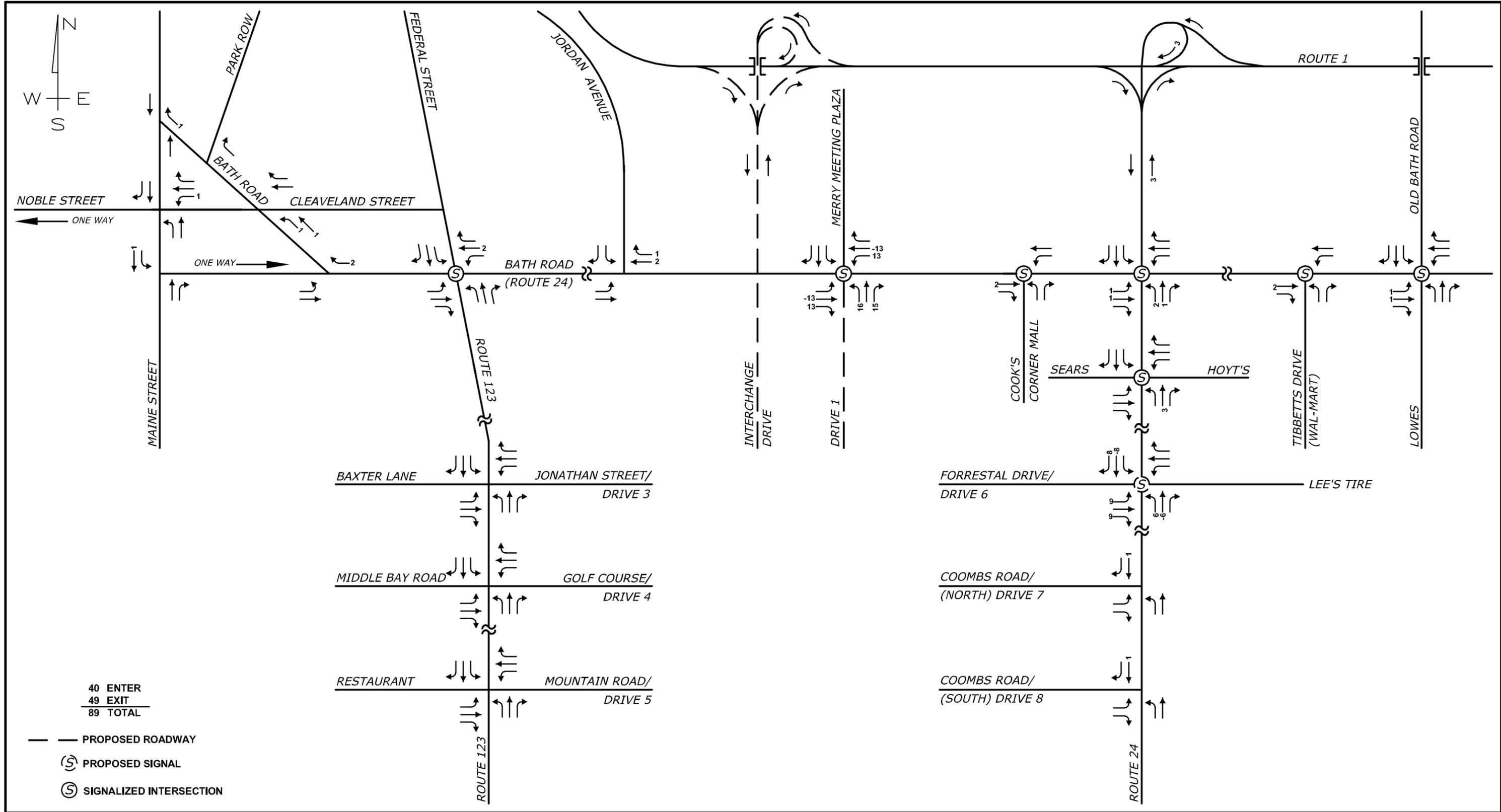
# Primary Trip Assignment: 5-Year High Density Scenario



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE**  
**JUNE 2009**

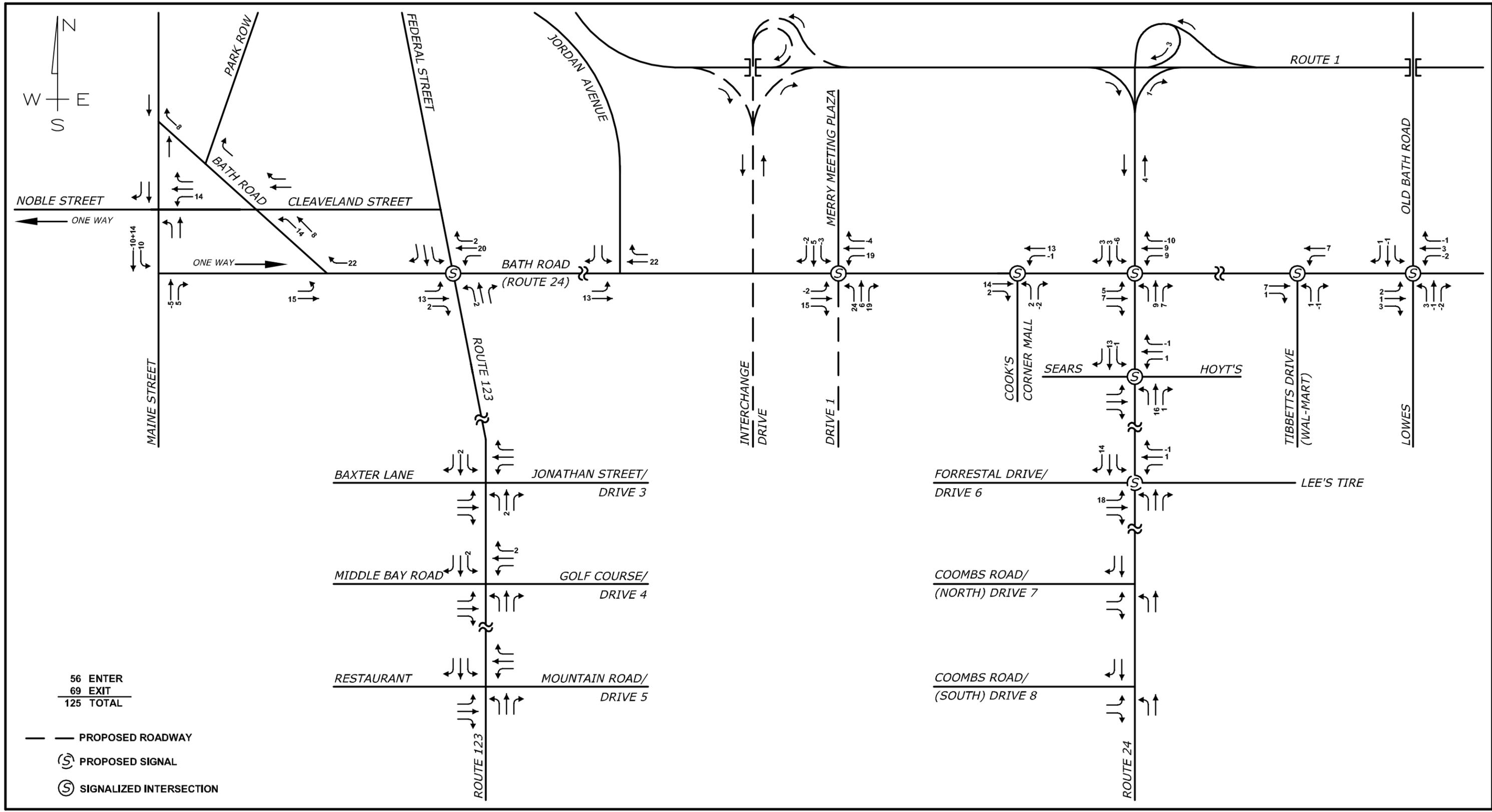
# Pass-By Trip Assignment: 5-Year High Density Scenario

Figure No. 10B



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

# Diverted Trips: 5-Year High Density Scenario



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

# Total Trip Assignment: 10-Year Reuse Scenario

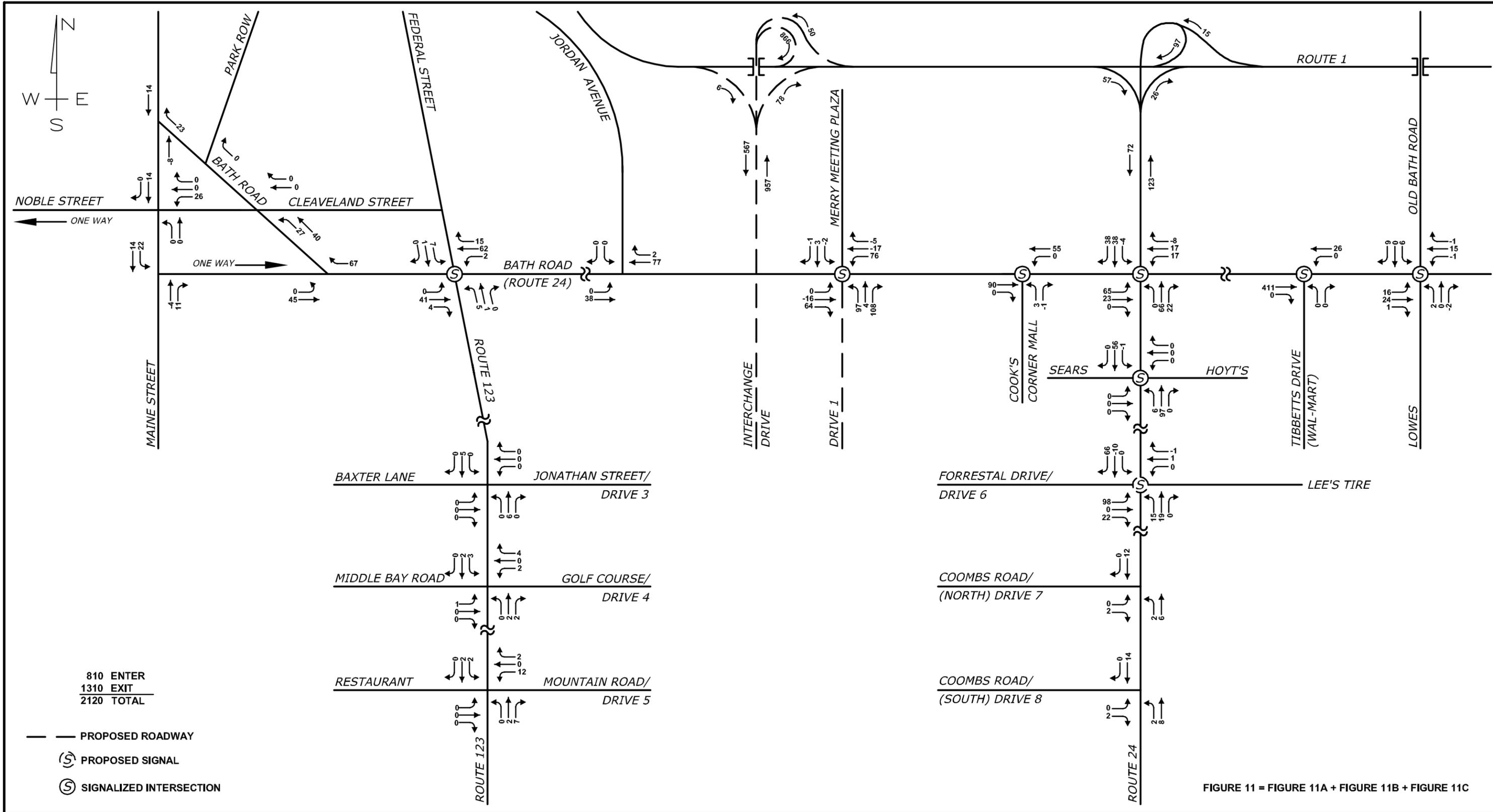
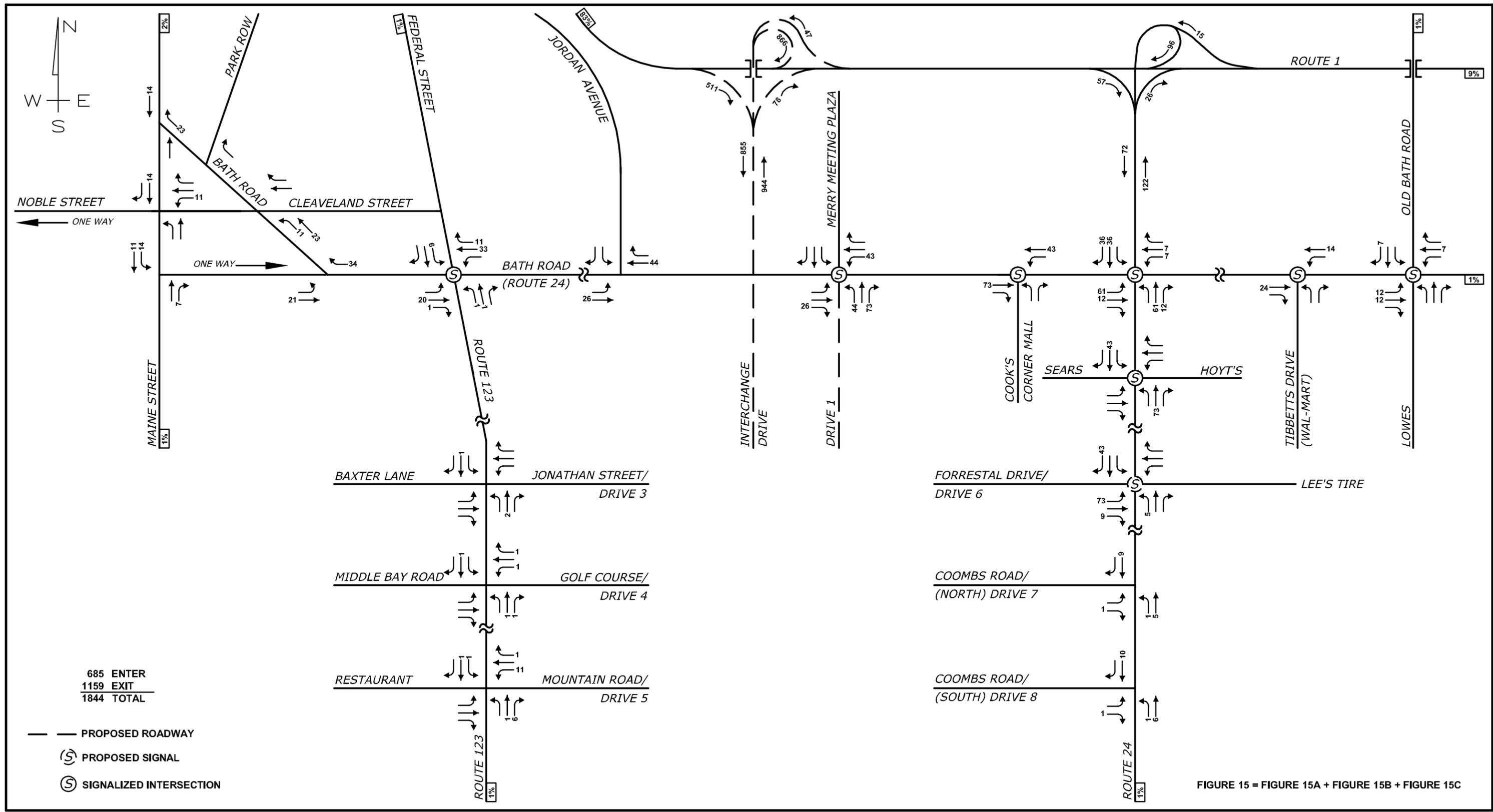


FIGURE 11 = FIGURE 11A + FIGURE 11B + FIGURE 11C

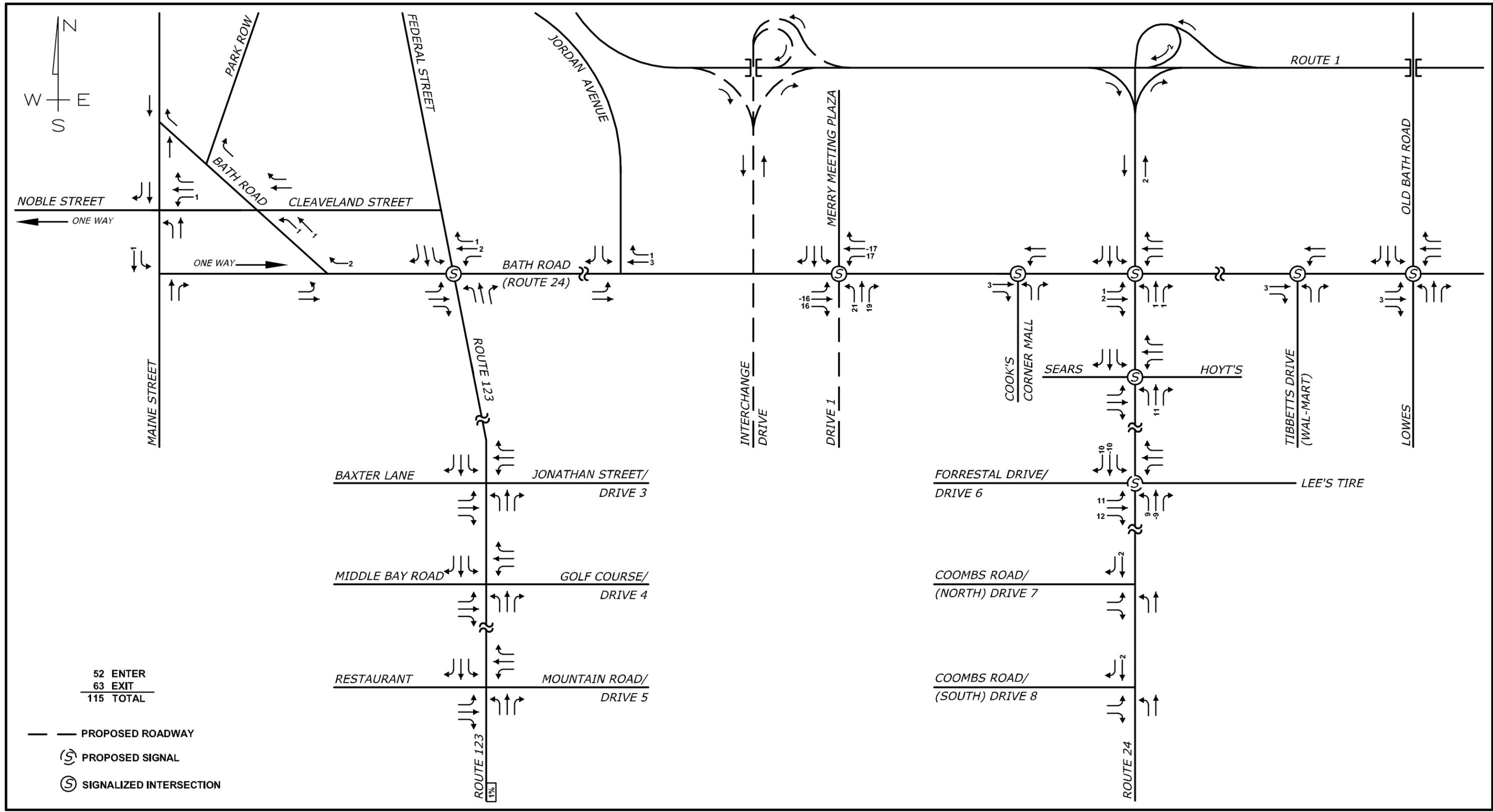
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

# Primary Trip Assignment: 10-Year Reuse Scenario



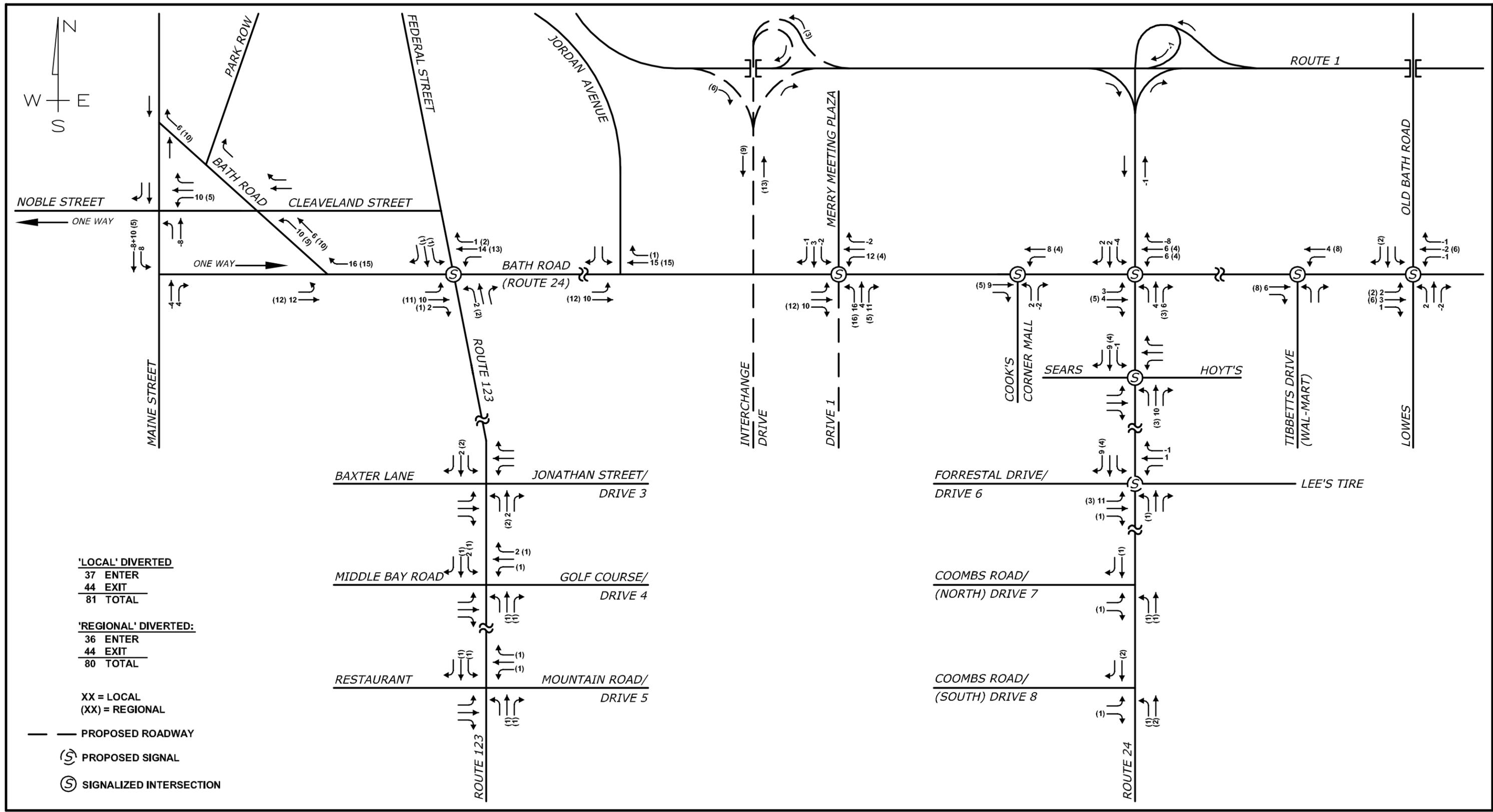
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

# Pass-By Trip Assignment: 10-Year Reuse Scenario



REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009

# Diverted Trips: 10-Year Reuse Scenario



REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 JUNE 2009

# Total Trip Assignment: 10-Year High Density Scenario

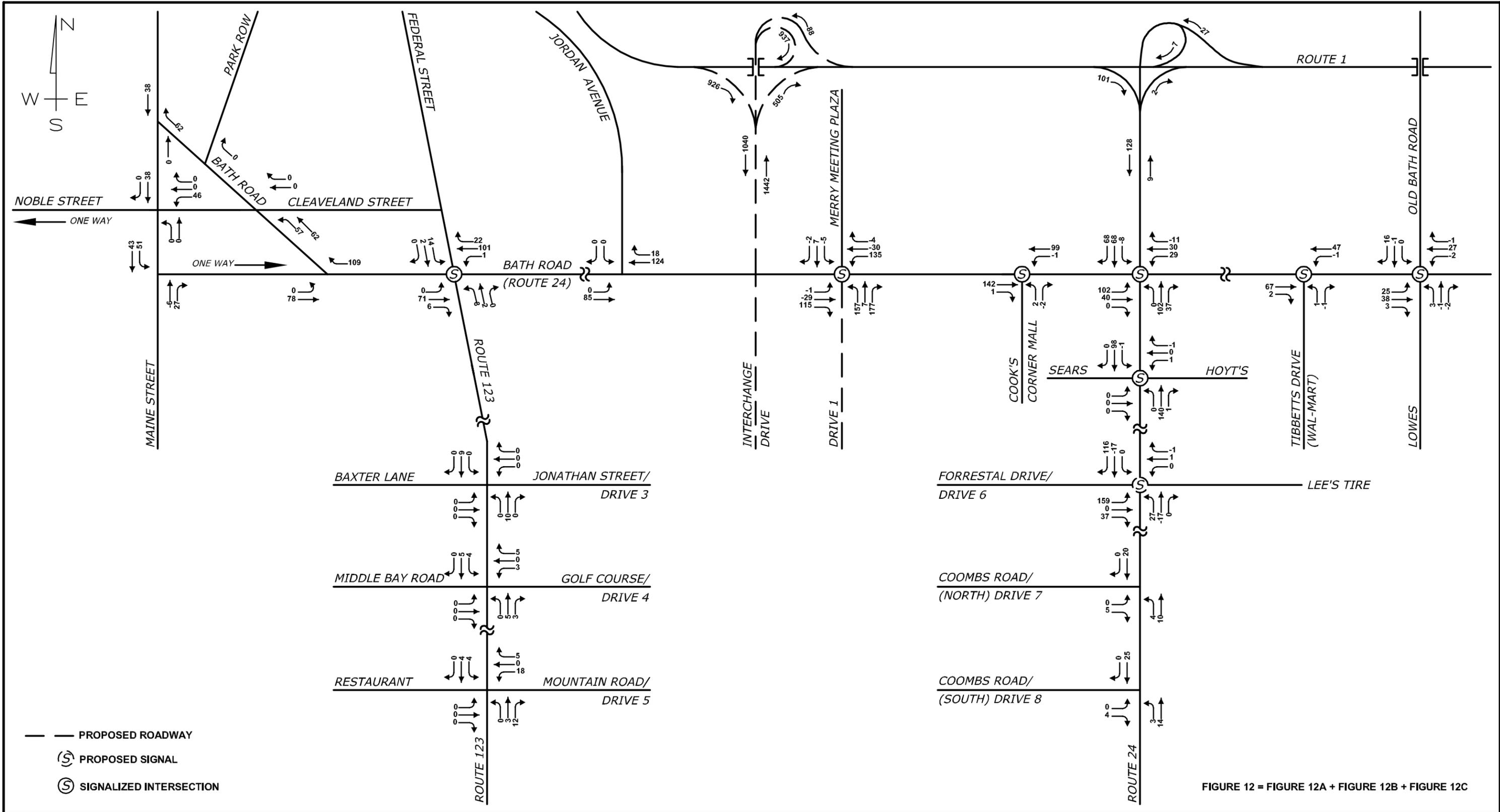
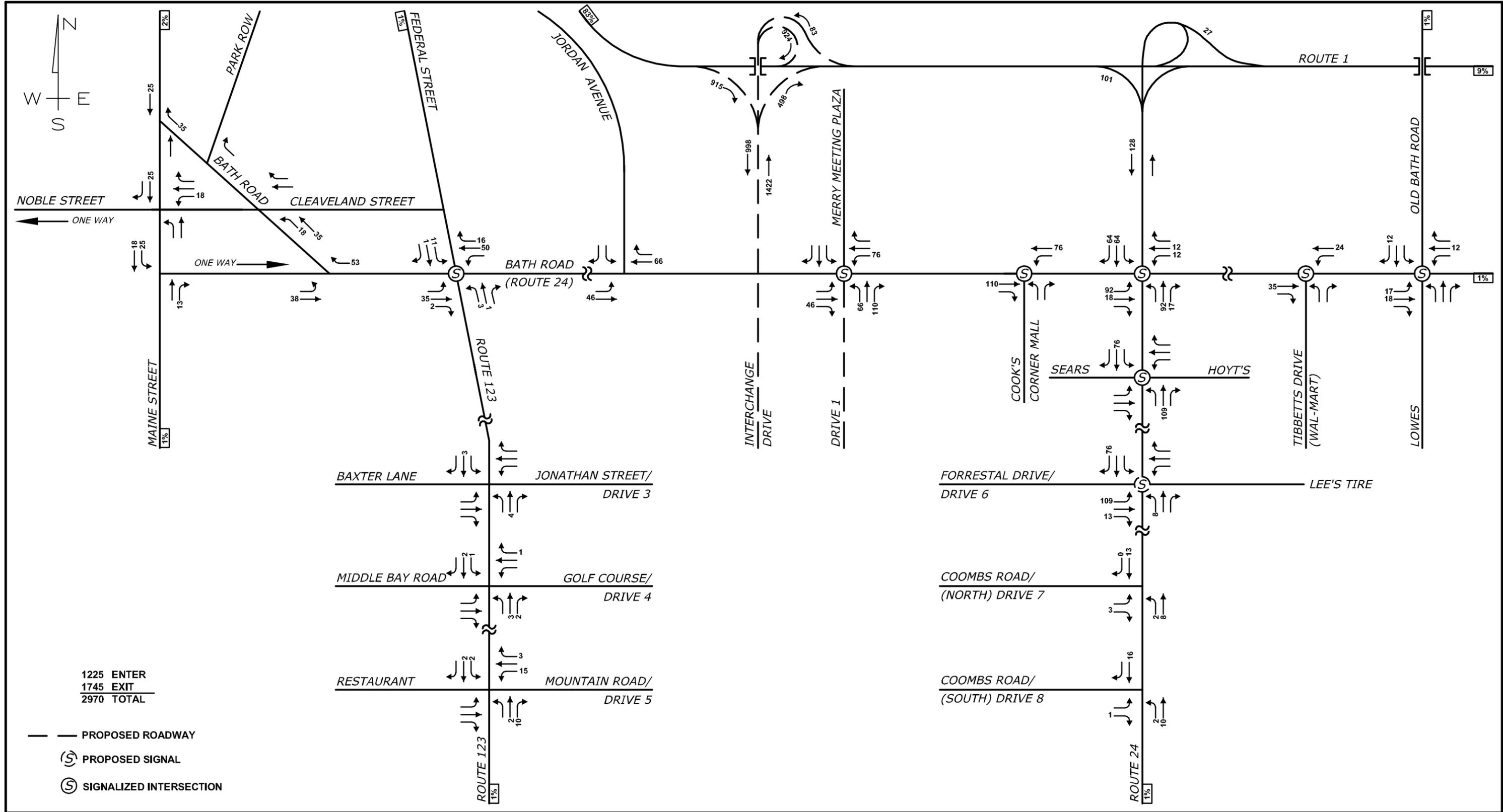


FIGURE 12 = FIGURE 12A + FIGURE 12B + FIGURE 12C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

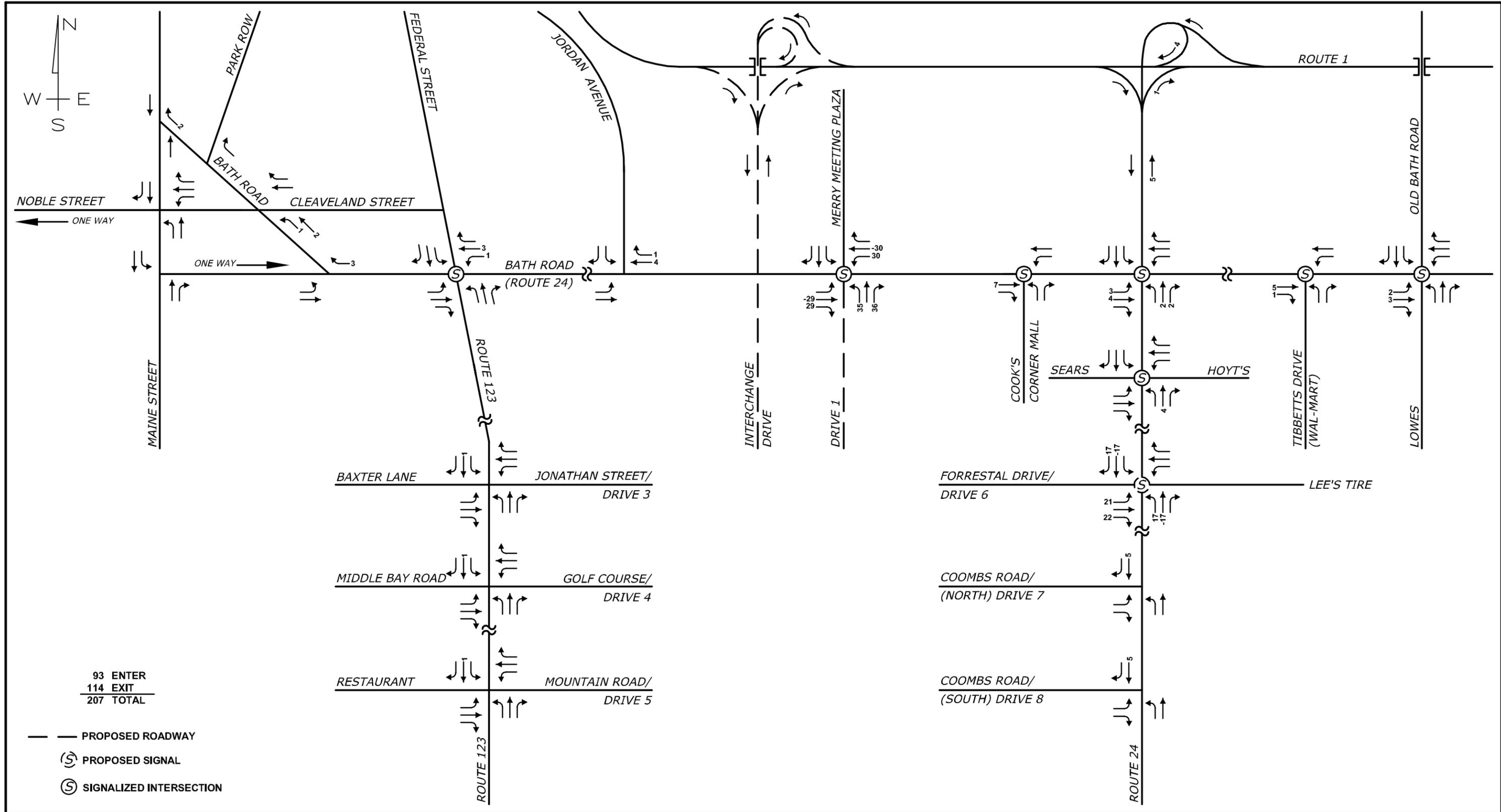
# Primary Trip Assignment: 10-Year High Density Scenario



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

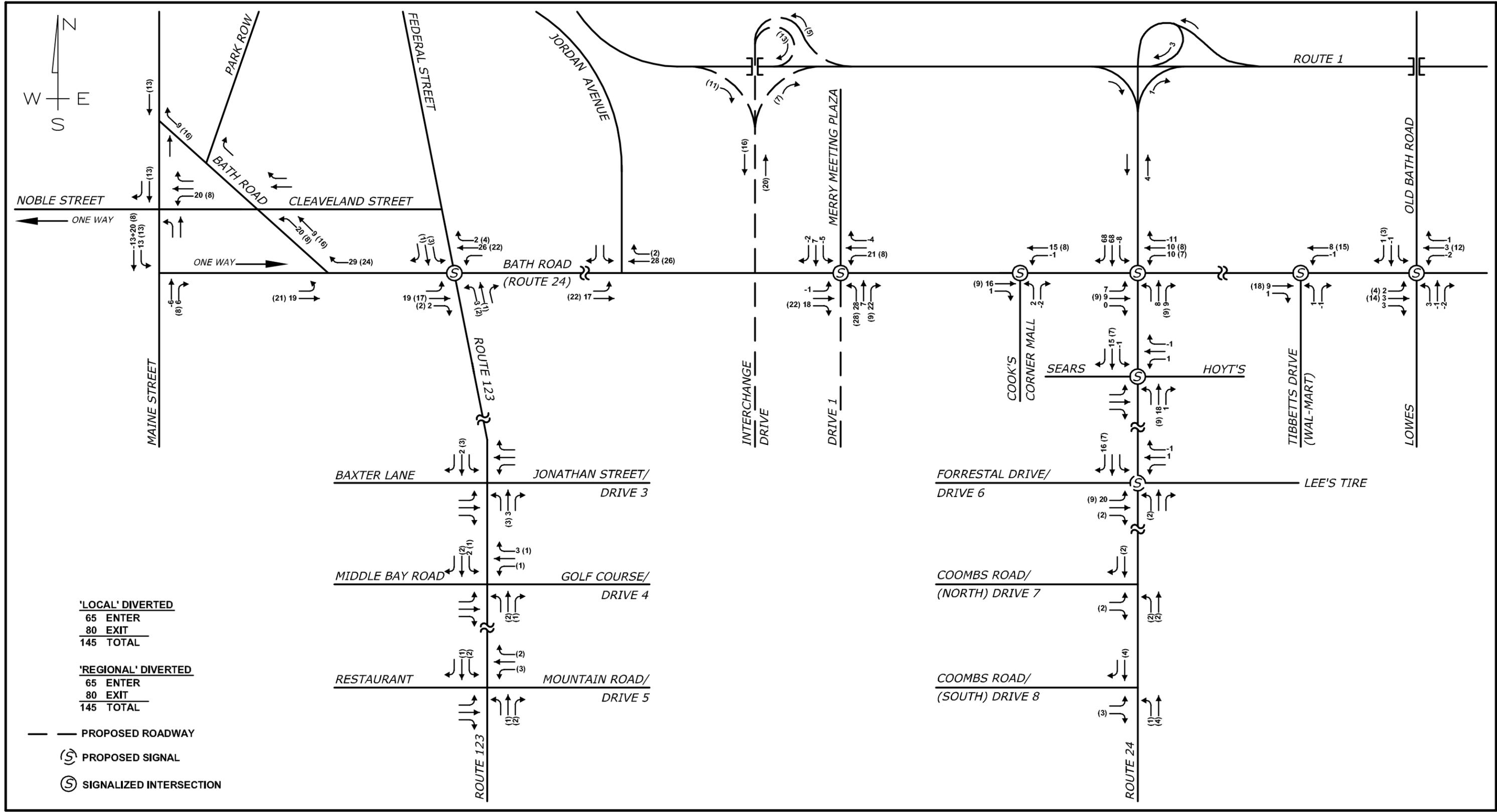
# Pass-By Trip Assignment: 10-Year High Density Scenario

Figure No. 12B



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

# Diverted Trips: 10-Year High Density Scenario



REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 JUNE 2009

# Total Trip Assignment: 15-Year Reuse Scenario

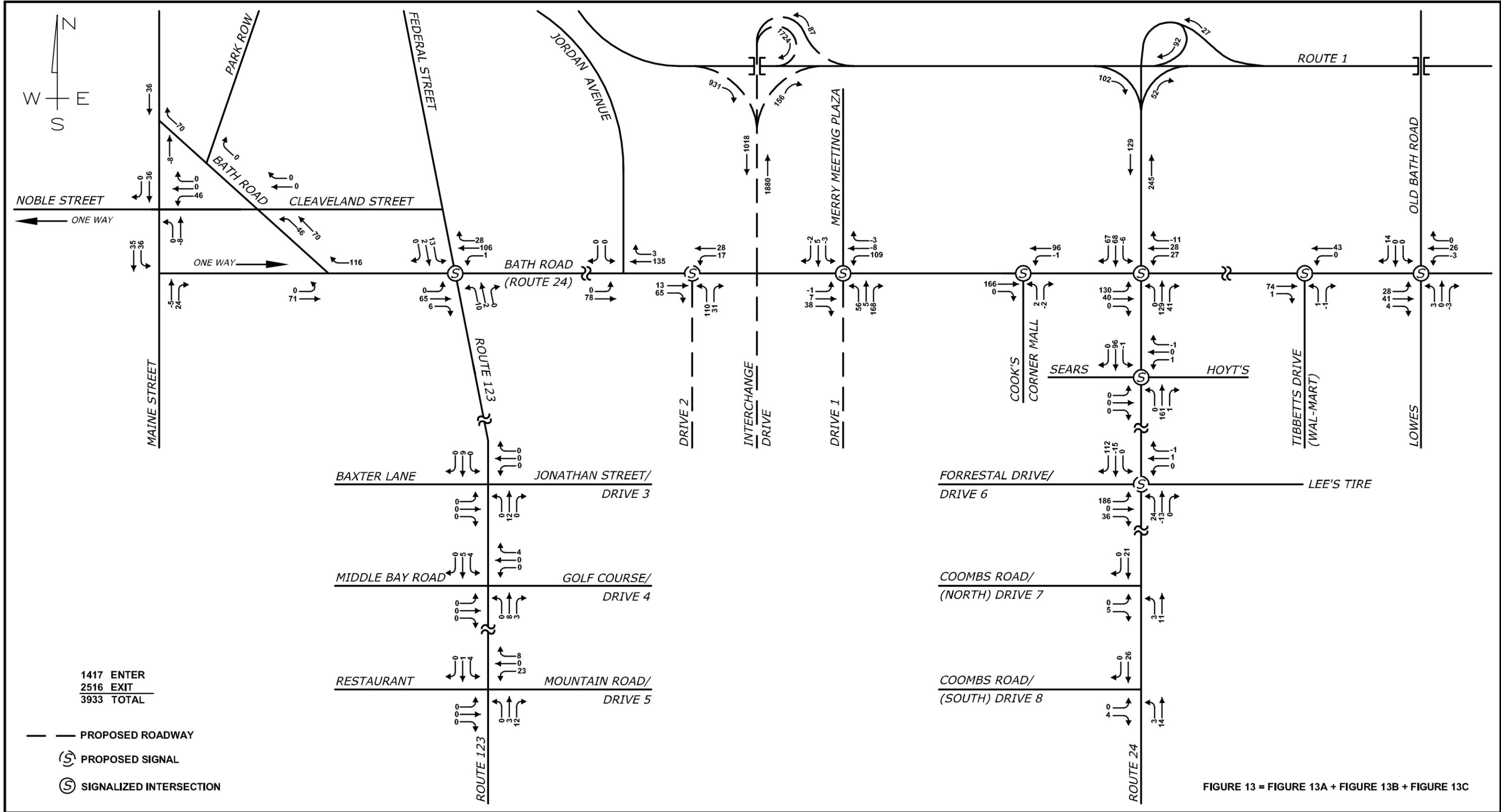


FIGURE 13 = FIGURE 13A + FIGURE 13B + FIGURE 13C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

# Primary Trip Assignment: 15 -Year Reuse Scenario

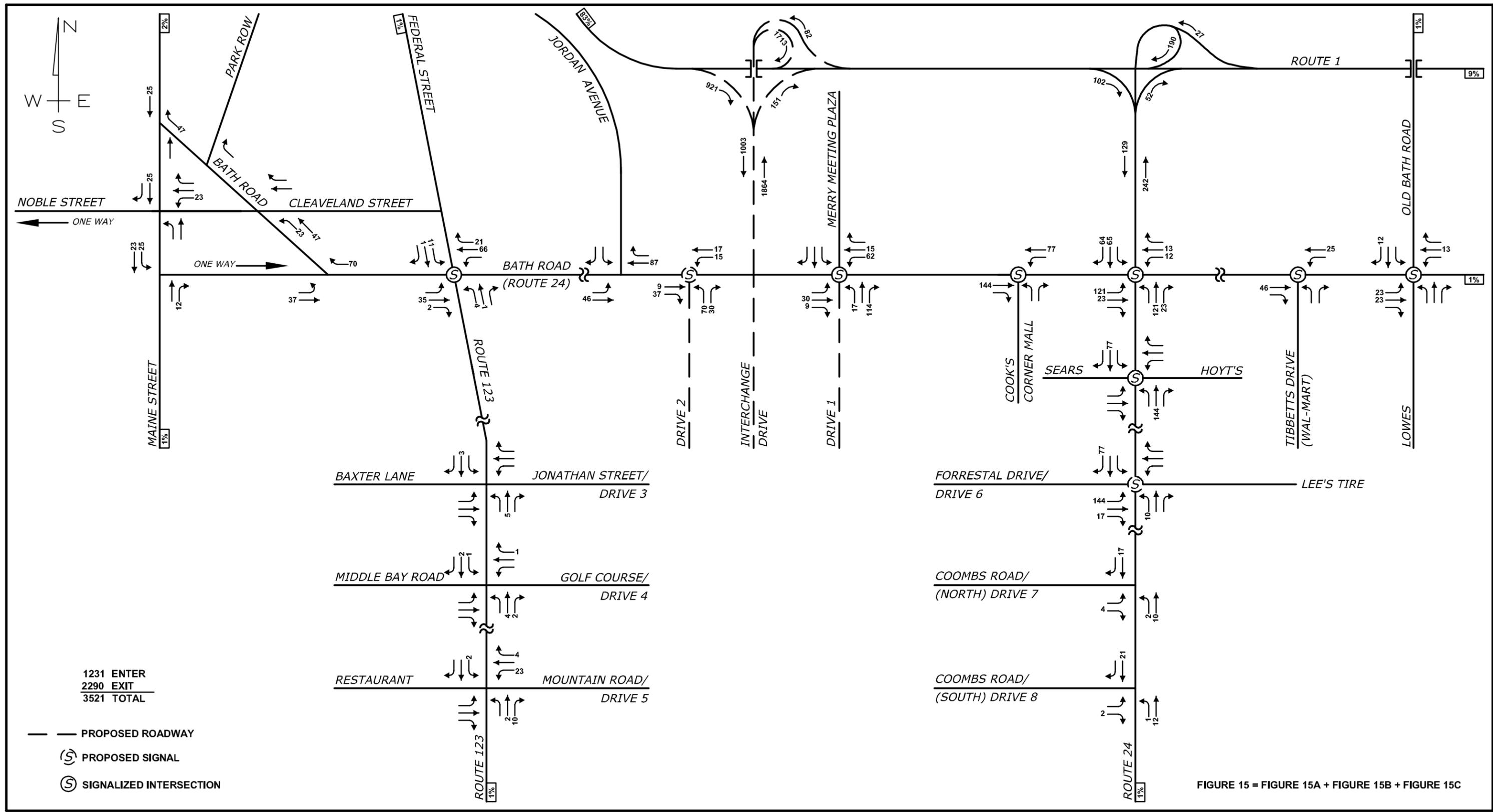
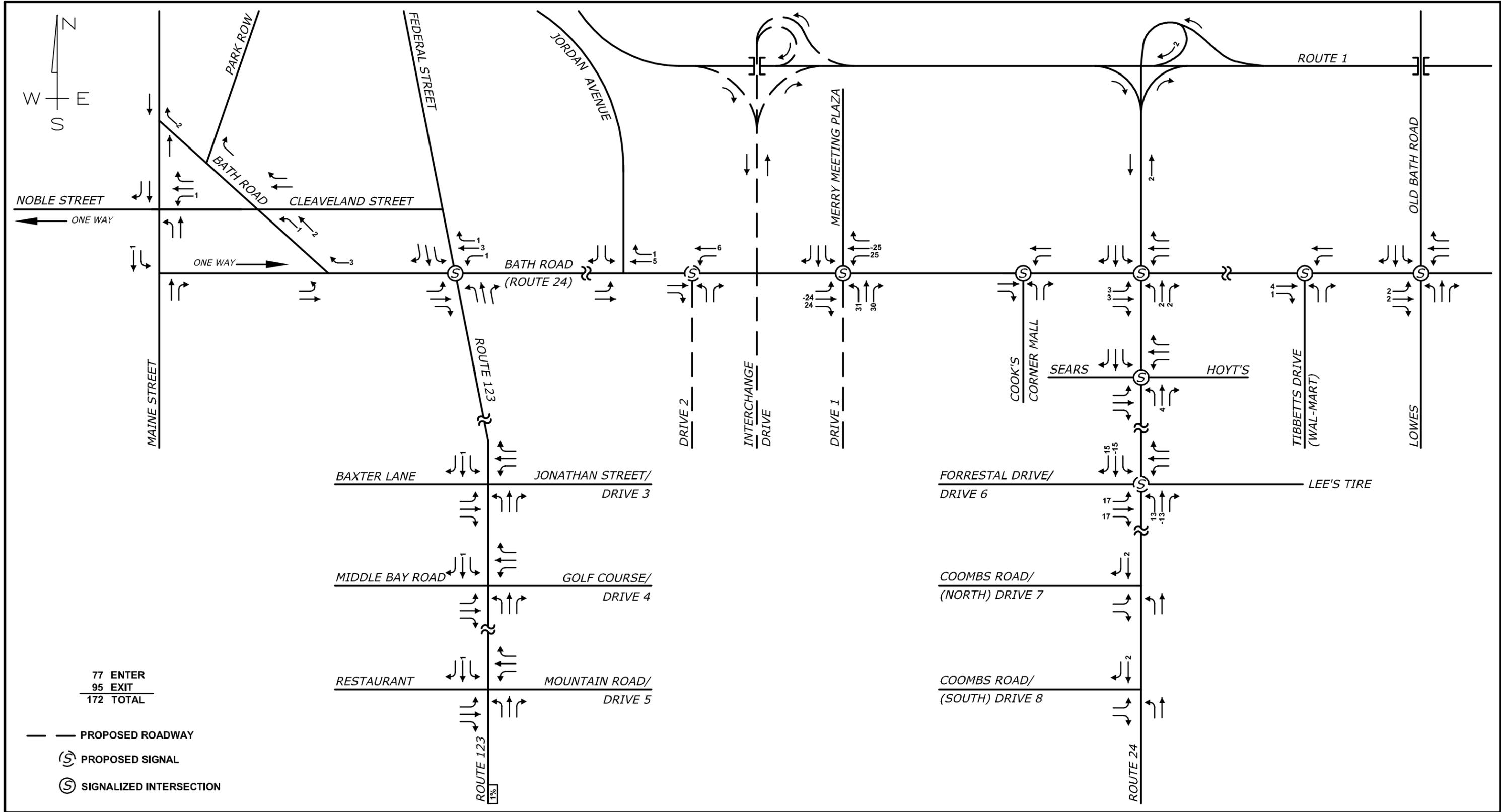


FIGURE 15 = FIGURE 15A + FIGURE 15B + FIGURE 15C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

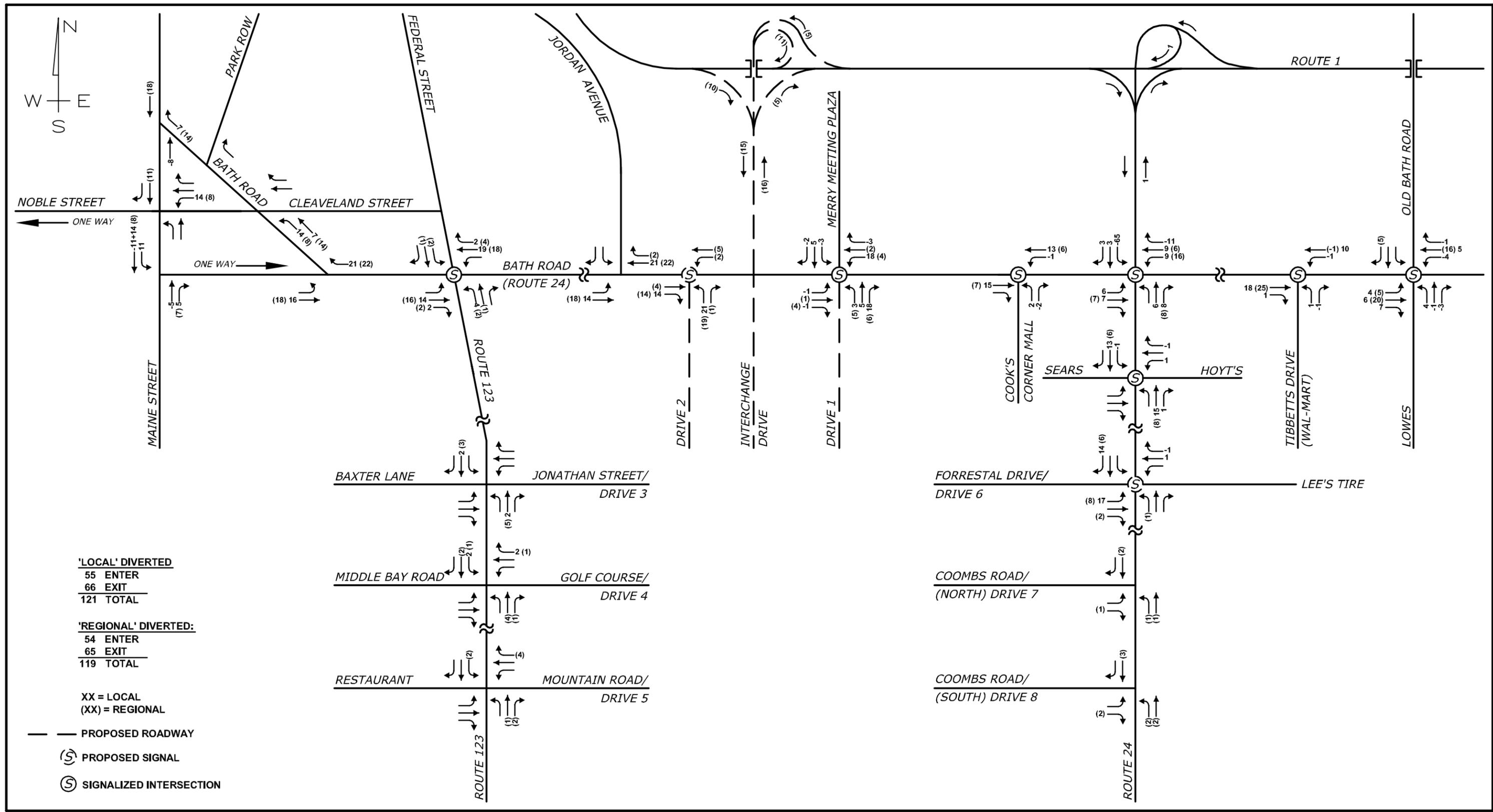
# Pass-By Trip Assignment: 15-Year Reuse Scenario

Figure No. 13B



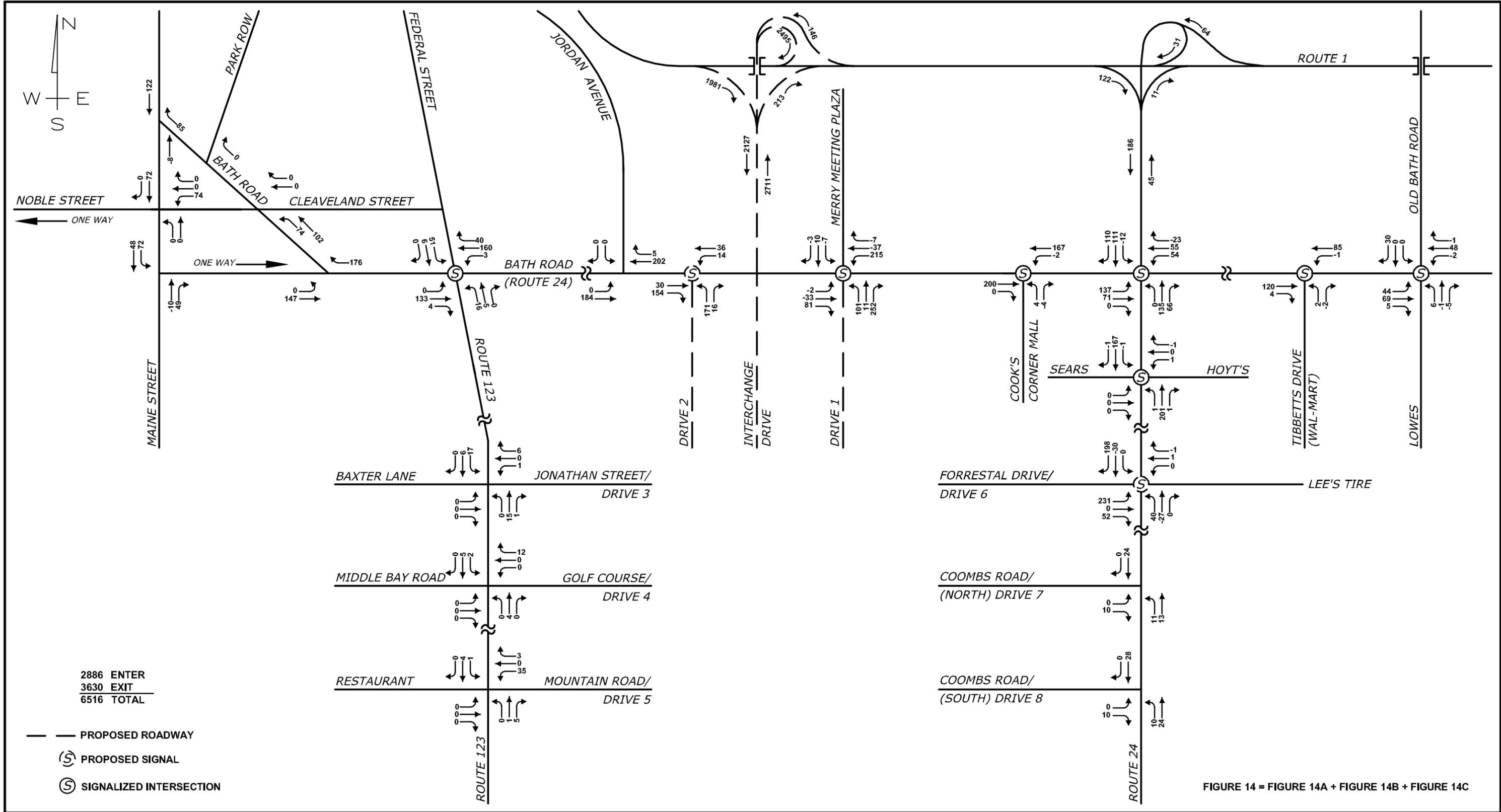
**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

# Diverted Trips: 15-Year Reuse Scenario



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 JUNE 2009**

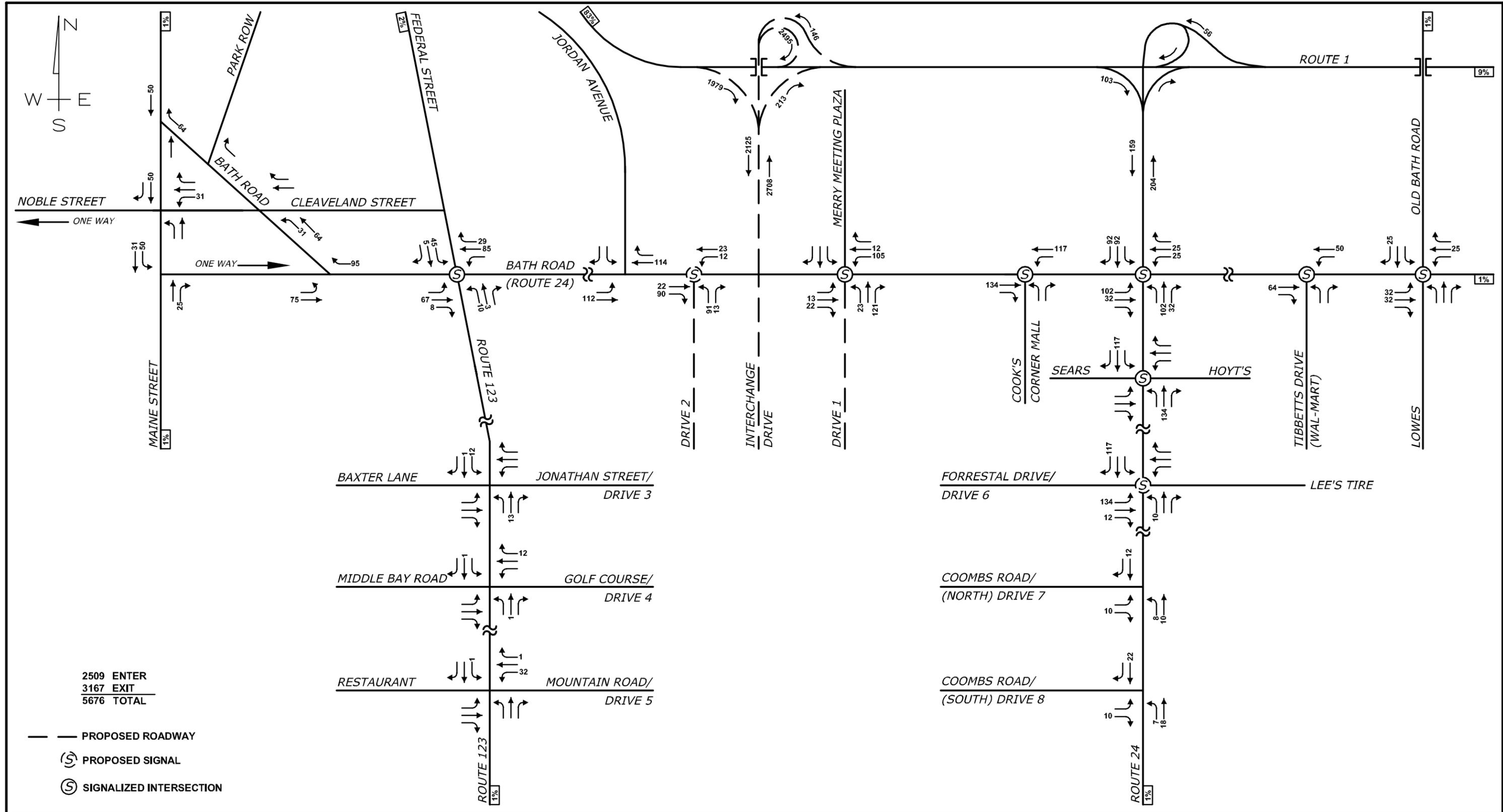
# Total Trip Assignment: 15-Year High Density Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

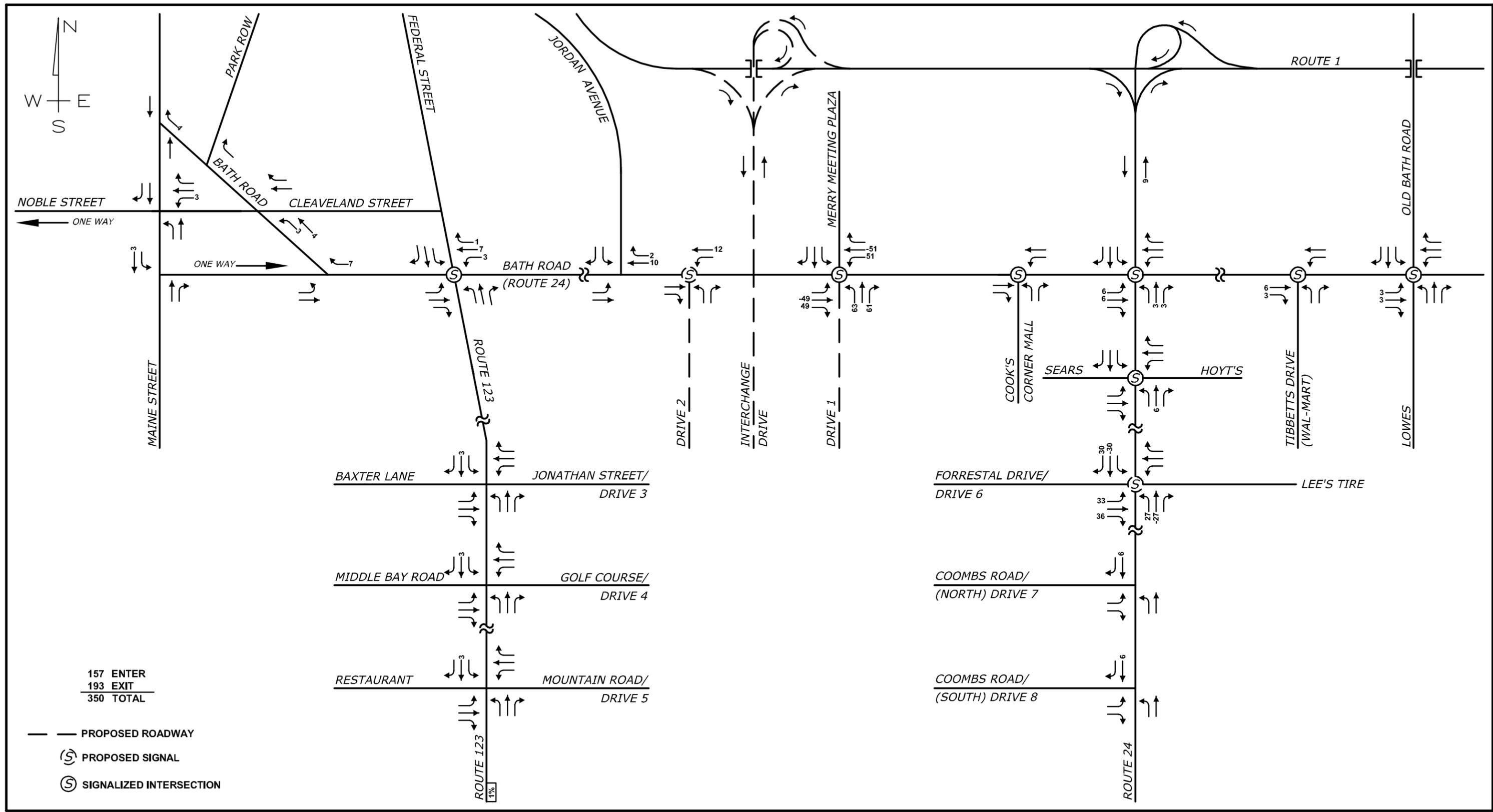
# Primary Trip Assignment: 15-Year High Density Scenario

Figure No. 14A



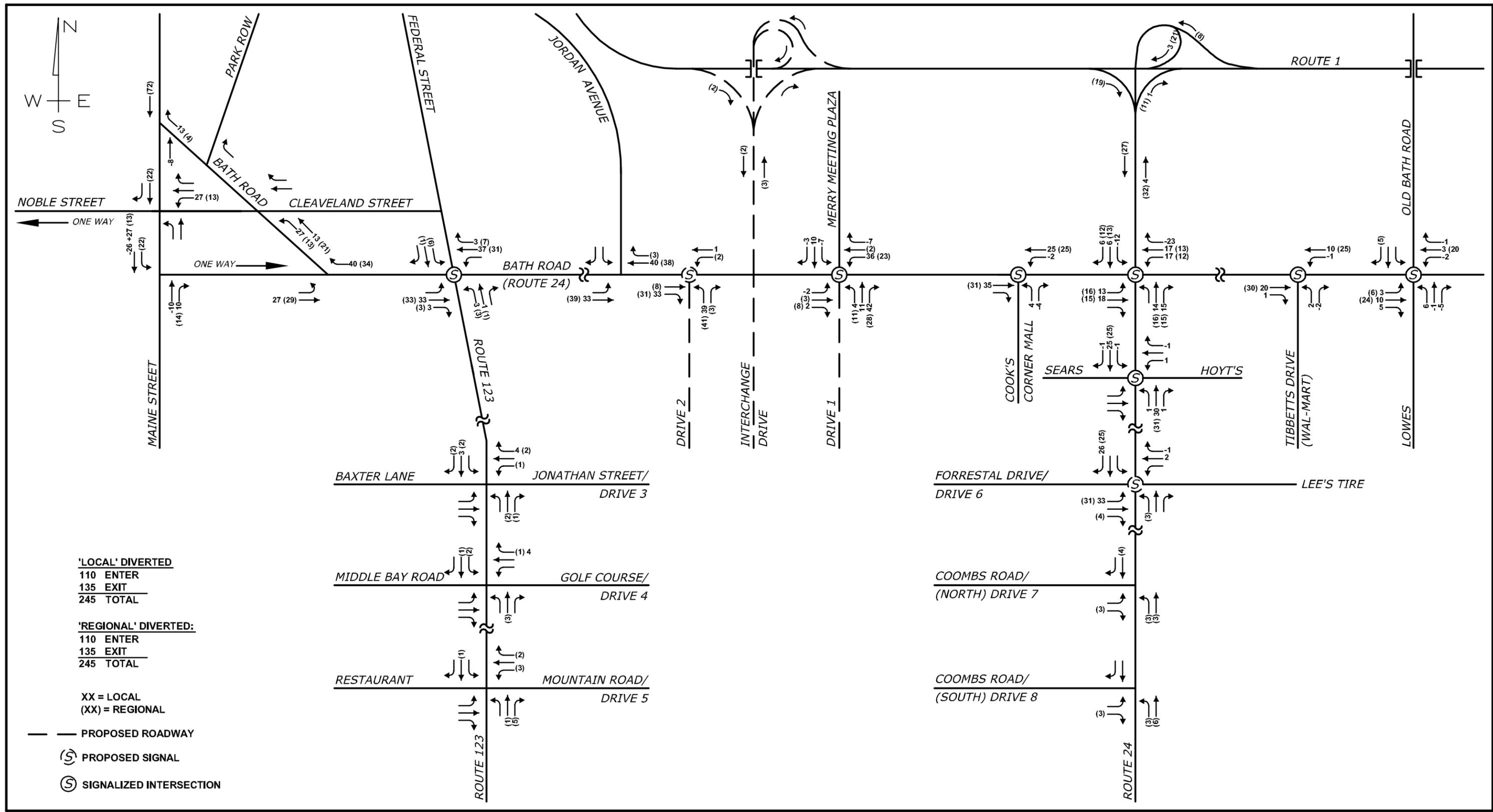
**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

# Pass-By Trip Assignment: 15-Year High Density Scenario



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

# Diverted Trips: 15-Year High Density Scenario



REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 JUNE 2009

# Total Trip Assignment: 20-Year Reuse Scenario

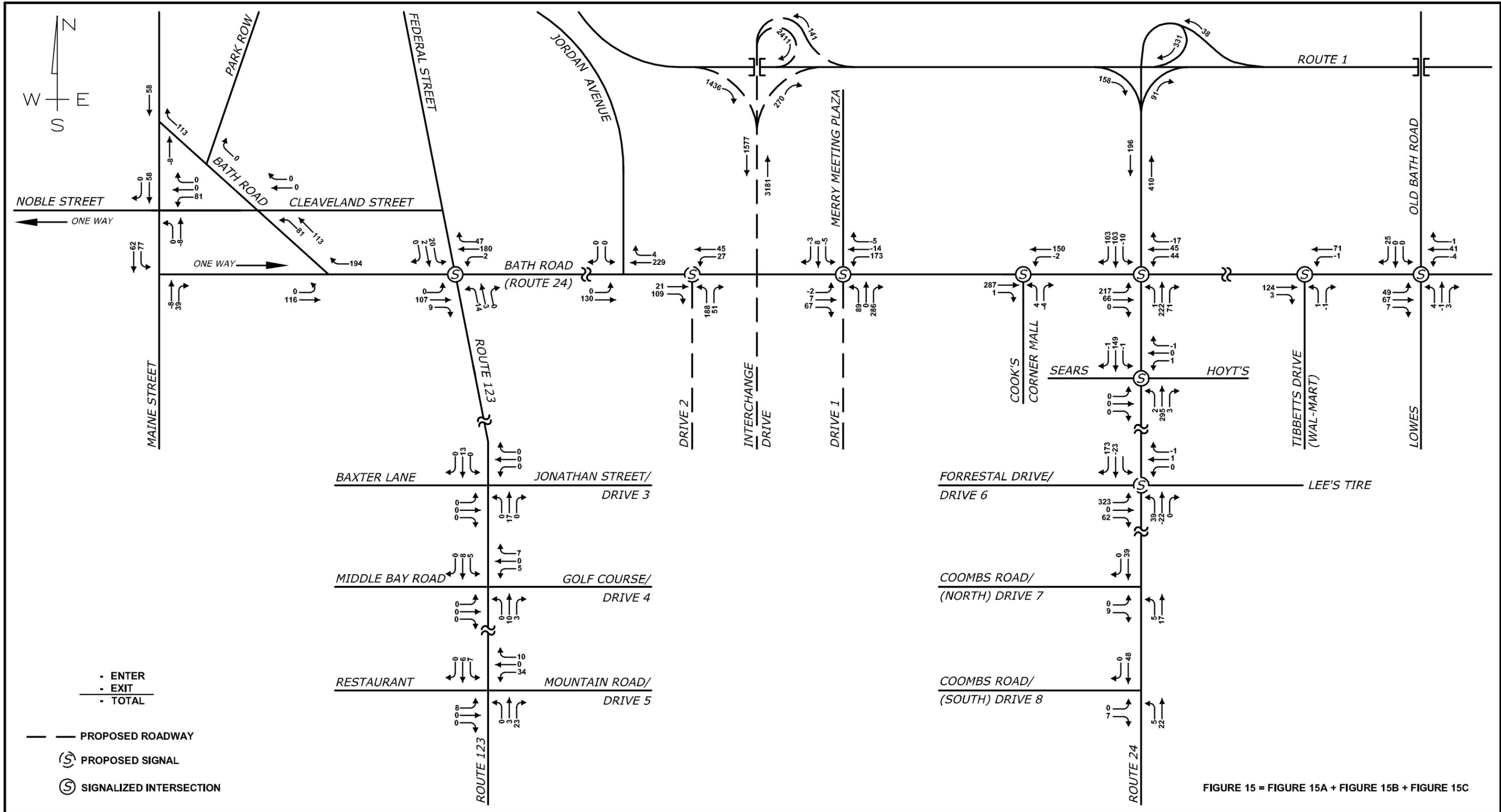
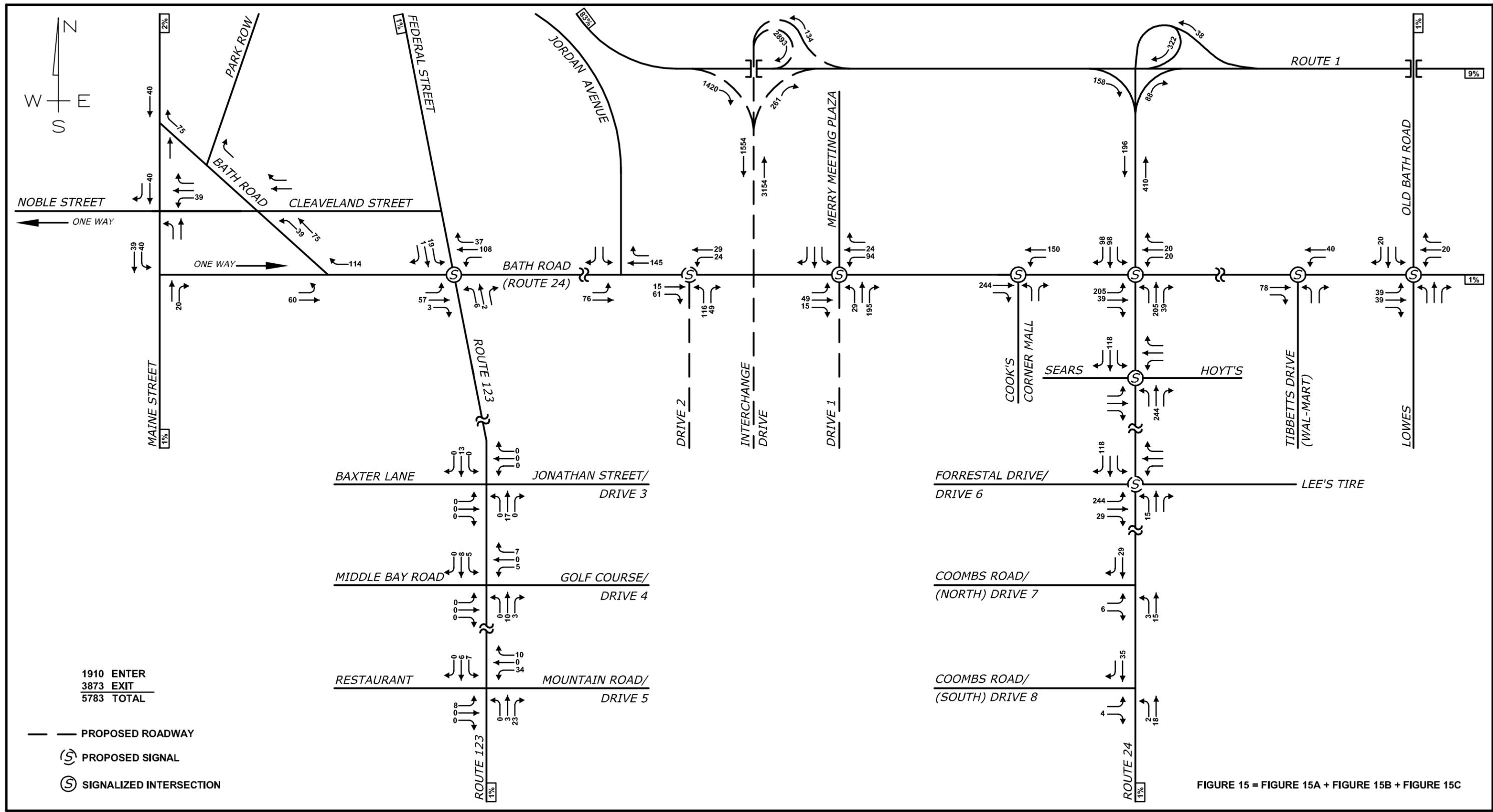


FIGURE 15 = FIGURE 15A + FIGURE 15B + FIGURE 15C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

# Primary Trip Assignment: 20-Year Reuse Scenario

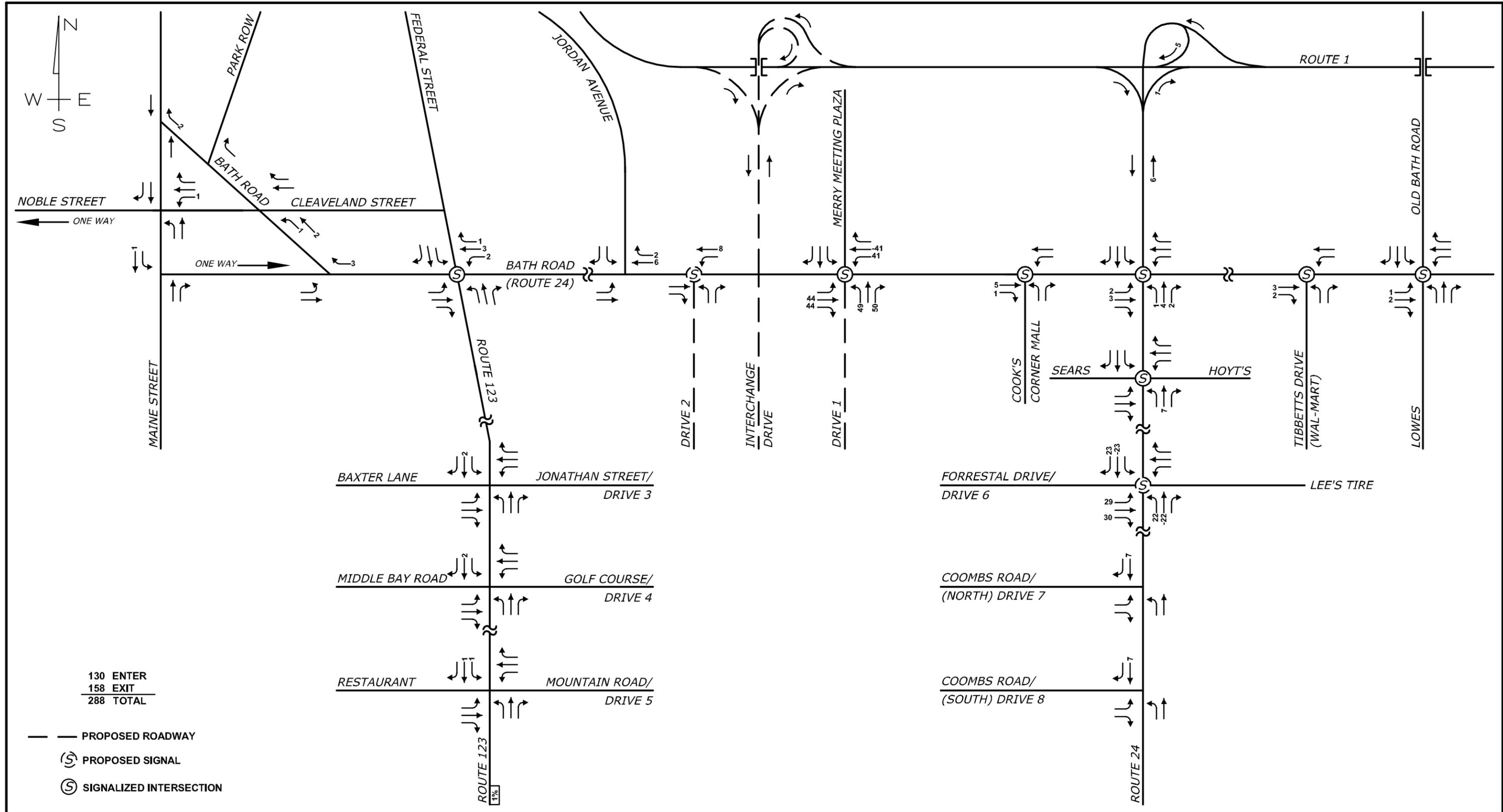
Figure No. 15A



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

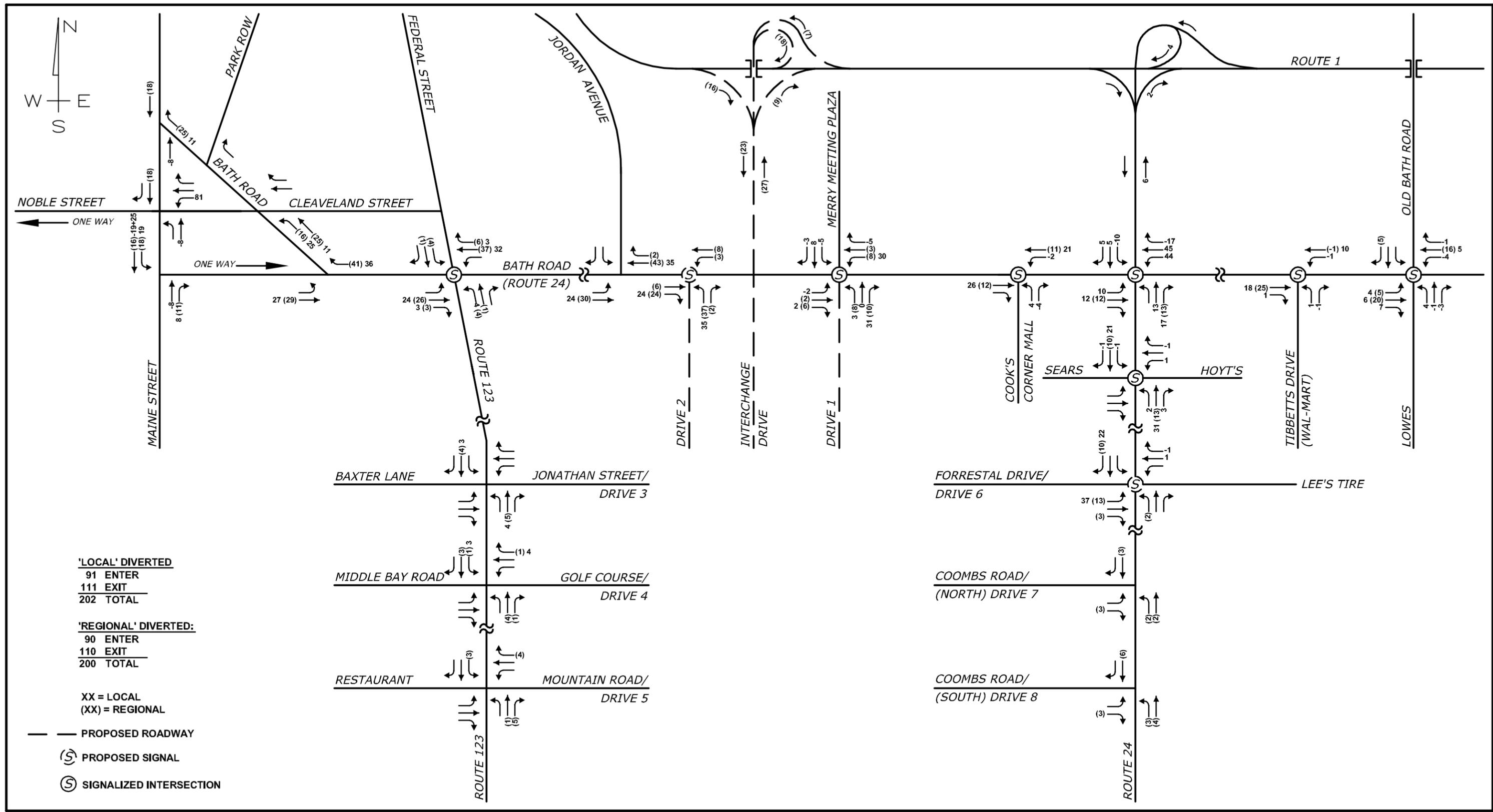
# Pass-By Trip Assignment: 20-Year Reuse Scenario

Figure No. 15B



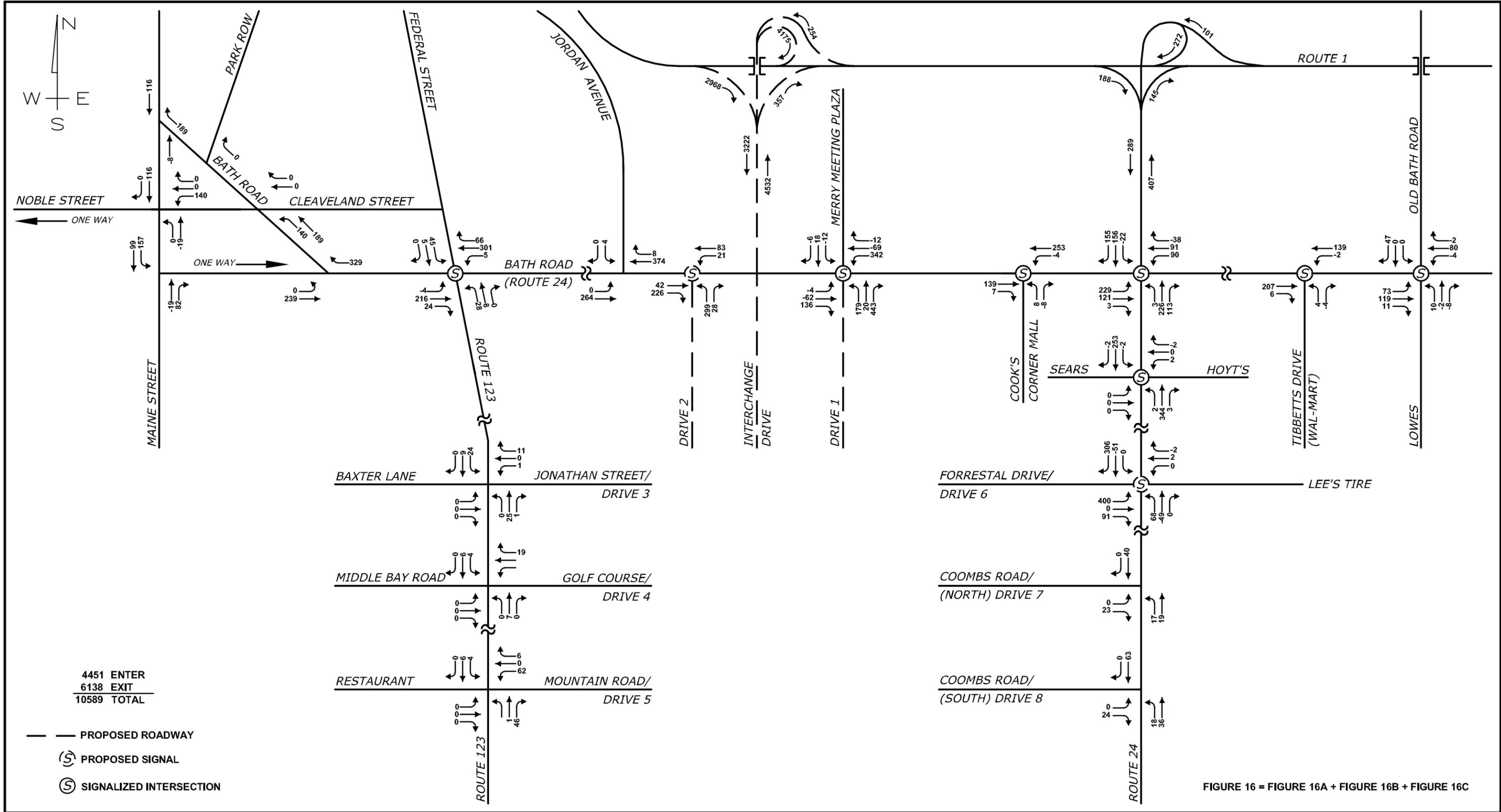
**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

# Diverted Trips: 20-Year Reuse Scenario



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 JUNE 2009**

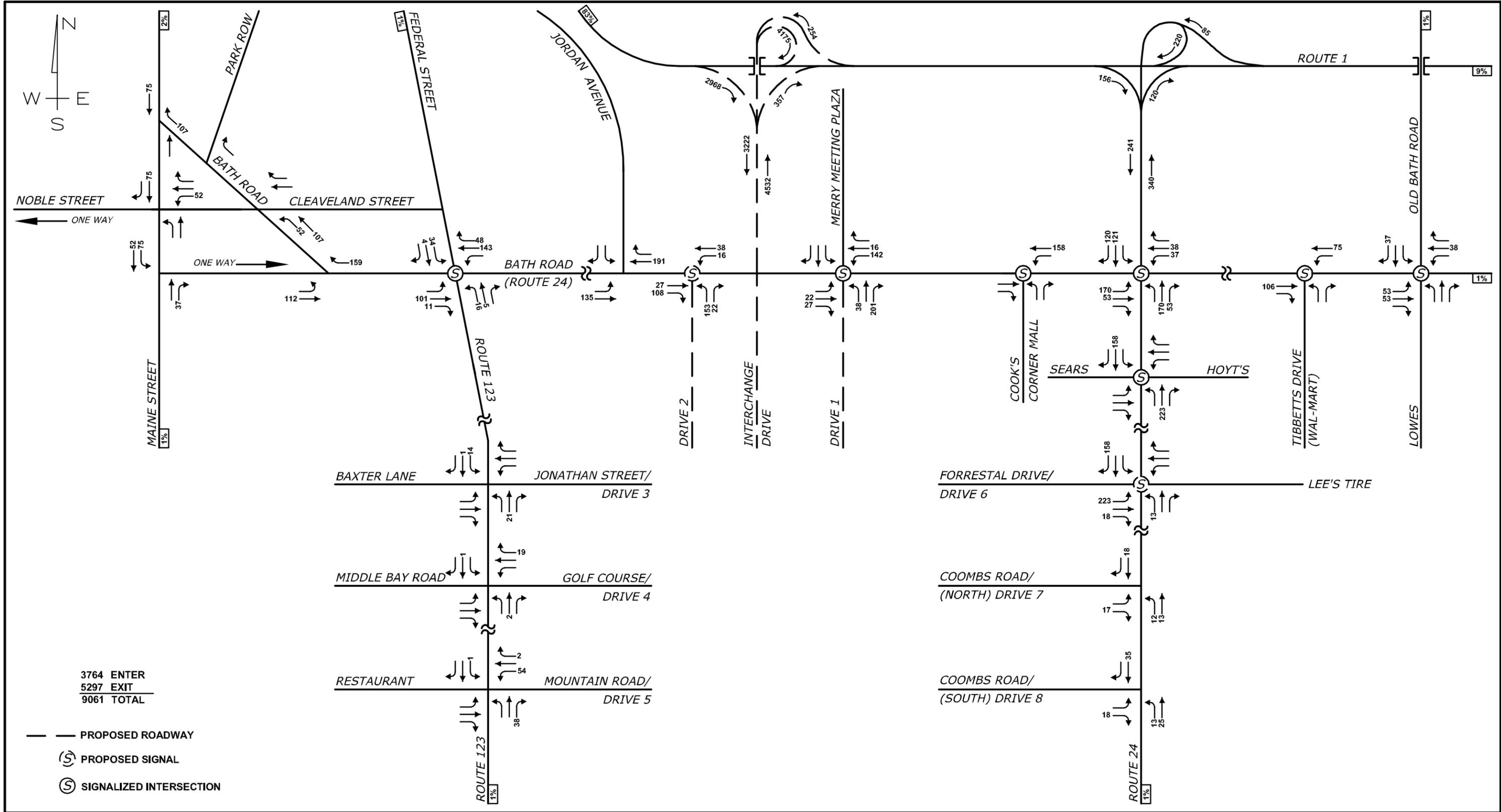
# Total Trip Assignment: 20-Year High Density Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

# Primary Trip Assignment: 20-Year High Density Scenario

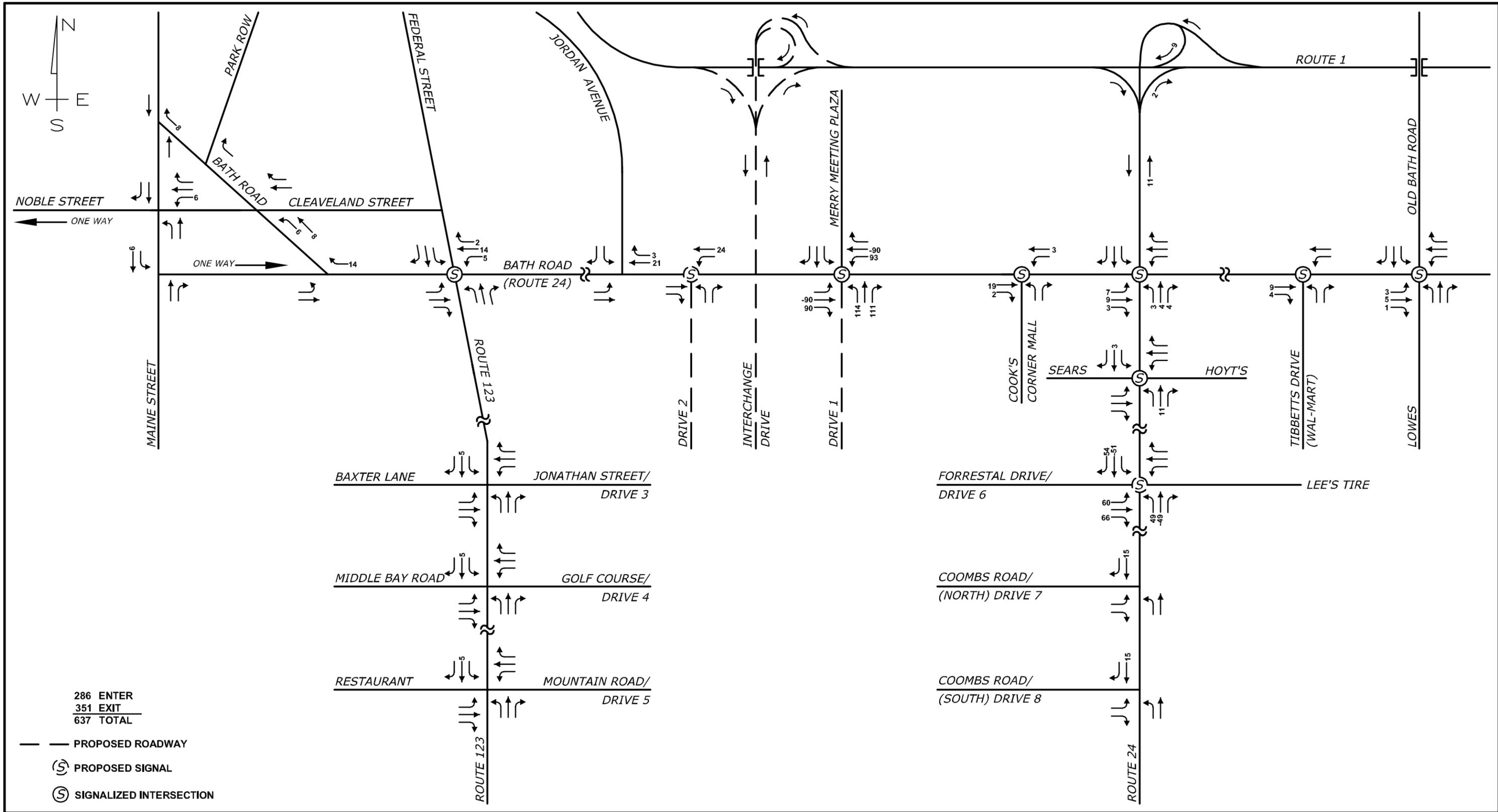
Figure No. 16A



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

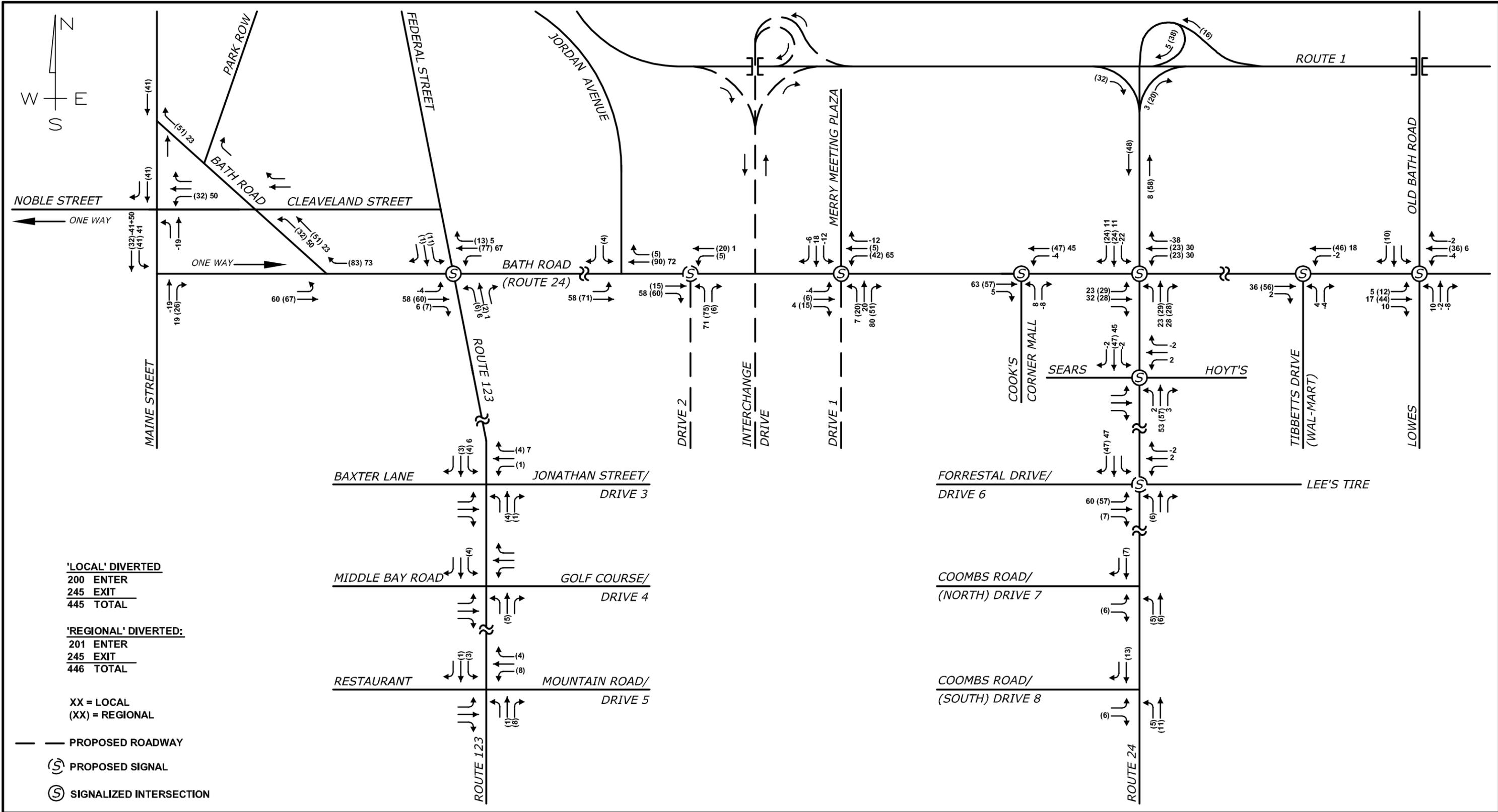
# Pass-By Trip Assignment: 20-Year High-Density Scenario

Figure No. 16B



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
JUNE 2009**

# Diverted Trips: 20-Year High Density Scenario



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 JUNE 2009**

# Design Hour Volumes - 5-Year (2016) Reuse Scenario - PM Peak Hour

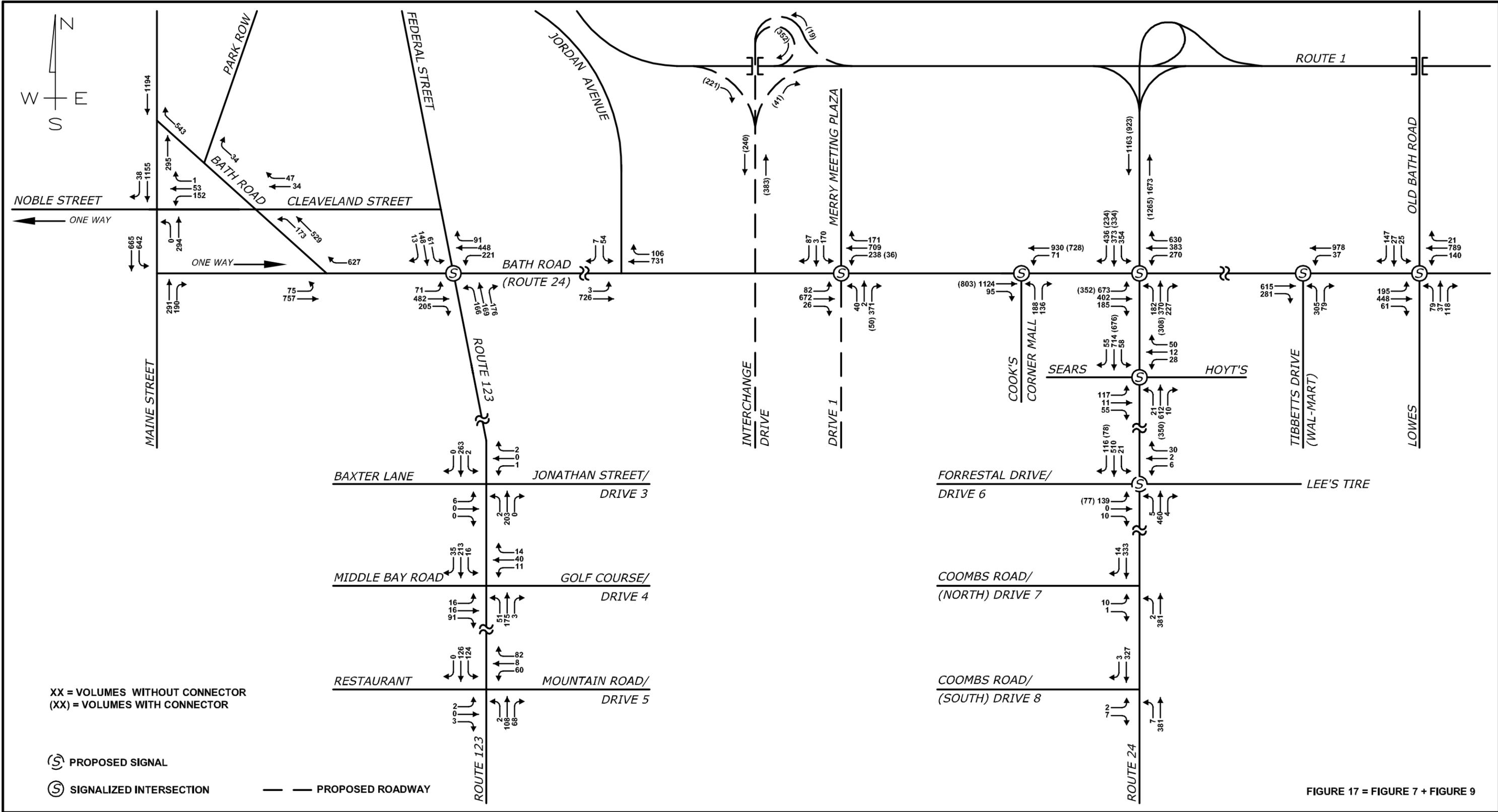


FIGURE 17 = FIGURE 7 + FIGURE 9

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009



# Design Hour Volumes - 10-Year (2021) Reuse Scenario - PM Peak Hour

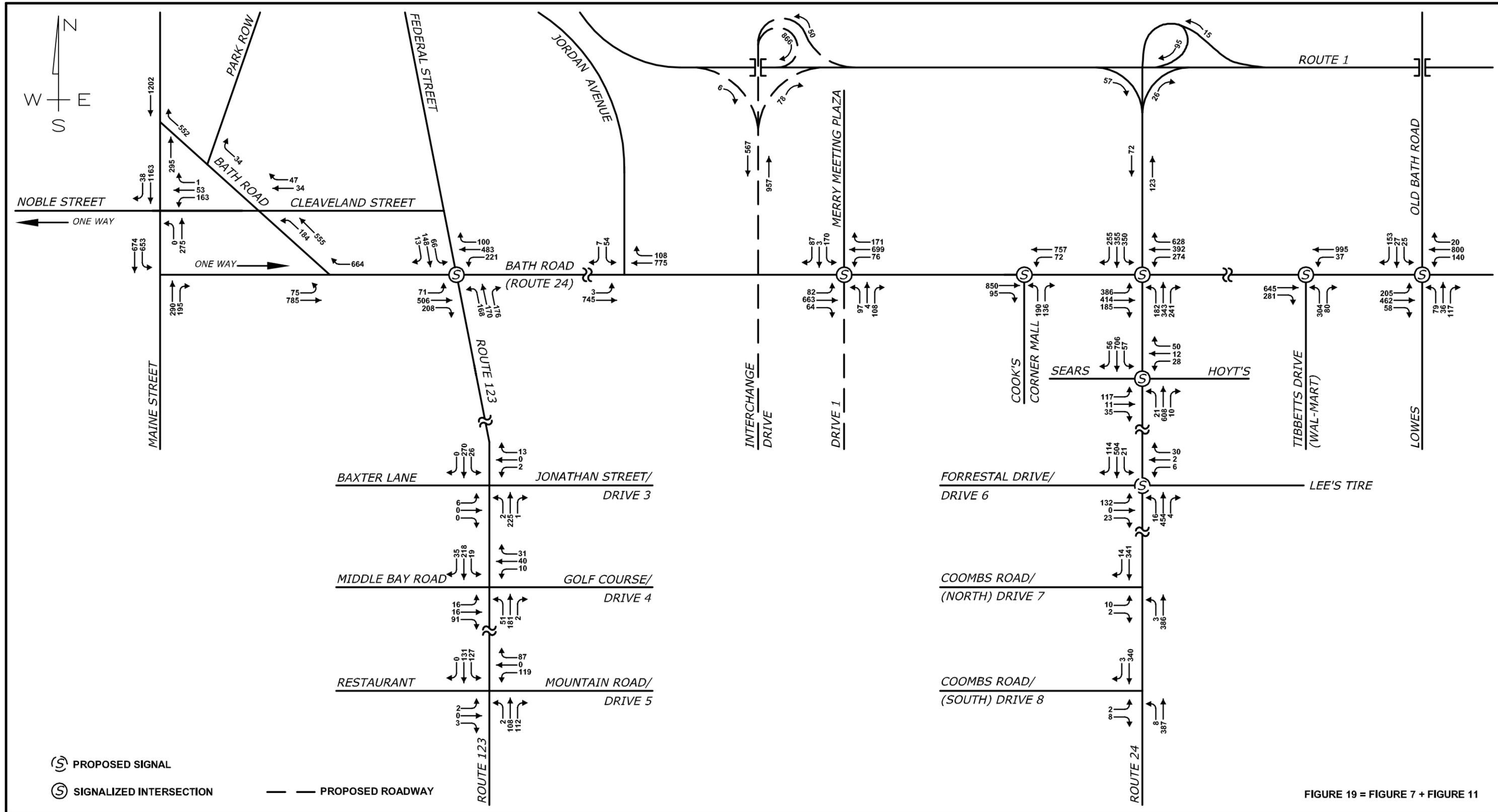


FIGURE 19 = FIGURE 7 + FIGURE 11

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009

# Design Hour Volumes 10-Year (2021) High Density Scenario - PM Peak Hour

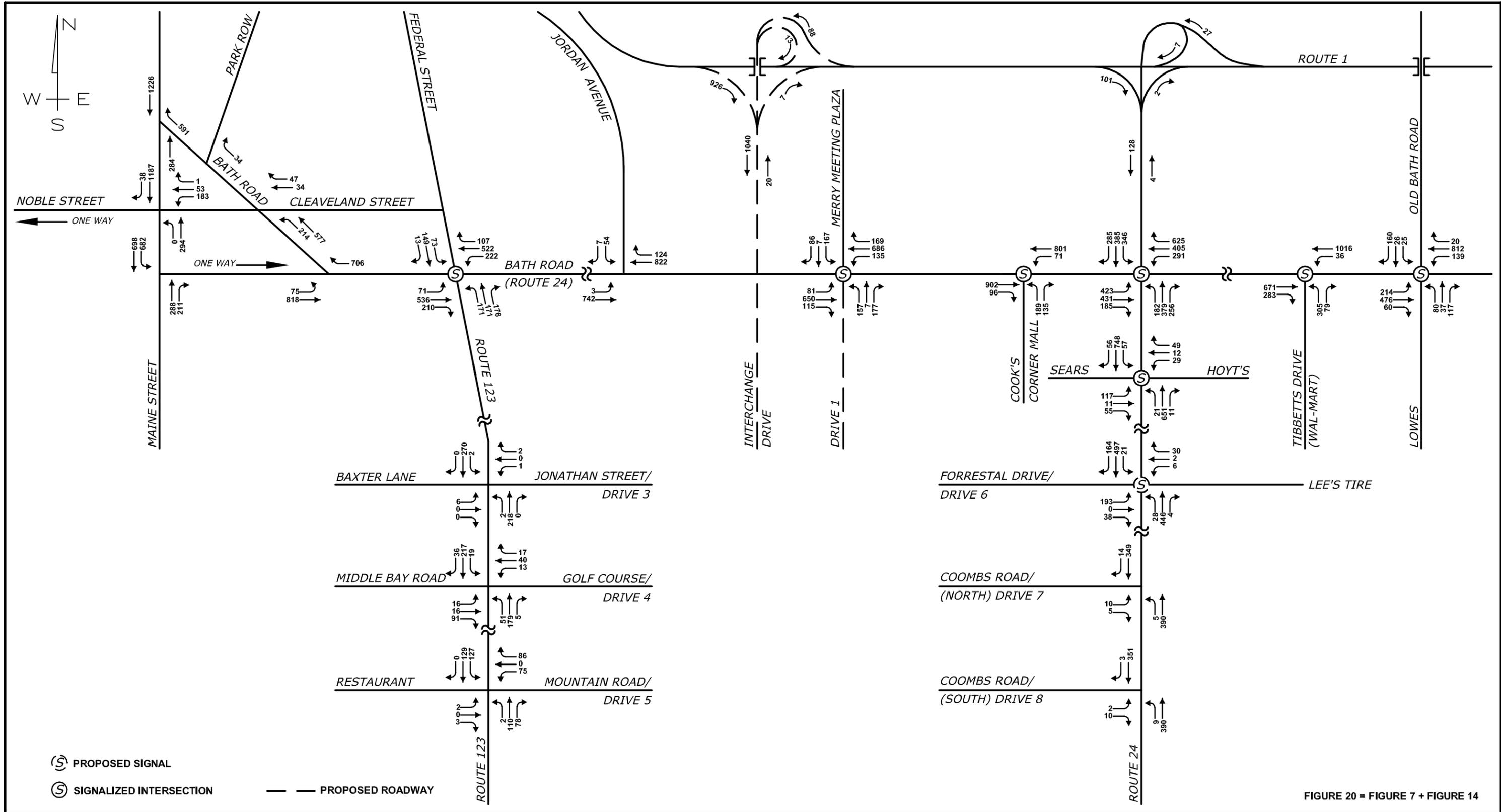


FIGURE 20 = FIGURE 7 + FIGURE 14

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009



# Design Hour Volumes 15-Year (2026) High Density Scenario - PM Peak Hour

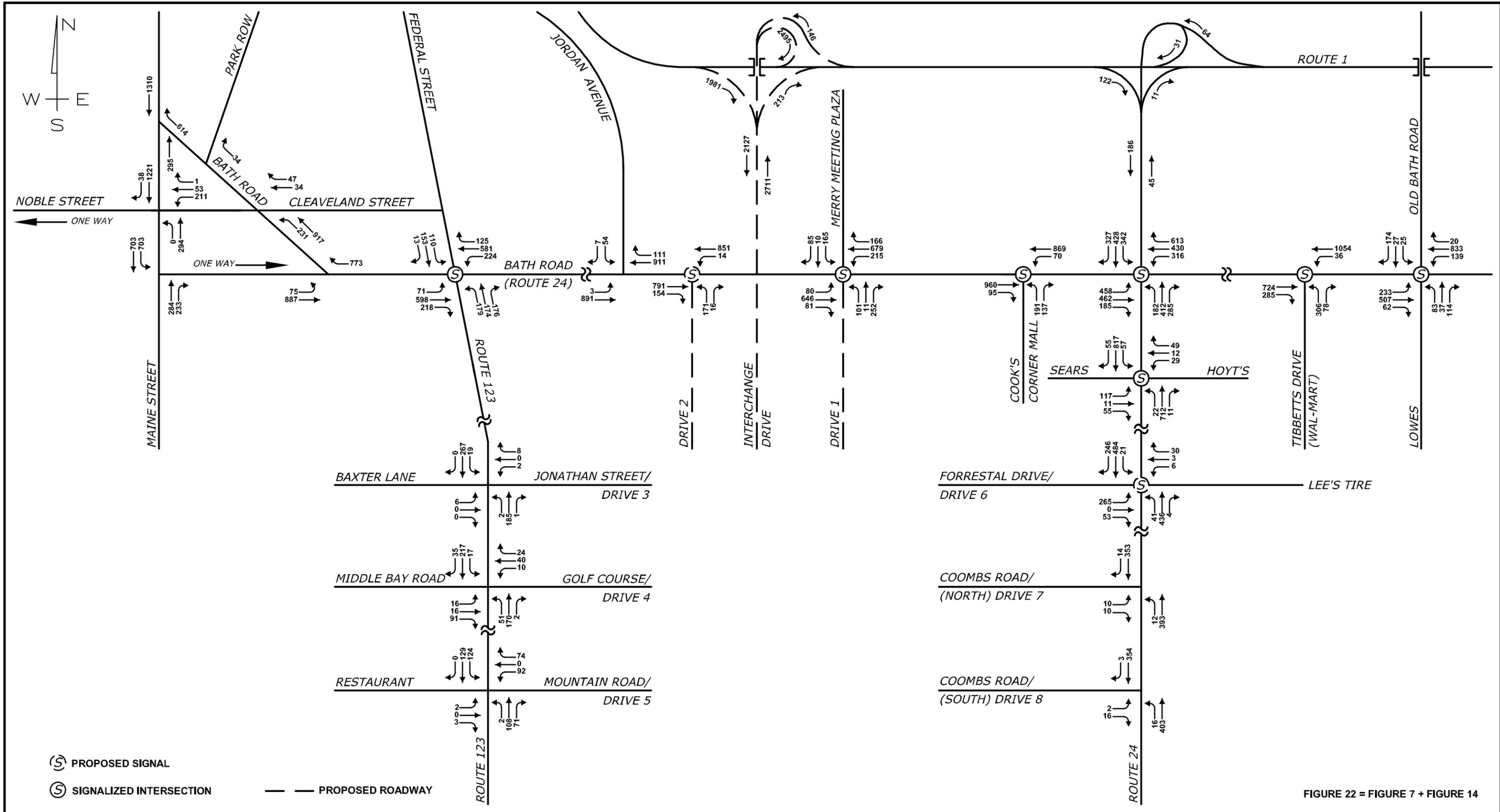


FIGURE 22 = FIGURE 7 + FIGURE 14

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE JUNE 2009







Gravity Model for BNAS Redevelopment  
Brunswick, Maine

Town	Population	Percent of Total	Maine St from South		Maine St from North		Federal St from North		Route 123 from South		Route 1 from North		Route 1 from South		Route 24 from South		Old Bath Rd fr East		Bath Road from East		Total		
			Percent	Population	Percent	Population	Percent	Population	Percent	Population	Percent	Population	Percent	Population	Percent	Population	Percent	Population	Percent	Population	Percent	Population	Percent
Aina	675	0%		0		0		0		0	100%	675		0		0		0		0	100%	675	
Auburn	23,203	5%		0	10%	2320		0		0		0	90%	20883		0		0		0	100%	23203	
Augusta	18,580	4%		0		0		0		0		0	100%	18580		0		0		0	100%	18580	
Arrowsic	477	0%		0		0		0		0	100%	477		0		0		0		0	100%	477	
Bath	9,266	2%		0		0		0		0	30%	2780		0		30%	2780		40%	3708	100%	9266	
West Bath	1,798	0%		0		0		0		0	50%	899		0		0		50%	899		0	100%	1798
Boothbay	2,960	1%		0		0		0		0	100%	2960		0		0		0		0	100%	2960	
Boothbay Hrbr.	2,334	1%		0		0		0		0	100%	2334		0		0		0		0	100%	2334	
Bowdoin	2,727	1%		0		0		0		0		0	100%	2727		0		0		0	100%	2727	
Bowdoinham	2,612	1%		0		0		0		0		0	100%	2612		0		0		0	100%	2612	
Bremen	782	0%		0		0		0		0	100%	782		0		0		0		0	100%	782	
Bristol	2,644	1%		0		0		0		0	100%	2644		0		0		0		0	100%	2644	
South Bristol	897	0%		0		0		0		0	100%	897		0		0		0		0	100%	897	
Brunswick	21,172	5%	20%	4234	25%	5293	10%	2117	5%	1059		0	25%	5293	5%	1059	5%	1059	5%	1059	100%	21172	
Cape Elizabeth	9,088	2%		0		0		0		0		0	100%	9088		0		0		0	100%	9088	
Chelsea	2,559	1%		0		0		0		0	5%	128	95%	2431		0		0		0	100%	2559	
Cumberland	7,159	2%		0		0		0		0		0	100%	7159		0		0		0	100%	7159	
Damariscotta	2,041	0%		0		0		0		0	100%	2041		0		0		0		0	100%	2041	
Dresden	1,625	0%		0		0		0		0	100%	1625		0		0		0		0	100%	1625	
Durham	3,381	1%		0	10%	338		0		0		0	90%	3043		0		0		0	100%	3381	
Edgecomb	1,090	0%		0		0		0		0	100%	1090		0		0		0		0	100%	1090	
Farmingdale	2,804	1%		0		0		0		0		0	100%	2804		0		0		0	100%	2804	
Falmouth	10,310	2%		0		0		0		0		0	100%	10310		0		0		0	100%	10310	
Freeport	7,800	2%	10%	780		0		0		0		0	90%	7020		0		0		0	100%	7800	
Gardiner	6,198	1%		0		0		0		0		0	100%	6198		0		0		0	100%	6198	
West Gardiner	2,902	1%		0		0		0		0		0	100%	2902		0		0		0	100%	2902	
Georgetown	1,020	0%		0		0		0		0	100%	1020		0		0		0		0	100%	1020	
Gray	6,820	2%		0		0		0		0		0	100%	6820		0		0		0	100%	6820	
Greene	4,076	1%		0		0		0		0		0	100%	4076		0		0		0	100%	4076	
Hallowell	2,467	1%		0		0		0		0		0	100%	2467		0		0		0	100%	2467	
Harpwell	5,239	1%		0		0		0	50%	2620		0		0	50%	2620		0		0	100%	5239	
Jefferson	1,194	0%		0		0		0		0	100%	1194		0		0		0		0	100%	1194	
Leeds	667	0%		0		0		0		0		0	100%	667		0		0		0	100%	667	
Lewiston	35,690	8%		0		0		0		0		0	100%	35690		0		0		0	100%	35690	
Lisbon	9,077	2%		0		0		0		0		0	100%	9077		0		0		0	100%	9077	
Litchfield	3,110	1%		0		0		0		0		0	100%	3110		0		0		0	100%	3110	
Long Island	202	0%		0		0		0		0		0	100%	202		0		0		0	100%	202	
Manchester	616	0%		0		0		0		0		0	100%	616		0		0		0	100%	616	
Mechanic Falls	3,138	1%		0	10%	314		0		0		0	90%	2824		0		0		0	100%	3138	
Minot	1,686	0%		0	10%	169		0		0		0	90%	1517		0		0		0	100%	1686	
Monmouth	3,785	1%		0		0		0		0		0	100%	3785		0		0		0	100%	3785	
Newcastle	1,748	0%		0		0		0		0	100%	1748		0		0		0		0	100%	1748	
New Gloucester	4,803	1%		0		0		0		0		0	100%	4803		0		0		0	100%	4803	
Nobleboro	1,626	0%		0		0		0		0	100%	1626		0		0		0		0	100%	1626	
Phippsburg	2,106	0%		0		0		0		0	100%	2106		0		0		0		0	100%	2106	
Pittston	2,548	1%		0		0		0		0	60%	1529	40%	1019		0		0		0	100%	2548	
Poland	4,866	1%		0		0		0		0		0	100%	4866		0		0		0	100%	4866	
Portland	64,929	15%		0		0		0		0		0	100%	64929		0		0		0	100%	64929	
South Portland	23,324	5%		0		0		0		0		0	100%	23324		0		0		0	100%	23324	
Pownal	1,491	0%		0		0		0		0		0	100%	1491		0		0		0	100%	1491	
Raymond	3,439	1%		0		0		0		0		0	100%	3439		0		0		0	100%	3439	
Randolph	1,911	0%		0		0		0		0	20%	382	80%	1529		0		0		0	100%	1911	
Richmond	3,298	1%		0		0		0		0		0	100%	3298		0		0		0	100%	3298	
Sabatius	4,486	1%		0		0		0		0		0	100%	4486		0		0		0	100%	4486	
Scarborough	16,970	4%		0		0		0		0		0	100%	16970		0		0		0	100%	16970	
Southport	684	0%		0		0		0		0	100%	684		0		0		0		0	100%	684	
Topsham	9,100	2%		0	20%	1820		0		0		0	90%	8190		0		0		0	110%	10010	
Turner	994	0%		0	10%	99		0		0		0	90%	895		0		0		0	100%	994	
Wales	1,322	0%		0		0		0		0		0	100%	1322		0		0		0	100%	1322	
Westbrook	16,142	4%		0		0		0		0		0	100%	16142		0		0		0	100%	16142	
Westport	745	0%		0		0		0		0	100%	745		0		0		0		0	100%	745	
Whitefield	1,704	0%		0		0		0		0	100%	1704		0		0		0		0	100%	1704	
Windham	14,158	3%		0		0		0		0		0	100%	14158		0		0		0	100%	14158	
Winthrop	3,116	1%		0		0		0		0		0	100%	3116		0		0		0	100%	3116	
Wiscasset	3,603	1%		0		0		0		0	100%	3603		0		0		0		0	100%	3603	
Woolwich	2,810	1%		0		0		0		0	100%	2810		0		0		0		0	100%	2810	
Yarmouth	8,360	2%		0		0		0		0		0	100%	8360		0		0		0	100%	8360	
North Yarmouth	3,210	1%		0		0		0		0		0	100%	3210		0		0		0	100%	3210	
<b>TOTALS</b>	<b>429,324</b>	<b>100%</b>	<b>1%</b>	<b>5014</b>	<b>2%</b>	<b>10353</b>	<b>0%</b>	<b>2117</b>	<b>1%</b>	<b>3678</b>	<b>9%</b>	<b>38483</b>	<b>83%</b>	<b>357408</b>	<b>1%</b>	<b>3678</b>	<b>1%</b>	<b>3838</b>	<b>1%</b>	<b>5664</b>	<b>100%</b>	<b>430234</b>	

Utilized for Study

1% 2% 1% 1% 9% 83% 1% 1% 100%



## **Appendix B**

### **B.1 Capacity Analyses Results**

*Appendix B*  
Capacity Analysis Results

Summary of All Intervals

Run Number	1	4	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2273	2232	2176	2241	2281	2242
Vehs Exited	2289	2232	2171	2233	2300	2245
Starting Vehs	42	35	35	37	47	38
Ending Vehs	26	35	40	45	28	32
Denied Entry Before	0	0	8	4	2	2
Denied Entry After	0	0	1	6	3	2
Travel Distance (mi)	626	615	598	620	632	618
Travel Time (hr)	39.2	37.1	38.5	38.5	39.2	38.5
Total Delay (hr)	16.0	14.4	16.2	15.5	15.8	15.6
Total Stops	1692	1649	1725	1672	1686	1684
Fuel Used (gal)	263.9	256.5	255.4	260.3	266.9	260.6

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	4	5	6	7	Avg
Vehs Entered	2273	2232	2176	2241	2281	2242
Vehs Exited	2289	2232	2171	2233	2300	2245
Starting Vehs	42	35	35	37	47	38
Ending Vehs	26	35	40	45	28	32
Denied Entry Before	0	0	8	4	2	2
Denied Entry After	0	0	1	6	3	2
Travel Distance (mi)	626	615	598	620	632	618
Travel Time (hr)	39.2	37.1	38.5	38.5	39.2	38.5
Total Delay (hr)	16.0	14.4	16.2	15.5	15.8	15.6
Total Stops	1692	1649	1725	1672	1686	1684
Fuel Used (gal)	263.9	256.5	255.4	260.3	266.9	260.6

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	5.2	4.3	3.0	1.5	13.9
Delay / Veh (s)	24.6	20.6	20.8	24.6	22.4
Vehicles Entered	765	748	512	217	2242
Vehicles Exited	764	746	514	218	2242
Hourly Exit Rate	764	746	514	218	2242
Input Volume	770	782	512	224	2288
% of Volume	99	95	100	97	98
Denied Entry Before	2	0	0	0	2
Denied Entry After	2	0	0	0	2

Total Network Performance

Total Delay (hr)	15.6
Delay / Veh (s)	25.0
Vehicles Entered	2242
Vehicles Exited	2245
Hourly Exit Rate	2245
Input Volume	4576
% of Volume	49
Denied Entry Before	2
Denied Entry After	2

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	L	TR
Maximum Queue (ft)	164	343	245	171	328	174	200	81	155
Average Queue (ft)	44	197	45	84	151	86	80	27	71
95th Queue (ft)	117	344	173	150	265	155	149	60	125
Link Distance (ft)		324			1005		684		750
Upstream Blk Time (%)		3							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	140		220	325		150		160	
Storage Blk Time (%)		16	0		0	2	1		0
Queuing Penalty (veh)		45	0		0	3	1		0

Network Summary

Network wide Queuing Penalty: 50

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	4.0	19.0	4.0	18.0	28.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	6.3	15.1	4.0	19.4	5.8	12.5	27.5
g/C Ratio	0.06	0.24	0.06	0.35	0.09	0.18	0.49
Cycles Skipped (%)	45	10	16	0	11	17	0
Cycles @ Minimum (%)	47	2	84	0	75	0	0
Cycles Maxed Out (%)	55	27	84	86	89	13	65
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 55.9  
 Number of Complete Cycles : 63

Summary of All Intervals

Run Number	1	4	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2219	2207	2152	2217	2272	2213
Vehs Exited	2233	2206	2144	2203	2290	2215
Starting Vehs	34	35	37	38	49	42
Ending Vehs	20	36	45	52	31	38
Denied Entry Before	1	0	9	4	2	2
Denied Entry After	0	0	2	5	3	2
Travel Distance (mi)	611	608	592	612	630	611
Travel Time (hr)	39.3	40.1	38.5	38.0	40.3	39.3
Total Delay (hr)	16.5	17.7	16.5	15.4	17.0	16.6
Total Stops	1680	1718	1702	1662	1709	1693
Fuel Used (gal)	261.4	262.7	254.1	257.5	269.4	261.0

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	4	5	6	7	Avg
Vehs Entered	2219	2207	2152	2217	2272	2213
Vehs Exited	2233	2206	2144	2203	2290	2215
Starting Vehs	34	35	37	38	49	42
Ending Vehs	20	36	45	52	31	38
Denied Entry Before	1	0	9	4	2	2
Denied Entry After	0	0	2	5	3	2
Travel Distance (mi)	611	608	592	612	630	611
Travel Time (hr)	39.3	40.1	38.5	38.0	40.3	39.3
Total Delay (hr)	16.5	17.7	16.5	15.4	17.0	16.6
Total Stops	1680	1718	1702	1662	1709	1693
Fuel Used (gal)	261.4	262.7	254.1	257.5	269.4	261.0

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	5.5	4.7	3.3	1.5	15.0
Delay / Veh (s)	26.1	23.2	23.1	25.0	24.3
Vehicles Entered	757	730	511	215	2213
Vehicles Exited	757	727	516	216	2216
Hourly Exit Rate	757	727	516	216	2216
Input Volume	758	760	511	222	2251
% of Volume	100	96	101	97	98
Denied Entry Before	2	0	0	0	2
Denied Entry After	2	0	0	0	2

Total Network Performance

Total Delay (hr)	16.6
Delay / Veh (s)	27.0
Vehicles Entered	2213
Vehicles Exited	2215
Hourly Exit Rate	2215
Input Volume	4502
% of Volume	49
Denied Entry Before	2
Denied Entry After	2

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	L	TR
Maximum Queue (ft)	164	342	245	228	326	174	262	105	155
Average Queue (ft)	47	196	43	104	147	88	87	27	71
95th Queue (ft)	122	351	165	205	262	163	179	65	124
Link Distance (ft)		324			1005		684		750
Upstream Blk Time (%)		4							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	140		220	325		150		160	
Storage Blk Time (%)	0	16	0	0	0	5	0	0	0
Queuing Penalty (veh)	0	45	0	0	0	8	1	0	0

Network Summary

Network wide Queuing Penalty: 55

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	4.0	19.0	4.0	18.0	28.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.9	14.9	4.0	19.2	5.9	12.2	27.0
g/C Ratio	0.06	0.24	0.06	0.34	0.10	0.18	0.48
Cycles Skipped (%)	44	9	14	0	8	17	0
Cycles @ Minimum (%)	49	2	86	0	78	0	0
Cycles Maxed Out (%)	56	25	86	86	92	10	66
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 56.2  
 Number of Complete Cycles : 63

0.00 0.00

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**Summary of All Intervals**


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Run Number	2	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	1387	1357	1392	1374	1356	1372
Vehs Exited	1381	1366	1381	1375	1355	1372
Starting Vehs	12	19	12	12	18	15
Ending Vehs	18	10	23	11	19	15
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	408	400	408	404	399	404
Travel Time (hr)	16.1	15.6	16.0	15.8	15.4	15.8
Total Delay (hr)	1.7	1.5	1.7	1.5	1.4	1.6
Total Stops	191	183	178	165	186	179
Fuel Used (gal)	134.0	132.1	134.0	130.3	131.2	132.3

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**Interval #0 Information Seeding**


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Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

Volumes adjusted by Growth Factors.

No data recorded this interval.

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**Interval #1 Information Recording**


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Start Time 7:00  
 End Time 8:00  
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	2	3	4	5	6	Avg
Vehs Entered	1387	1357	1392	1374	1356	1372
Vehs Exited	1381	1366	1381	1375	1355	1372
Starting Vehs	12	19	12	12	18	15
Ending Vehs	18	10	23	11	19	15
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	408	400	408	404	399	404
Travel Time (hr)	16.1	15.6	16.0	15.8	15.4	15.8
Total Delay (hr)	1.7	1.5	1.7	1.5	1.4	1.6
Total Stops	191	183	178	165	186	179
Fuel Used (gal)	134.0	132.1	134.0	130.3	131.2	132.3

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### 3: Forrestal Drive & Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	0.8	0.1	0.1	0.2	1.2
Delay / Veh (s)	21.7	7.6	0.5	1.2	3.1
Vehicles Entered	132	39	464	737	1372
Vehicles Exited	132	39	463	737	1371
Hourly Exit Rate	132	39	463	737	1371
Input Volume	135	39	472	763	1409
% of Volume	98	100	98	97	97
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

### Total Network Performance

Total Delay (hr)	1.6
Delay / Veh (s)	4.1
Vehicles Entered	1372
Vehicles Exited	1372
Hourly Exit Rate	1372
Input Volume	3812
% of Volume	36
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Forrestal Drive & Gurnet Road

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	128	58	24	35	8
Average Queue (ft)	61	24	2	5	0
95th Queue (ft)	105	51	16	25	4
Link Distance (ft)	710	368	217		770
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				150	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2192	2328	2182	2100	2205	2201
Vehs Exited	2202	2319	2175	2097	2206	2201
Starting Vehs	35	29	39	37	44	36
Ending Vehs	25	38	46	40	43	39
Denied Entry Before	1	2	0	7	4	1
Denied Entry After	0	1	0	1	8	2
Travel Distance (mi)	603	642	600	578	610	606
Travel Time (hr)	37.9	40.1	38.4	35.9	37.6	38.0
Total Delay (hr)	15.5	16.3	16.2	14.4	15.0	15.5
Total Stops	1662	1732	1701	1566	1686	1668
Fuel Used (gal)	256.3	270.6	256.8	243.8	256.4	256.8

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	4	5	6	Avg
Vehs Entered	2192	2328	2182	2100	2205	2201
Vehs Exited	2202	2319	2175	2097	2206	2201
Starting Vehs	35	29	39	37	44	36
Ending Vehs	25	38	46	40	43	39
Denied Entry Before	1	2	0	7	4	1
Denied Entry After	0	1	0	1	8	2
Travel Distance (mi)	603	642	600	578	610	606
Travel Time (hr)	37.9	40.1	38.4	35.9	37.6	38.0
Total Delay (hr)	15.5	16.3	16.2	14.4	15.0	15.5
Total Stops	1662	1732	1701	1566	1686	1668
Fuel Used (gal)	256.3	270.6	256.8	243.8	256.4	256.8

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	5.3	4.1	3.1	1.5	13.9
Delay / Veh (s)	25.3	20.9	21.1	23.6	22.7
Vehicles Entered	754	704	521	222	2201
Vehicles Exited	752	701	521	223	2197
Hourly Exit Rate	752	701	521	223	2197
Input Volume	758	741	512	223	2234
% of Volume	99	95	102	100	98
Denied Entry Before	1	0	0	0	1
Denied Entry After	2	0	0	0	2

Total Network Performance

Total Delay (hr)	15.5
Delay / Veh (s)	25.3
Vehicles Entered	2201
Vehicles Exited	2201
Hourly Exit Rate	2201
Input Volume	4468
% of Volume	49
Denied Entry Before	1
Denied Entry After	2

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	L	TR
Maximum Queue (ft)	164	347	245	187	271	166	233	70	148
Average Queue (ft)	46	192	53	91	134	83	88	26	71
95th Queue (ft)	116	342	190	159	228	150	173	56	122
Link Distance (ft)		324			1005		684		750
Upstream Blk Time (%)		3							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	140		220	325		150		160	
Storage Blk Time (%)		16	0		0	3	0		0
Queuing Penalty (veh)		45	0		0	5	1		0

Network Summary

Network wide Queuing Penalty: 51

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	4.0	19.0	4.0	18.0	28.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	6.2	14.9	4.1	18.7	5.9	12.6	26.6
g/C Ratio	0.06	0.24	0.06	0.34	0.09	0.19	0.48
Cycles Skipped (%)	44	9	13	0	12	17	0
Cycles @ Minimum (%)	49	0	88	0	74	0	0
Cycles Maxed Out (%)	56	27	88	81	88	13	61
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 55.4  
Number of Complete Cycles : 64

Summary of All Intervals

Run Number	1	3	4	5	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:02	8:02	8:02	8:02	8:02	8:02
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	5216	5272	5259	5121	5267	5225
Vehs Exited	5190	5268	5166	5099	5269	5198
Starting Vehs	231	259	230	244	259	246
Ending Vehs	257	263	323	266	257	272
Denied Entry Before	9	2	6	2	3	3
Denied Entry After	30	23	16	24	31	24
Travel Distance (mi)	5819	5811	5723	5617	5887	5772
Travel Time (hr)	281.0	292.2	290.9	276.2	287.0	285.5
Total Delay (hr)	88.2	100.3	100.9	89.7	91.9	94.2
Total Stops	7741	7934	7832	7509	7794	7761
Fuel Used (gal)	2078.8	2111.5	2076.6	2015.9	2115.4	2079.7

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:02  
 Total Time (min) 5  
 Volumes adjusted by Growth Factors.  
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:02  
 End Time 8:02  
 Total Time (min) 60  
 Volumes adjusted by Growth Factors.

Run Number	1	3	4	5	7	Avg
Vehs Entered	5216	5272	5259	5121	5267	5225
Vehs Exited	5190	5268	5166	5099	5269	5198
Starting Vehs	231	259	230	244	259	246
Ending Vehs	257	263	323	266	257	272
Denied Entry Before	9	2	6	2	3	3
Denied Entry After	30	23	16	24	31	24
Travel Distance (mi)	5819	5811	5723	5617	5887	5772
Travel Time (hr)	281.0	292.2	290.9	276.2	287.0	285.5
Total Delay (hr)	88.2	100.3	100.9	89.7	91.9	94.2
Total Stops	7741	7934	7832	7509	7794	7761
Fuel Used (gal)	2078.8	2111.5	2076.6	2015.9	2115.4	2079.7

1: Bath Road & Jordan Avenue Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	0.9	1.1	0.5	2.4
Delay / Veh (s)	4.3	4.7	27.1	5.4
Vehicles Entered	720	807	62	1589
Vehicles Exited	720	804	61	1585
Hourly Exit Rate	720	804	61	1585
Input Volume	736	828	65	1629
% of Volume	98	97	94	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

2: Bath Road & Cook's Corner Mall Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	2.2	2.1	1.4	5.7
Delay / Veh (s)	9.1	9.8	15.3	10.4
Vehicles Entered	871	788	330	1989
Vehicles Exited	868	785	331	1984
Hourly Exit Rate	868	785	331	1984
Input Volume	899	797	330	2026
% of Volume	97	98	100	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

3: New Gurnett & Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	6.3	8.2	6.3	7.5	28.3
Delay / Veh (s)	24.7	22.4	29.6	28.6	25.9
Vehicles Entered	917	1305	766	946	3934
Vehicles Exited	917	1310	767	947	3941
Hourly Exit Rate	917	1310	767	947	3941
Input Volume	940	1329	769	956	3994
% of Volume	98	99	100	99	99
Denied Entry Before	0	0	0	3	3
Denied Entry After	0	0	0	2	2

4: Bath Road & BNAS Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	0.3	0.3	0.0	0.6
Delay / Veh (s)	1.2	1.2	15.9	1.2
Vehicles Entered	868	900	3	1771
Vehicles Exited	868	899	3	1770
Hourly Exit Rate	868	899	3	1770
Input Volume	893	914	4	1811
% of Volume	97	98	75	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

8: Bath Road & Merrymeeting Plaza Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	0.6	1.1	0.1	1.7
Delay / Veh (s)	3.0	4.2	2.6	3.6
Vehicles Entered	772	896	83	1751
Vehicles Exited	771	896	82	1749
Hourly Exit Rate	771	896	82	1749
Input Volume	793	911	88	1792
% of Volume	97	98	93	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

20: Thomas Point & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	0.5	0.6	24.1	25.3
Delay / Veh (s)	2.0	1.7	734.8	37.4
Vehicles Entered	979	1338	129	2446
Vehicles Exited	977	1338	107	2422
Hourly Exit Rate	977	1338	107	2422
Input Volume	996	1329	152	2477
% of Volume	98	101	70	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	22	22

## 24: Wal\*Mart &amp; Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.2	2.5	2.6	6.3
Delay / Veh (s)	4.4	8.5	23.7	9.3
Vehicles Entered	978	1061	395	2434
Vehicles Exited	977	1061	394	2432
Hourly Exit Rate	977	1061	394	2432
Input Volume	1019	1046	400	2465
% of Volume	96	101	98	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

## 26: Bath Road &amp; Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.1	3.7	1.2	1.0	9.0
Delay / Veh (s)	16.6	13.7	17.2	17.1	15.4
Vehicles Entered	670	979	245	203	2097
Vehicles Exited	668	980	246	204	2098
Hourly Exit Rate	668	980	246	204	2098
Input Volume	708	974	238	205	2125
% of Volume	94	101	103	100	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

## 30: Mall &amp; New Gurnett Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.0	0.4	2.2	2.6	6.1
Delay / Veh (s)	19.2	14.8	11.9	9.8	11.7
Vehicles Entered	182	92	654	937	1865
Vehicles Exited	182	92	652	942	1868
Hourly Exit Rate	182	92	652	942	1868
Input Volume	192	94	640	932	1858
% of Volume	95	98	102	101	101
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	94.2
Delay / Veh (s)	65.1
Vehicles Entered	5225
Vehicles Exited	5198
Hourly Exit Rate	5198
Input Volume	36367
% of Volume	14
Denied Entry Before	3
Denied Entry After	24

Intersection: 1: Bath Road & Jordan Avenue

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	152	9	111	50
Average Queue (ft)	10	0	39	9
95th Queue (ft)	85	5	82	37
Link Distance (ft)	2389	1232	1875	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				25
Storage Blk Time (%)			28	2
Queuing Penalty (veh)			2	1

Intersection: 2: Bath Road & Cook's Corner Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	203	188	74	118	159	155	153	93
Average Queue (ft)	116	101	24	52	69	61	79	37
95th Queue (ft)	191	173	54	101	137	125	131	69
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	1	0						
Queuing Penalty (veh)	2	1						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 3: New Gurnett &

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	146	154	193	174	145	140	144	155	166	255	156	158
Average Queue (ft)	76	78	97	83	54	78	86	85	86	159	71	70
95th Queue (ft)	120	128	163	146	106	124	133	137	143	257	133	133
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)										3		
Queuing Penalty (veh)										12		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 3: New Gurnett &

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	130	138	133	156	150	142	158	88
Average Queue (ft)	69	72	53	94	77	76	85	38
95th Queue (ft)	114	120	105	147	128	125	134	74
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300		200	
Storage Blk Time (%)		0	0					
Queuing Penalty (veh)		0	0					

Intersection: 4: Bath Road & BNAS

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	27	28	30
Average Queue (ft)	1	1	3
95th Queue (ft)	14	13	18
Link Distance (ft)	504	504	147
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Movement	EB	WB	WB	WB	SB
Directions Served	L	T	T	R	R
Maximum Queue (ft)	121	192	151	75	48
Average Queue (ft)	46	76	25	24	28
95th Queue (ft)	89	156	96	60	47
Link Distance (ft)		504	504		55
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)	230			175	
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

**Intersection: 20: Thomas Point &**

Movement	EB	WB	WB	WB	B29	B29	NB	NB
Directions Served	TR	L	T	T	T	T	L	R
Maximum Queue (ft)	25	72	98	159	20	63	604	100
Average Queue (ft)	1	29	6	20	1	4	457	52
95th Queue (ft)	11	61	44	104	14	41	762	132
Link Distance (ft)	238		122	122	885	885	588	
Upstream Blk Time (%)			0	2			44	
Queuing Penalty (veh)			0	10			0	
Storage Bay Dist (ft)		50						75
Storage Blk Time (%)		2					93	2
Queuing Penalty (veh)		13					68	2

**Intersection: 24: Wal\*Mart &**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	227	63	238	208	144	162
Average Queue (ft)	94	33	90	77	72	90
95th Queue (ft)	180	57	172	151	123	149
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 26: Bath Road & Lowe's**

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	172	249	165	231	235	114	144	95	112
Average Queue (ft)	69	125	60	112	120	49	64	39	49
95th Queue (ft)	130	216	123	198	211	95	117	79	87
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)				1					
Queuing Penalty (veh)				1					

**Intersection: 30: Mall & New Gurnett Road**

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	136	86	74	56	130	289	87	154	185
Average Queue (ft)	63	34	25	24	25	150	37	65	90
95th Queue (ft)	112	66	55	49	75	257	76	129	156
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						2			
Queuing Penalty (veh)						0			

**Network Summary**

Network wide Queuing Penalty: 112

Intersection: 2: Bath Road & Cook's Corner Mall

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	7.8	30.3	40.0	12.3
g/C Ratio	0.08	0.51	0.64	0.20
Cycles Skipped (%)	38	0	3	3
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	8	100	97	5
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

Intersection: 3: New Gurnett &

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	15.0	13.0	14.0	14.0	6.0	21.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	14.5	13.1	12.2	13.9	6.1	19.6
g/C Ratio	0.19	0.17	0.16	0.18	0.08	0.25
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	74	96	43	85	96	42
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 77.9  
 Number of Complete Cycles : 45

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Phase	2	4	5	6
Movement(s) Served	EBT	SBR	EBL	WBT
Maximum Green (s)	18.0	15.0	5.0	25.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	C-Min	None	None	C-Min
Avg. Green (s)	0.0	0.0	8.2	52.4
g/C Ratio	0.00	0.00	0.12	0.75
Cycles Skipped (%)	100	100	14	14
Cycles @ Minimum (%)	0	0	8	0
Cycles Maxed Out (%)	0	0	0	86
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 24: Wal\*Mart &**

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	40.8	10.1	40.8
g/C Ratio	0.00	0.68	0.17	0.68
Cycles Skipped (%)	100	0	0	0
Cycles @ Minimum (%)	0	0	100	0
Cycles Maxed Out (%)	0	100	100	100
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

Intersection: 26: Bath Road & Lowe's

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.3	32.2	6.0	7.9	9.5	29.2	11.5
g/C Ratio	0.07	0.53	0.07	0.08	0.12	0.49	0.18
Cycles Skipped (%)	34	2	33	36	24	0	7
Cycles @ Minimum (%)	18	0	47	0	0	0	10
Cycles Maxed Out (%)	38	98	67	22	76	100	25
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

Intersection: 30: Mall & New Gurnett Road

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	4.0	34.0	15.0	4.0	34.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	4.0	36.8	10.0	4.1	41.2	10.0
g/C Ratio	0.04	0.58	0.15	0.03	0.63	0.15
Cycles Skipped (%)	33	0	7	61	4	7
Cycles @ Minimum (%)	67	0	2	39	0	2
Cycles Maxed Out (%)	67	100	14	39	96	14
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 63.2  
 Number of Complete Cycles : 56

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**Summary of All Intervals**


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Run Number	1	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	1215	1249	1157	1180	1164	1193
Vehs Exited	1218	1246	1153	1174	1167	1193
Starting Vehs	14	7	18	10	18	13
Ending Vehs	11	10	22	16	15	15
Denied Entry Before	0	0	0	0	1	0
Denied Entry After	1	0	0	0	0	0
Travel Distance (mi)	359	370	341	347	343	352
Travel Time (hr)	14.7	14.7	14.1	14.2	14.1	14.4
Total Delay (hr)	2.3	2.0	2.2	2.2	2.2	2.2
Total Stops	368	336	411	390	389	378
Fuel Used (gal)	123.3	124.7	119.2	119.8	118.9	121.2

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**Interval #0 Information Seeding**


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Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

Volumes adjusted by Growth Factors.

No data recorded this interval.

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**Interval #1 Information Recording**


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Start Time 7:00  
 End Time 8:00  
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	3	4	5	6	Avg
Vehs Entered	1215	1249	1157	1180	1164	1193
Vehs Exited	1218	1246	1153	1174	1167	1193
Starting Vehs	14	7	18	10	18	13
Ending Vehs	11	10	22	16	15	15
Denied Entry Before	0	0	0	0	1	0
Denied Entry After	1	0	0	0	0	0
Travel Distance (mi)	359	370	341	347	343	352
Travel Time (hr)	14.7	14.7	14.1	14.2	14.1	14.4
Total Delay (hr)	2.3	2.0	2.2	2.2	2.2	2.2
Total Stops	368	336	411	390	389	378
Fuel Used (gal)	123.3	124.7	119.2	119.8	118.9	121.2

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## 3: Forrestal Drive &amp; Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	0.3	0.1	0.5	0.8	1.6
Delay / Veh (s)	12.5	6.5	3.7	4.7	4.9
Vehicles Entered	79	34	465	616	1194
Vehicles Exited	79	34	465	615	1193
Hourly Exit Rate	79	34	465	615	1193
Input Volume	88	38	469	609	1204
% of Volume	90	89	99	101	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

## Total Network Performance

Total Delay (hr)	2.2
Delay / Veh (s)	6.5
Vehicles Entered	1193
Vehicles Exited	1193
Hourly Exit Rate	1193
Input Volume	3403
% of Volume	35
Denied Entry Before	0
Denied Entry After	0

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**Intersection: 3: Forrestal Drive & Gurnet Road**


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Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	86	57	30	171	40	194	55
Average Queue (ft)	39	18	2	61	12	71	18
95th Queue (ft)	71	47	15	124	37	140	46
Link Distance (ft)	710	368	217	217		770	770
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)					150		
Storage Blk Time (%)						0	
Queuing Penalty (veh)						0	

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**Network Summary**


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Network wide Queuing Penalty: 0

## Intersection: 3: Forrestal Drive &amp; Gurnet Road

Phase	2	4	5	6	8
Movement(s) Served	NBT	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	32.0	18.0	4.0	23.0	18.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None
Avg. Green (s)	19.4	7.5	4.9	19.2	7.5
g/C Ratio	0.61	0.13	0.00	0.61	0.13
Cycles Skipped (%)	3	46	98	2	46
Cycles @ Minimum (%)	3	5	1	3	5
Cycles Maxed Out (%)	0	0	2	3	0
Cycles with Peds (%)	0	0	0	0	0

## Controller Summary

Average Cycle Length (s): 30.8  
 Number of Complete Cycles : 116  
 Average All-Red Dwell (s): 3.5  
 Cycles with All-Red Dwell (%): 12

w/6 Rt 1 Conn.

Summary of All Intervals

Run Number	3	4	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	1305	1269	1259	1269	1350	1292
Vehs Exited	1306	1271	1252	1274	1352	1292
Starting Vehs	14	16	10	22	18	17
Ending Vehs	13	14	17	17	16	16
Denied Entry Before	0	1	0	0	0	0
Denied Entry After	0	0	0	1	0	0
Travel Distance (mi)	386	374	369	374	397	380
Travel Time (hr)	16.5	16.2	16.0	16.2	17.1	16.4
Total Delay (hr)	3.1	3.1	3.0	3.0	3.3	3.1
Total Stops	533	581	559	566	556	558
Fuel Used (gal)	137.4	135.0	131.3	134.7	141.8	136.0

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	3	4	5	6	7	Avg
Vehs Entered	1305	1269	1259	1269	1350	1292
Vehs Exited	1306	1271	1252	1274	1352	1292
Starting Vehs	14	16	10	22	18	17
Ending Vehs	13	14	17	17	16	16
Denied Entry Before	0	1	0	0	0	0
Denied Entry After	0	0	0	1	0	0
Travel Distance (mi)	386	374	369	374	397	380
Travel Time (hr)	16.5	16.2	16.0	16.2	17.1	16.4
Total Delay (hr)	3.1	3.1	3.0	3.0	3.3	3.1
Total Stops	533	581	559	566	556	558
Fuel Used (gal)	137.4	135.0	131.3	134.7	141.8	136.0

3: Forrestal Drive & Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	0.6	0.1	0.7	1.1	2.5
Delay / Veh (s)	14.0	6.2	5.6	6.1	6.9
Vehicles Entered	150	37	468	638	1293
Vehicles Exited	150	37	466	638	1291
Hourly Exit Rate	150	37	466	638	1291
Input Volume	150	38	469	647	1304
% of Volume	100	97	99	99	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	3.1
Delay / Veh (s)	8.6
Vehicles Entered	1292
Vehicles Exited	1292
Hourly Exit Rate	1292
Input Volume	3603
% of Volume	36
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Forrestal Drive & Gurnet Road

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	117	61	31	167	49	198	83
Average Queue (ft)	59	20	4	78	13	92	27
95th Queue (ft)	98	50	20	142	40	159	59
Link Distance (ft)	710	368	217	217		770	770
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)					150		
Storage Blk Time (%)						1	
Queuing Penalty (veh)						0	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Forrestal Drive & Gurnet Road

Phase	2	4	5	6	8
Movement(s) Served	NBT	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	31.0	19.0	4.0	22.0	19.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None
Avg. Green (s)	19.8	9.1	5.6	19.4	9.1
g/C Ratio	0.56	0.20	0.01	0.54	0.20
Cycles Skipped (%)	2	25	96	2	25
Cycles @ Minimum (%)	1	3	3	1	3
Cycles Maxed Out (%)	0	1	4	8	1
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 34.9  
 Number of Complete Cycles : 102  
 Average All-Red Dwell (s): 2.4  
 Cycles with All-Red Dwell (%): 5

Summary of All Intervals

Run Number	1	4	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2219	2207	2152	2217	2272	2213
Vehs Exited	2231	2204	2147	2209	2289	2216
Starting Vehs	32	33	34	37	48	39
Ending Vehs	20	36	39	45	31	34
Denied Entry Before	1	0	9	4	2	2
Denied Entry After	0	0	2	5	3	2
Travel Distance (mi)	611	608	592	614	630	611
Travel Time (hr)	37.2	37.4	36.4	37.2	39.3	37.5
Total Delay (hr)	14.4	14.9	14.3	14.5	15.9	14.8
Total Stops	1520	1602	1521	1574	1663	1575
Fuel Used (gal)	255.3	255.2	248.5	255.3	266.4	256.2

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	4	5	6	7	Avg
Vehs Entered	2219	2207	2152	2217	2272	2213
Vehs Exited	2231	2204	2147	2209	2289	2216
Starting Vehs	32	33	34	37	48	39
Ending Vehs	20	36	39	45	31	34
Denied Entry Before	1	0	9	4	2	2
Denied Entry After	0	0	2	5	3	2
Travel Distance (mi)	611	608	592	614	630	611
Travel Time (hr)	37.2	37.4	36.4	37.2	39.3	37.5
Total Delay (hr)	14.4	14.9	14.3	14.5	15.9	14.8
Total Stops	1520	1602	1521	1574	1663	1575
Fuel Used (gal)	255.3	255.2	248.5	255.3	266.4	256.2

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	4.6	3.7	3.3	1.6	13.2
Delay / Veh (s)	21.8	18.2	23.5	26.0	21.4
Vehicles Entered	757	730	511	215	2213
Vehicles Exited	759	728	513	216	2216
Hourly Exit Rate	759	728	513	216	2216
Input Volume	758	760	511	222	2251
% of Volume	100	96	100	97	98
Denied Entry Before	2	0	0	0	2
Denied Entry After	2	0	0	0	2

Total Network Performance

Total Delay (hr)	14.8
Delay / Veh (s)	24.1
Vehicles Entered	2213
Vehicles Exited	2216
Hourly Exit Rate	2216
Input Volume	4502
% of Volume	49
Denied Entry Before	2
Denied Entry After	2

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	L	TR
Maximum Queue (ft)	152	338	245	217	298	174	261	94	164
Average Queue (ft)	38	189	46	84	143	94	96	26	76
95th Queue (ft)	96	332	174	157	248	172	196	62	137
Link Distance (ft)		324			1005		684		750
Upstream Blk Time (%)		2							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	140		220	325		150		160	
Storage Blk Time (%)		13	0		0	4	1	0	0
Queuing Penalty (veh)		35	0		0	7	2	0	0

Network Summary

Network wide Queuing Penalty: 44

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	7.0	26.0	5.0	17.0	38.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.9	16.1	7.0	24.4	6.3	12.6	34.4
g/C Ratio	0.05	0.23	0.09	0.37	0.09	0.17	0.53
Cycles Skipped (%)	43	7	15	0	6	13	0
Cycles @ Minimum (%)	50	0	0	0	0	0	0
Cycles Maxed Out (%)	57	38	74	65	94	15	45
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 65.5  
 Number of Complete Cycles : 54

## Summary of All Intervals

Run Number	1	2	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:02	8:02	8:02	8:02	8:02	8:02
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	5155	5115	5212	5090	5290	5169
Vehs Exited	5113	5097	5195	5067	5245	5144
Starting Vehs	263	243	260	245	249	248
Ending Vehs	305	261	277	268	294	278
Denied Entry Before	0	9	3	0	0	2
Denied Entry After	31	33	3	42	19	24
Travel Distance (mi)	5774	5812	5863	5751	5883	5817
Travel Time (hr)	287.9	304.7	273.1	289.9	281.3	287.3
Total Delay (hr)	95.8	111.8	78.3	98.8	85.5	94.0
Total Stops	8111	8047	7920	7914	8204	8038
Fuel Used (gal)	2098.0	2145.5	2089.4	2097.0	2114.5	2108.9

## Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:02  
 Total Time (min) 5

Volumes adjusted by Growth Factors.

No data recorded this interval.

## Interval #1 Information Recording

Start Time 7:02  
 End Time 8:02  
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	2	4	5	6	Avg
Vehs Entered	5155	5115	5212	5090	5290	5169
Vehs Exited	5113	5097	5195	5067	5245	5144
Starting Vehs	263	243	260	245	249	248
Ending Vehs	305	261	277	268	294	278
Denied Entry Before	0	9	3	0	0	2
Denied Entry After	31	33	3	42	19	24
Travel Distance (mi)	5774	5812	5863	5751	5883	5817
Travel Time (hr)	287.9	304.7	273.1	289.9	281.3	287.3
Total Delay (hr)	95.8	111.8	78.3	98.8	85.5	94.0
Total Stops	8111	8047	7920	7914	8204	8038
Fuel Used (gal)	2098.0	2145.5	2089.4	2097.0	2114.5	2108.9

## 1: Bath Road &amp; Jordan Avenue Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	0.9	1.1	0.5	2.5
Delay / Veh (s)	4.5	4.6	27.3	5.4
Vehicles Entered	727	849	61	1637
Vehicles Exited	729	848	61	1638
Hourly Exit Rate	729	848	61	1638
Input Volume	729	844	61	1634
% of Volume	100	100	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

## 2: Bath Road &amp; Cook's Corner Mall Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	2.0	2.1	1.4	5.6
Delay / Veh (s)	8.1	9.7	15.7	10.0
Vehicles Entered	903	796	331	2030
Vehicles Exited	906	799	329	2034
Hourly Exit Rate	906	799	329	2034
Input Volume	905	800	324	2029
% of Volume	100	100	102	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

## 3: New Gurnett &amp; Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	7.4	7.7	4.9	6.9	26.8
Delay / Veh (s)	28.2	21.9	25.2	26.8	25.2
Vehicles Entered	939	1262	700	928	3829
Vehicles Exited	941	1264	696	927	3828
Hourly Exit Rate	941	1264	696	927	3828
Input Volume	939	1283	718	922	3862
% of Volume	100	99	97	101	99
Denied Entry Before	0	0	0	1	1
Denied Entry After	0	0	0	1	1

**4: Bath Road & BNAS Performance by approach**

Approach	EB	WB	SB	All
Total Delay (hr)	0.5	0.3	0.0	0.9
Delay / Veh (s)	2.1	1.3	26.3	1.8
Vehicles Entered	894	931	5	1830
Vehicles Exited	896	931	5	1832
Hourly Exit Rate	896	931	5	1832
Input Volume	899	922	4	1825
% of Volume	100	101	125	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**8: Bath Road & Merrymeeting Plaza Performance by approach**

Approach	EB	WB	NB	SB	All
Total Delay (hr)	2.2	2.9	0.4	1.2	6.7
Delay / Veh (s)	9.9	11.3	15.0	16.8	11.7
Vehicles Entered	783	926	94	256	2059
Vehicles Exited	783	927	94	257	2061
Hourly Exit Rate	783	927	94	257	2061
Input Volume	782	917	92	260	2051
% of Volume	100	101	102	99	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

**20: Thomas Point & Performance by approach**

Approach	EB	WB	NB	All
Total Delay (hr)	0.5	0.5	21.5	22.6
Delay / Veh (s)	2.0	1.4	662.8	34.5
Vehicles Entered	954	1287	128	2369
Vehicles Exited	953	1286	108	2347
Hourly Exit Rate	953	1286	108	2347
Input Volume	983	1283	152	2418
% of Volume	97	100	71	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	23	23

## 24: Wal\*Mart &amp; Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.2	2.1	2.6	5.9
Delay / Veh (s)	4.3	7.6	24.3	9.0
Vehicles Entered	961	1016	392	2369
Vehicles Exited	962	1014	390	2366
Hourly Exit Rate	962	1014	390	2366
Input Volume	1006	1015	384	2405
% of Volume	96	100	102	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

## 26: Bath Road &amp; Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	2.9	3.4	1.2	0.9	8.5
Delay / Veh (s)	15.7	13.1	18.4	16.5	14.9
Vehicles Entered	667	947	234	198	2046
Vehicles Exited	665	948	232	199	2044
Hourly Exit Rate	665	948	232	199	2044
Input Volume	704	950	235	199	2088
% of Volume	94	100	99	100	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

## 30: Mall &amp; New Gurnett Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.1	0.3	1.8	2.1	5.2
Delay / Veh (s)	21.0	11.6	11.3	9.6	11.5
Vehicles Entered	183	88	560	802	1633
Vehicles Exited	181	88	559	801	1629
Hourly Exit Rate	181	88	559	801	1629
Input Volume	183	90	581	789	1643
% of Volume	99	98	96	102	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

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**Total Network Performance**

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Total Delay (hr)	94.0
Delay / Veh (s)	65.6
Vehicles Entered	5169
Vehicles Exited	5144
Hourly Exit Rate	5144
Input Volume	36330
% of Volume	14
Denied Entry Before	2
Denied Entry After	24

## Intersection: 1: Bath Road &amp; Jordan Avenue

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	199	10	96	47
Average Queue (ft)	11	0	37	8
95th Queue (ft)	100	7	76	36
Link Distance (ft)	2389	1232	1875	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				25
Storage Blk Time (%)			30	1
Queuing Penalty (veh)			2	1

## Intersection: 2: Bath Road &amp; Cook's Corner Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	205	178	54	104	184	165	182	90
Average Queue (ft)	104	86	21	45	76	66	81	34
95th Queue (ft)	187	157	48	85	150	133	149	67
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	0	0						
Queuing Penalty (veh)	1	0						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 3: New Gurnett &

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	155	161	217	192	143	131	140	166	178	254	116	96
Average Queue (ft)	91	96	107	89	49	64	70	87	85	158	50	50
95th Queue (ft)	144	150	182	161	100	110	116	137	143	254	90	85
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)									0	2		
Queuing Penalty (veh)									0	8		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)			0	0				0				
Queuing Penalty (veh)			1	0				0				

Intersection: 3: New Gurnett &

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	125	136	128	159	161	116	132	112
Average Queue (ft)	69	72	48	95	79	65	70	44
95th Queue (ft)	112	116	99	146	130	108	117	89
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300		200	
Storage Blk Time (%)		0	0					
Queuing Penalty (veh)		0	0					

Intersection: 4: Bath Road & BNAS

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	23	6	35
Average Queue (ft)	1	0	6
95th Queue (ft)	12	4	25
Link Distance (ft)	484	484	141
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	111	151	171	65	96	266	185	74	56	53	110	59
Average Queue (ft)	42	75	69	7	26	125	59	17	23	18	78	31
95th Queue (ft)	84	139	138	37	67	214	144	49	51	42	118	54
Link Distance (ft)		386	386			484	484		564		49	49
Upstream Blk Time (%)											32	1
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	230			100	175			175		200		
Storage Blk Time (%)			2	0		2	0					
Queuing Penalty (veh)			0	0		1	0					

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	B9
Directions Served	T
Maximum Queue (ft)	52
Average Queue (ft)	6
95th Queue (ft)	30
Link Distance (ft)	70
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: Thomas Point &

Movement	EB	WB	WB	WB	B29	NB	NB
Directions Served	TR	L	T	T	T	L	R
Maximum Queue (ft)	14	66	74	170	30	577	100
Average Queue (ft)	1	27	3	15	1	371	51
95th Queue (ft)	7	56	33	80	13	734	127
Link Distance (ft)	238		122	122	885	588	
Upstream Blk Time (%)			0	0		36	
Queuing Penalty (veh)			1	2		0	
Storage Bay Dist (ft)		50					75
Storage Blk Time (%)		2	0			80	2
Queuing Penalty (veh)		9	0			58	1

Intersection: 24: Wal\*Mart &

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	214	73	244	202	149	181
Average Queue (ft)	92	34	80	71	71	91
95th Queue (ft)	175	62	172	146	122	153
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 26: Bath Road & Lowe's

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	141	244	198	244	243	103	140	81	100
Average Queue (ft)	64	128	67	100	106	47	61	36	47
95th Queue (ft)	113	216	141	188	193	88	118	68	78
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)			1	1					
Queuing Penalty (veh)			4	1					

Intersection: 30: Mall & New Gurnett Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	141	70	72	64	57	269	100	154	166
Average Queue (ft)	65	30	22	26	18	124	34	56	78
95th Queue (ft)	115	61	54	54	49	233	76	121	138
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						1			
Queuing Penalty (veh)						0			

Network Summary

Network wide Queuing Penalty: 92

## Intersection: 2: Bath Road &amp; Cook's Corner Mall

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	7.1	31.3	40.5	12.7
g/C-Ratio	0.07	0.51	0.64	0.20
Cycles Skipped (%)	38	2	5	5
Cycles @ Minimum (%)	0	0	0	3
Cycles Maxed Out (%)	13	98	95	12
Cycles with Peds (%)	0	0	0	0

## Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

## Intersection: 3: New Gurnett &amp;

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	14.0	14.0	14.0	14.0	6.0	22.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	14.0	13.9	12.0	13.9	6.3	20.3
g/C-Ratio	0.18	0.18	0.15	0.18	0.08	0.26
Cycles Skipped (%)	0	0	0	0	2	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	85	93	37	85	91	38
Cycles with Peds (%)	0	0	0	0	0	0

## Controller Summary

Average Cycle Length (s): 78.5  
Number of Complete Cycles : 45

## Intersection: 8: Bath Road &amp; Merrymeeting Plaza

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	12.0	18.0	15.0	5.0	25.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	7.5	36.0	11.1	7.9	32.7	11.1
g/C Ratio	0.06	0.58	0.17	0.09	0.53	0.17
Cycles Skipped (%)	49	3	7	29	2	7
Cycles @ Minimum (%)	2	0	0	0	0	0
Cycles Maxed Out (%)	0	97	10	21	98	10
Cycles with Peds (%)	0	0	0	0	0	0

## Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

## Intersection: 24: Wal\*Mart &amp;

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	41.9	10.1	41.9
g/C Ratio	0.00	0.69	0.17	0.69
Cycles Skipped (%)	100	2	2	2
Cycles @ Minimum (%)	0	0	98	0
Cycles Maxed Out (%)	0	98	98	98
Cycles with Peds (%)	0	0	0	0

## Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

**Intersection: 26: Bath Road & Lowe's**

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.4	33.3	5.4	8.0	9.7	31.1	11.2
g/C Ratio	0.07	0.54	0.06	0.08	0.11	0.50	0.17
Cycles Skipped (%)	36	3	32	37	31	3	7
Cycles @ Minimum (%)	17	0	49	0	0	0	15
Cycles Maxed Out (%)	39	97	68	20	68	97	22
Cycles with Peds (%)	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

**Intersection: 30: Mall & New Gurnett Road**

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	5.0	33.0	15.0	4.0	34.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	5.1	35.5	10.0	4.1	40.9	10.0
g/C Ratio	0.05	0.57	0.15	0.02	0.65	0.15
Cycles Skipped (%)	39	0	4	71	2	4
Cycles @ Minimum (%)	0	0	0	29	0	0
Cycles Maxed Out (%)	61	100	16	29	98	16
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 62.2  
Number of Complete Cycles : 57

Summary of All Intervals

Run Number	1	2	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	5839	5920	5772	5758	5813	5820
Vehs Exited	5600	5734	5647	5574	5587	5625
Starting Vehs	227	217	236	228	220	225
Ending Vehs	466	403	361	412	446	412
Denied Entry Before	6	1	4	1	0	3
Denied Entry After	9	14	63	35	49	34
Travel Distance (mi)	6118	6297	6206	6087	6074	6156
Travel Time (hr)	345.7	372.2	362.7	343.7	381.0	361.0
Total Delay (hr)	141.5	162.3	155.8	140.3	177.6	155.5
Total Stops	12468	12494	11164	11141	12721	11997
Fuel Used (gal)	2324.1	2437.8	2384.7	2320.7	2399.6	2373.4

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	5	6	7	Avg
Vehs Entered	5839	5920	5772	5758	5813	5820
Vehs Exited	5600	5734	5647	5574	5587	5625
Starting Vehs	227	217	236	228	220	225
Ending Vehs	466	403	361	412	446	412
Denied Entry Before	6	1	4	1	0	3
Denied Entry After	9	14	63	35	49	34
Travel Distance (mi)	6118	6297	6206	6087	6074	6156
Travel Time (hr)	345.7	372.2	362.7	343.7	381.0	361.0
Total Delay (hr)	141.5	162.3	155.8	140.3	177.6	155.5
Total Stops	12468	12494	11164	11141	12721	11997
Fuel Used (gal)	2324.1	2437.8	2384.7	2320.7	2399.6	2373.4

1: Bath Road & Jordan Avenue Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	0.9	1.0	0.5	2.4
Delay / Veh (s)	4.4	4.5	26.9	5.3
Vehicles Entered	738	822	63	1623
Vehicles Exited	738	816	63	1617
Hourly Exit Rate	738	816	63	1617
Input Volume	729	844	61	1634
% of Volume	101	97	103	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

2: Bath Road & Cook's Corner Mall Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	7.0	2.7	2.2	11.8
Delay / Veh (s)	21.3	9.8	22.8	16.9
Vehicles Entered	1183	999	343	2525
Vehicles Exited	1172	994	342	2508
Hourly Exit Rate	1172	994	342	2508
Input Volume	1229	1002	324	2555
% of Volume	95	99	106	98
Denied Entry Before	0	0	0	0
Denied Entry After	1	0	0	1

3: New Gurnett & Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	27.7	8.9	5.9	10.7	53.2
Delay / Veh (s)	83.0	26.1	28.0	33.1	44.0
Vehicles Entered	1213	1232	762	1161	4368
Vehicles Exited	1188	1232	759	1160	4339
Hourly Exit Rate	1188	1232	759	1160	4339
Input Volume	1260	1283	780	1163	4486
% of Volume	94	96	97	100	97
Denied Entry Before	0	0	0	3	3
Denied Entry After	0	0	0	4	4

4: Bath Road & BNAS Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	8.3	0.5	0.2	9.0
Delay / Veh (s)	25.2	1.6	189.9	14.0
Vehicles Entered	1195	1127	3	2325
Vehicles Exited	1178	1126	3	2307
Hourly Exit Rate	1178	1126	3	2307
Input Volume	1223	1126	4	2353
% of Volume	96	100	75	98
Denied Entry Before	0	0	0	0
Denied Entry After	1	0	0	1

8: Bath Road & Merrymeeting Plaza Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	7.0	5.3	2.7	2.5	17.5
Delay / Veh (s)	32.4	17.0	23.2	38.0	24.7
Vehicles Entered	789	1119	428	242	2578
Vehicles Exited	765	1111	425	238	2539
Hourly Exit Rate	765	1111	425	238	2539
Input Volume	782	1119	413	260	2574
% of Volume	98	99	103	92	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

20: Thomas Point & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	0.5	1.1	24.4	26.0
Delay / Veh (s)	2.0	3.0	790.3	39.9
Vehicles Entered	965	1272	124	2361
Vehicles Exited	963	1270	99	2332
Hourly Exit Rate	963	1270	99	2332
Input Volume	983	1283	152	2418
% of Volume	98	99	65	96
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	25	25

24: Wal\*Mart & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.2	2.1	2.8	6.1
Delay / Veh (s)	4.6	7.5	26.3	9.4
Vehicles Entered	969	996	381	2346
Vehicles Exited	971	998	382	2351
Hourly Exit Rate	971	998	382	2351
Input Volume	1006	1015	384	2405
% of Volume	97	98	99	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

26: Bath Road & Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.2	3.1	1.1	1.0	8.3
Delay / Veh (s)	17.2	11.8	16.6	17.2	14.6
Vehicles Entered	673	935	231	200	2039
Vehicles Exited	668	937	230	200	2035
Hourly Exit Rate	668	937	230	200	2035
Input Volume	704	950	235	199	2088
% of Volume	95	99	98	101	97
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

30: Mall & New Gurnett Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.0	0.3	2.0	2.1	5.4
Delay / Veh (s)	20.4	13.5	11.0	9.5	11.4
Vehicles Entered	174	85	639	801	1699
Vehicles Exited	174	85	638	801	1698
Hourly Exit Rate	174	85	638	801	1698
Input Volume	183	90	643	828	1744
% of Volume	95	94	99	97	97
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	155.5
Delay / Veh (s)	97.9
Vehicles Entered	5820
Vehicles Exited	5625
Hourly Exit Rate	5625
Input Volume	39255
% of Volume	14
Denied Entry Before	3
Denied Entry After	34

Intersection: 1: Bath Road & Jordan Avenue

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	104	92	50
Average Queue (ft)	6	40	10
95th Queue (ft)	45	76	39
Link Distance (ft)	2389	1875	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			25
Storage Blk Time (%)		30	2
Queuing Penalty (veh)		2	1

Intersection: 2: Bath Road & Cook's Corner Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	228	210	55	126	211	154	190	193
Average Queue (ft)	199	133	24	50	100	72	87	56
95th Queue (ft)	236	220	50	98	175	129	154	127
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	37	3						
Queuing Penalty (veh)	149	11						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

**Intersection: 3: New Gurnett &**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	312	324	677	558	116	113	116	164	159	256	127	123
Average Queue (ft)	283	296	514	120	43	62	68	95	85	194	67	52
95th Queue (ft)	381	398	890	326	85	100	111	145	139	286	113	104
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)			14	0						8		
Queuing Penalty (veh)			91	0						36		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)	10	40						0				
Queuing Penalty (veh)	20	80						0				

**Intersection: 3: New Gurnett &**

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	144	174	139	171	142	158	144	152
Average Queue (ft)	85	85	49	98	79	72	78	82
95th Queue (ft)	131	137	98	146	131	124	129	141
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300			200
Storage Blk Time (%)		0	0					
Queuing Penalty (veh)		1	0					

**Intersection: 4: Bath Road & BNAS**

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	518	538	43
Average Queue (ft)	263	188	6
95th Queue (ft)	606	562	27
Link Distance (ft)	484	484	141
Upstream Blk Time (%)	13	4	
Queuing Penalty (veh)	77	22	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	EB	EB	EB	EB	B13	B13	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	R	T	T	L	T	T	R	LT	R
Maximum Queue (ft)	225	373	361	122	64	53	193	325	242	78	328	211
Average Queue (ft)	68	169	142	15	3	2	120	148	74	21	44	104
95th Queue (ft)	170	334	298	66	32	31	199	258	163	49	189	201
Link Distance (ft)		386	386		458	458		484	484		564	
Upstream Blk Time (%)		2	1									
Queuing Penalty (veh)		8	4									
Storage Bay Dist (ft)	230			100			175			175		200
Storage Blk Time (%)		10	13	0			3	3	0			4
Queuing Penalty (veh)		8	3	0			9	6	0			1

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	SB	SB	B9	B11
Directions Served	LT	R	T	T
Maximum Queue (ft)	110	59	133	655
Average Queue (ft)	93	27	46	120
95th Queue (ft)	129	56	134	567
Link Distance (ft)	49	49	70	1090
Upstream Blk Time (%)	59	1	25	2
Queuing Penalty (veh)	0	0	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: Thomas Point &

Movement	EB	WB	WB	WB	B29	B29	NB	NB
Directions Served	TR	L	T	T	T	T	L	R
Maximum Queue (ft)	21	66	90	182	61	117	610	100
Average Queue (ft)	1	26	6	46	9	24	396	49
95th Queue (ft)	12	57	46	158	78	155	775	122
Link Distance (ft)	238		122	122	885	885	588	
Upstream Blk Time (%)			0	5			42	
Queuing Penalty (veh)			0	34			0	
Storage Bay Dist (ft)		50						75
Storage Blk Time (%)		2					78	1
Queuing Penalty (veh)		11					57	1

**Intersection: 24: Wal\*Mart &**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	217	72	261	203	167	176
Average Queue (ft)	97	33	83	66	76	87
95th Queue (ft)	181	63	173	136	130	148
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 26: Bath Road & Lowe's**

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	133	284	129	196	193	100	146	99	95
Average Queue (ft)	70	140	58	97	98	44	61	40	47
95th Queue (ft)	120	244	103	167	166	83	111	81	81
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)				0					
Queuing Penalty (veh)				0					

**Intersection: 30: Mall & New Gurnett Road**

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	140	78	66	69	60	307	84	122	151
Average Queue (ft)	61	33	24	24	18	142	36	51	77
95th Queue (ft)	111	67	56	54	47	249	72	106	137
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						2			
Queuing Penalty (veh)						0			

**Network Summary**

Network wide Queuing Penalty: 635

## Intersection: 2: Bath Road &amp; Cook's Corner Mall

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	6.6	32.1	40.5	12.9
g/C Ratio	0.07	0.52	0.65	0.21
Cycles Skipped (%)	38	3	3	3
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	37	97	97	40
Cycles with Peds (%)	0	0	0	0

## Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

## Intersection: 3: New Gurnett &amp;

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	15.0	13.0	14.0	14.0	6.0	21.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	15.2	13.3	12.7	13.7	6.2	19.9
g/C Ratio	0.19	0.17	0.16	0.17	0.08	0.25
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	100	49	87	93	49
Cycles with Peds (%)	0	0	0	0	0	0

## Controller Summary

Average Cycle Length (s): 78.8  
Number of Complete Cycles : 45

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	12.0	18.0	15.0	5.0	25.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	13.6	20.0	14.0	6.4	29.6	14.0
g/C Ratio	0.20	0.33	0.22	0.08	0.48	0.22
Cycles Skipped (%)	14	2	5	24	2	5
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	65	98	60	57	98	60
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 24: Wal\*Mart &**

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	40.9	10.1	40.9
g/C Ratio	0.00	0.68	0.17	0.68
Cycles Skipped (%)	100	0	0	0
Cycles @ Minimum (%)	0	0	100	0
Cycles Maxed Out (%)	0	100	100	100
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 26: Bath Road & Lowe's**

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.6	32.0	5.6	7.9	9.3	31.3	11.5
g/C Ratio	0.07	0.52	0.06	0.09	0.10	0.51	0.18
Cycles Skipped (%)	33	2	36	34	34	2	7
Cycles @ Minimum (%)	17	0	46	0	0	0	10
Cycles Maxed Out (%)	35	98	64	24	66	98	25
Cycles with Peds (%)	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 30: Mall & New Gurnett Road**

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	4.0	34.0	15.0	4.0	34.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	4.0	36.3	10.1	4.1	42.3	10.1
g/C Ratio	0.04	0.57	0.15	0.02	0.63	0.15
Cycles Skipped (%)	34	0	5	70	5	5
Cycles @ Minimum (%)	66	0	2	30	0	2
Cycles Maxed Out (%)	66	100	14	30	95	14
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 63.2  
 Number of Complete Cycles : 56

Summary of All Intervals

Run Number	1	4	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2273	2232	2176	2241	2281	2242
Vehs Exited	2291	2225	2169	2236	2300	2245
Starting Vehs	46	33	35	38	47	40
Ending Vehs	28	40	42	43	28	36
Denied Entry Before	0	0	8	4	2	2
Denied Entry After	0	0	1	6	3	2
Travel Distance (mi)	628	614	597	620	633	618
Travel Time (hr)	38.9	37.4	36.9	38.2	39.3	38.1
Total Delay (hr)	15.6	14.7	14.7	15.2	15.9	15.2
Total Stops	1564	1611	1569	1605	1679	1607
Fuel Used (gal)	262.7	256.4	250.6	259.3	267.5	259.3

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	4	5	6	7	Avg
Vehs Entered	2273	2232	2176	2241	2281	2242
Vehs Exited	2291	2225	2169	2236	2300	2245
Starting Vehs	46	33	35	38	47	40
Ending Vehs	28	40	42	43	28	36
Denied Entry Before	0	0	8	4	2	2
Denied Entry After	0	0	1	6	3	2
Travel Distance (mi)	628	614	597	620	633	618
Travel Time (hr)	38.9	37.4	36.9	38.2	39.3	38.1
Total Delay (hr)	15.6	14.7	14.7	15.2	15.9	15.2
Total Stops	1564	1611	1569	1605	1679	1607
Fuel Used (gal)	262.7	256.4	250.6	259.3	267.5	259.3

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	4.6	3.9	3.4	1.6	13.6
Delay / Veh (s)	21.6	18.7	23.9	27.3	21.7
Vehicles Entered	765	748	512	217	2242
Vehicles Exited	766	750	513	218	2247
Hourly Exit Rate	766	750	513	218	2247
Input Volume	770	782	512	224	2288
% of Volume	99	96	100	97	98
Denied Entry Before	2	0	0	0	2
Denied Entry After	2	0	0	0	2

Total Network Performance

Total Delay (hr)	15.2
Delay / Veh (s)	24.4
Vehicles Entered	2242
Vehicles Exited	2245
Hourly Exit Rate	2245
Input Volume	4576
% of Volume	49
Denied Entry Before	2
Denied Entry After	2

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	L	TR
Maximum Queue (ft)	149	346	222	176	300	171	250	88	155
Average Queue (ft)	38	187	32	82	157	90	93	27	77
95th Queue (ft)	95	328	131	146	262	164	181	63	133
Link Distance (ft)		324			1005		684		750
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	140		220	325		150		160	
Storage Blk Time (%)		13	0		0	3	1		0
Queuing Penalty (veh)		36	0		0	5	2		0

Network Summary

Network wide Queuing Penalty: 43

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	7.0	26.0	5.0	17.0	38.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.8	15.9	6.8	24.6	6.4	12.2	34.4
g/C Ratio	0.05	0.23	0.09	0.38	0.09	0.16	0.53
Cycles Skipped (%)	43	6	16	0	7	13	0
Cycles @ Minimum (%)	50	0	0	0	0	0	0
Cycles Maxed Out (%)	57	33	67	62	93	16	44
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 65.3  
 Number of Complete Cycles : 54

Summary of All Intervals

Run Number	1	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	1279	1287	1217	1159	1226	1233
Vehs Exited	1297	1290	1213	1149	1231	1236
Starting Vehs	26	14	17	9	23	17
Ending Vehs	8	11	21	19	18	15
Denied Entry Before	0	0	1	0	2	0
Denied Entry After	2	0	0	0	0	0
Travel Distance (mi)	380	381	359	339	363	364
Travel Time (hr)	16.1	16.1	15.3	14.4	15.2	15.4
Total Delay (hr)	2.9	2.9	2.8	2.5	2.6	2.8
Total Stops	506	504	516	493	460	495
Fuel Used (gal)	134.6	134.3	127.9	119.3	127.8	128.8

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	3	4	5	6	Avg
Vehs Entered	1279	1287	1217	1159	1226	1233
Vehs Exited	1297	1290	1213	1149	1231	1236
Starting Vehs	26	14	17	9	23	17
Ending Vehs	8	11	21	19	18	15
Denied Entry Before	0	0	1	0	2	0
Denied Entry After	2	0	0	0	0	0
Travel Distance (mi)	380	381	359	339	363	364
Travel Time (hr)	16.1	16.1	15.3	14.4	15.2	15.4
Total Delay (hr)	2.9	2.9	2.8	2.5	2.6	2.8
Total Stops	506	504	516	493	460	495
Fuel Used (gal)	134.6	134.3	127.9	119.3	127.8	128.8

### 3: Forrestal Drive & Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	0.4	0.1	0.6	1.0	2.1
Delay / Veh (s)	13.2	6.0	4.9	5.9	6.2
Vehicles Entered	119	34	460	622	1235
Vehicles Exited	119	34	461	623	1237
Hourly Exit Rate	119	34	461	623	1237
Input Volume	125	38	471	616	1250
% of Volume	95	89	98	101	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

### Total Network Performance

Total Delay (hr)	2.8
Delay / Veh (s)	8.0
Vehicles Entered	1233
Vehicles Exited	1236
Hourly Exit Rate	1236
Input Volume	3499
% of Volume	35
Denied Entry Before	0
Denied Entry After	0

**Intersection: 3: Forrestal Drive & Gurnet Road**

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	96	48	34	158	68	205	86
Average Queue (ft)	49	19	7	72	14	87	26
95th Queue (ft)	84	45	28	138	48	162	59
Link Distance (ft)	710	368	217	217		770	770
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					150		
Storage Blk Time (%)						1	
Queuing Penalty (veh)						0	

**Network Summary**

Network wide Queuing Penalty: 0

Intersection: 3: Forrestal Drive & Gurnet Road

Phase	2	4	5	6	8
Movement(s) Served	NBT	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	32.0	18.0	4.0	23.0	18.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None
Avg. Green (s)	21.0	8.2	4.7	19.9	8.2
g/C Ratio	0.59	0.17	0.01	0.57	0.17
Cycles Skipped (%)	4	31	93	3	31
Cycles @ Minimum (%)	1	5	5	1	5
Cycles Maxed Out (%)	0	1	7	6	1
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 34.0  
 Number of Complete Cycles : 105  
 Average All-Red Dwell (s): 3.1  
 Cycles with All-Red Dwell (%): 9

w/o connector

Summary of All Intervals

Run Number	2	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	1736	1651	1648	1593	1648	1656
Vehs Exited	1740	1643	1646	1599	1647	1655
Starting Vehs	18	17	21	26	24	22
Ending Vehs	14	25	23	20	25	20
Denied Entry Before	0	0	0	1	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	510	484	484	469	485	487
Travel Time (hr)	24.6	23.4	23.4	22.8	23.5	23.5
Total Delay (hr)	6.3	6.1	6.1	5.9	6.2	6.1
Total Stops	1008	987	991	969	996	991
Fuel Used (gal)	195.0	185.8	186.9	178.9	185.7	186.4

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	2	3	4	5	6	Avg
Vehs Entered	1736	1651	1648	1593	1648	1656
Vehs Exited	1740	1643	1646	1599	1647	1655
Starting Vehs	18	17	21	26	24	22
Ending Vehs	14	25	23	20	25	20
Denied Entry Before	0	0	0	1	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	510	484	484	469	485	487
Travel Time (hr)	24.6	23.4	23.4	22.8	23.5	23.5
Total Delay (hr)	6.3	6.1	6.1	5.9	6.2	6.1
Total Stops	1008	987	991	969	996	991
Fuel Used (gal)	195.0	185.8	186.9	178.9	185.7	186.4

3: Forrestal Drive & Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.8	0.1	1.3	2.1	5.2
Delay / Veh (s)	18.2	5.9	9.7	9.6	11.4
Vehicles Entered	362	34	468	791	1655
Vehicles Exited	361	33	468	793	1655
Hourly Exit Rate	361	33	468	793	1655
Input Volume	364	38	471	797	1670
% of Volume	99	87	99	99	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	6.1
Delay / Veh (s)	13.3
Vehicles Entered	1656
Vehicles Exited	1655
Hourly Exit Rate	1655
Input Volume	4339
% of Volume	38
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Forrestal Drive & Gurnet Road

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	240	57	39	243	72	255	226
Average Queue (ft)	132	16	9	114	15	127	60
95th Queue (ft)	209	45	32	199	52	212	140
Link Distance (ft)	710	368	217	217		770	770
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)					150		
Storage Blk Time (%)						4	
Queuing Penalty (veh)						1	

Network Summary

Network wide Queuing Penalty: 1

Intersection: 3: Forrestal Drive & Gurnet Road

Phase	2	4	5	6	8
Movement(s) Served	NBT	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	28.0	22.0	4.0	19.0	22.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None
Avg. Green (s)	21.8	15.9	4.3	20.5	15.9
g/C Ratio	0.46	0.33	0.01	0.44	0.33
Cycles Skipped (%)	1	4	89	0	4
Cycles @ Minimum (%)	0	0	9	0	0
Cycles Maxed Out (%)	9	21	11	53	21
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 46.7

Number of Complete Cycles : 76

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**Summary of All Intervals**


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Run Number	1	2	4	5	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:02	8:02	8:02	8:02	8:02	8:02
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	5263	5226	5353	5341	5290	5294
Vehs Exited	5225	5225	5307	5269	5242	5252
Starting Vehs	262	266	282	234	252	255
Ending Vehs	300	267	328	306	300	297
Denied Entry Before	3	1	4	0	1	1
Denied Entry After	0	19	10	29	12	13
Travel Distance (mi)	5897	5831	5926	5946	5954	5911
Travel Time (hr)	274.2	280.2	280.3	289.7	284.7	281.8
Total Delay (hr)	78.3	86.8	83.6	92.4	87.1	85.7
Total Stops	8164	8090	8467	8437	8578	8346
Fuel Used (gal)	2095.6	2095.5	2124.6	2138.8	2144.2	2119.7

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**Interval #0 Information Seeding**


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Start Time 6:57  
 End Time 7:02  
 Total Time (min) 5

Volumes adjusted by Growth Factors.

No data recorded this interval.

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**Interval #1 Information Recording**


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Start Time 7:02  
 End Time 8:02  
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	2	4	5	7	Avg
Vehs Entered	5263	5226	5353	5341	5290	5294
Vehs Exited	5225	5225	5307	5269	5242	5252
Starting Vehs	262	266	282	234	252	255
Ending Vehs	300	267	328	306	300	297
Denied Entry Before	3	1	4	0	1	1
Denied Entry After	0	19	10	29	12	13
Travel Distance (mi)	5897	5831	5926	5946	5954	5911
Travel Time (hr)	274.2	280.2	280.3	289.7	284.7	281.8
Total Delay (hr)	78.3	86.8	83.6	92.4	87.1	85.7
Total Stops	8164	8090	8467	8437	8578	8346
Fuel Used (gal)	2095.6	2095.5	2124.6	2138.8	2144.2	2119.7

1: Bath Road & Jordan Avenue Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	0.9	0.9	0.5	2.3
Delay / Veh (s)	4.3	3.9	29.5	5.0
Vehicles Entered	739	872	62	1673
Vehicles Exited	740	870	60	1670
Hourly Exit Rate	740	870	60	1670
Input Volume	741	867	61	1669
% of Volume	100	100	98	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

2: Bath Road & Cook's Corner Mall Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	2.7	2.3	1.4	6.4
Delay / Veh (s)	10.3	9.8	15.8	11.0
Vehicles Entered	934	828	327	2089
Vehicles Exited	933	826	328	2087
Hourly Exit Rate	933	826	328	2087
Input Volume	928	821	324	2073
% of Volume	101	101	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

3: New Gurnett & Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	7.1	7.6	5.1	7.8	27.5
Delay / Veh (s)	26.5	21.8	24.5	29.3	25.3
Vehicles Entered	956	1256	750	951	3913
Vehicles Exited	957	1254	748	952	3911
Hourly Exit Rate	957	1254	748	952	3911
Input Volume	959	1293	744	944	3940
% of Volume	100	97	101	101	99
Denied Entry Before	0	0	0	1	1
Denied Entry After	0	0	0	1	1

**4: Bath Road & BNAS Performance by approach**

Approach	EB	WB	SB	All
Total Delay (hr)	0.6	0.4	0.0	1.0
Delay / Veh (s)	2.5	1.4	16.7	1.9
Vehicles Entered	928	949	4	1881
Vehicles Exited	928	948	4	1880
Hourly Exit Rate	928	948	4	1880
Input Volume	923	944	4	1871
% of Volume	101	100	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**8: Bath Road & Merrymeeting Plaza Performance by approach**

Approach	EB	WB	NB	SB	All
Total Delay (hr)	2.6	3.0	0.8	1.2	7.5
Delay / Veh (s)	11.6	11.3	16.4	16.8	12.4
Vehicles Entered	796	944	164	255	2159
Vehicles Exited	795	945	165	256	2161
Hourly Exit Rate	795	945	165	256	2161
Input Volume	794	939	159	260	2152
% of Volume	100	101	104	98	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

**20: Thomas Point & Performance by approach**

Approach	EB	WB	NB	All
Total Delay (hr)	0.6	0.6	11.0	12.1
Delay / Veh (s)	2.0	1.6	341.4	18.3
Vehicles Entered	992	1278	129	2399
Vehicles Exited	993	1276	104	2373
Hourly Exit Rate	993	1276	104	2373
Input Volume	989	1292	152	2433
% of Volume	100	99	68	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	12	12

## 24: Wal\*Mart &amp; Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.2	2.0	2.4	5.7
Delay / Veh (s)	4.5	7.1	23.6	8.6
Vehicles Entered	993	1021	365	2379
Vehicles Exited	994	1025	365	2384
Hourly Exit Rate	994	1025	365	2384
Input Volume	1012	1024	384	2420
% of Volume	98	100	95	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

## 26: Bath Road &amp; Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.1	3.2	1.1	1.0	8.3
Delay / Veh (s)	16.1	12.2	17.0	17.1	14.5
Vehicles Entered	687	950	231	206	2074
Vehicles Exited	681	948	231	205	2065
Hourly Exit Rate	681	948	231	205	2065
Input Volume	708	953	234	201	2096
% of Volume	96	99	99	102	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

## 30: Mall &amp; New Gurnett Road Performance by approach

Approach	EB	WB	NB	SE	All
Total Delay (hr)	1.2	0.4	1.7	2.0	5.3
Delay / Veh (s)	23.2	13.5	10.5	9.1	11.4
Vehicles Entered	185	96	597	805	1683
Vehicles Exited	185	96	597	808	1686
Hourly Exit Rate	185	96	597	808	1686
Input Volume	183	90	609	810	1692
% of Volume	101	107	98	100	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

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Total Network Performance

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Total Delay (hr)	85.7
Delay / Veh (s)	58.5
Vehicles Entered	5294
Vehicles Exited	5252
Hourly Exit Rate	5252
Input Volume	36958
% of Volume	14
Denied Entry Before	1
Denied Entry After	13

Intersection: 1: Bath Road & Jordan Avenue

Movement	EB	WB	B/S	SB	SB
Directions Served	LT	TR	T	L	R
Maximum Queue (ft)	56	4	11	104	47
Average Queue (ft)	4	0	0	39	8
95th Queue (ft)	29	3	8	85	35
Link Distance (ft)	2389	1232	386	1875	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					25
Storage Blk Time (%)				28	1
Queuing Penalty (veh)				2	1

Intersection: 2: Bath Road & Cook's Corner Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	206	197	58	97	184	153	158	85
Average Queue (ft)	120	98	24	48	73	60	88	36
95th Queue (ft)	198	167	50	83	151	129	143	70
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	1	0						
Queuing Penalty (veh)	4	1						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

**Intersection: 3: New Gurnett &**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	156	161	198	191	113	105	126	154	156	254	111	122
Average Queue (ft)	82	90	103	87	44	54	65	87	81	171	56	54
95th Queue (ft)	131	141	163	153	87	94	110	136	135	265	93	98
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)										3		
Queuing Penalty (veh)										13		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

**Intersection: 3: New Gurnett &**

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	134	137	144	182	170	144	163	124
Average Queue (ft)	71	77	54	99	82	70	78	46
95th Queue (ft)	116	126	109	158	142	120	127	97
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300			200
Storage Blk Time (%)		0	0				0	
Queuing Penalty (veh)		1	0				0	

**Intersection: 4: Bath Road & BNAS**

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	61	40	30
Average Queue (ft)	5	2	5
95th Queue (ft)	36	20	22
Link Distance (ft)	484	484	141
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	102	155	163	72	109	228	193	49	103	65	110	54
Average Queue (ft)	46	76	77	10	39	110	55	16	42	25	80	28
95th Queue (ft)	88	140	142	44	80	196	140	37	84	52	116	53
Link Distance (ft)		386	386			484	484		564		49	49
Upstream Blk Time (%)											32	1
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	230			100	175			175		200		
Storage Blk Time (%)			3	0		1	0					
Queuing Penalty (veh)			1	0		1	0					

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Movement	B9
Directions Served	T
Maximum Queue (ft)	64
Average Queue (ft)	7
95th Queue (ft)	36
Link Distance (ft)	70
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 20: Thomas Point &**

Movement	EB	WB	WB	WB	B29	NB	NB
Directions Served	TR	L	T	T	T	L	R
Maximum Queue (ft)	19	61	44	168	28	579	100
Average Queue (ft)	1	25	1	21	1	254	45
95th Queue (ft)	8	56	22	101	15	615	113
Link Distance (ft)	238		122	122	885	588	
Upstream Blk Time (%)			0	1		17	
Queuing Penalty (veh)			0	5		0	
Storage Bay Dist (ft)		50					75
Storage Blk Time (%)		1				62	1
Queuing Penalty (veh)		8				46	1

**Intersection: 24: Wal\*Mart &**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	215	80	194	175	141	172
Average Queue (ft)	97	35	74	71	66	83
95th Queue (ft)	183	63	148	138	111	137
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 26: Bath Road & Lowe's**

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	127	251	137	181	184	121	123	99	96
Average Queue (ft)	67	135	61	94	103	50	55	37	49
95th Queue (ft)	111	223	115	160	171	96	100	75	81
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)				0					
Queuing Penalty (veh)				0					

**Intersection: 30: Mall & New Gurnett Road**

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	148	70	72	62	52	304	76	136	154
Average Queue (ft)	71	29	25	28	16	131	32	50	71
95th Queue (ft)	122	55	61	54	45	236	67	111	138
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						1			
Queuing Penalty (veh)						0			

**Network Summary**

Network wide Queuing Penalty: 84

Intersection: 2: Bath Road & Cook's Corner Mall

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	24.0	34.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	7.6	29.9	41.5	12.8
g/C Ratio	0.09	0.50	0.66	0.20
Cycles Skipped (%)	31	0	5	5
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	8	100	95	8
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 3: New Gurnett &

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	14.0	9.0	14.0	14.0	6.0	17.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	13.7	9.3	12.8	13.7	6.4	16.2
g/C Ratio	0.19	0.13	0.18	0.19	0.09	0.22
Cycles Skipped (%)	0	0	0	0	2	2
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	84	100	50	82	92	53
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 73.0  
Number of Complete Cycles : 48

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	6.0	21.0	18.0	5.0	22.0	18.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	7.7	30.7	12.3	8.2	30.5	12.3
g/C Ratio	0.09	0.50	0.19	0.09	0.50	0.19
Cycles Skipped (%)	29	2	5	31	2	5
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	10	98	8	17	98	8
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

**Intersection: 24: Wal\*Mart &**

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	41.7	10.1	41.7
g/C Ratio	0.00	0.68	0.17	0.68
Cycles Skipped (%)	100	2	2	2
Cycles @ Minimum (%)	0	0	98	0
Cycles Maxed Out (%)	0	98	98	98
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

**Intersection: 26: Bath Road & Lowe's**

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.7	34.7	5.6	7.7	9.1	30.9	11.1
g/C Ratio	0.07	0.55	0.07	0.08	0.11	0.51	0.17
Cycles Skipped (%)	35	5	29	41	25	2	7
Cycles @ Minimum (%)	18	0	50	0	0	0	14
Cycles Maxed Out (%)	40	95	71	20	75	98	22
Cycles with Peds (%)	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

**Intersection: 30: Mall & New Gurnett Road**

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	5.0	38.0	15.0	4.0	39.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	5.0	40.7	10.8	4.2	46.4	10.8
g/C Ratio	0.05	0.60	0.15	0.02	0.66	0.15
Cycles Skipped (%)	38	0	4	73	4	4
Cycles @ Minimum (%)	0	0	2	27	0	2
Cycles Maxed Out (%)	62	100	21	27	96	21
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 68.0  
Number of Complete Cycles : 52

Summary of All Intervals

Run Number	1	2	3	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:02	8:02	8:02	8:02	8:02	8:02
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	6267	6315	6242	5985	6297	6224
Vehs Exited	6064	6209	6020	5616	6088	6000
Starting Vehs	319	311	308	304	279	301
Ending Vehs	522	417	530	673	488	524
Denied Entry Before	7	10	5	2	15	8
Denied Entry After	108	81	125	224	178	141
Travel Distance (mi)	6275	6501	6332	5831	6419	6271
Travel Time (hr)	442.9	427.0	459.0	441.8	495.2	453.2
Total Delay (hr)	233.9	210.1	248.1	247.4	281.3	244.2
Total Stops	15521	14270	15859	10651	16388	14540
Fuel Used (gal)	2603.9	2626.9	2646.3	2467.7	2760.1	2621.0

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:02  
 Total Time (min) 5

Volumes adjusted by Growth Factors.  
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:02  
 End Time 8:02  
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	5	6	Avg
Vehs Entered	6267	6315	6242	5985	6297	6224
Vehs Exited	6064	6209	6020	5616	6088	6000
Starting Vehs	319	311	308	304	279	301
Ending Vehs	522	417	530	673	488	524
Denied Entry Before	7	10	5	2	15	8
Denied Entry After	108	81	125	224	178	141
Travel Distance (mi)	6275	6501	6332	5831	6419	6271
Travel Time (hr)	442.9	427.0	459.0	441.8	495.2	453.2
Total Delay (hr)	233.9	210.1	248.1	247.4	281.3	244.2
Total Stops	15521	14270	15859	10651	16388	14540
Fuel Used (gal)	2603.9	2626.9	2646.3	2467.7	2760.1	2621.0

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**1: Bath Road & Jordan Avenue Performance by approach**


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Approach	EB	WB	SB	All
Total Delay (hr)	1.4	0.8	0.4	2.6
Delay / Veh (s)	7.2	3.6	26.5	6.0
Vehicles Entered	705	832	57	1594
Vehicles Exited	692	832	55	1579
Hourly Exit Rate	692	832	55	1579
Input Volume	741	867	61	1669
% of Volume	93	96	90	95
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

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**2: Bath Road & Cook's Corner Mall Performance by approach**


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Approach	EB	WB	NB	All
Total Delay (hr)	8.8	5.4	2.1	16.4
Delay / Veh (s)	29.3	18.2	24.2	23.8
Vehicles Entered	1083	1078	316	2477
Vehicles Exited	1076	1073	317	2466
Hourly Exit Rate	1076	1073	317	2466
Input Volume	1310	1085	324	2719
% of Volume	82	99	98	91
Denied Entry Before	0	0	0	0
Denied Entry After	5	0	0	5

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**3: New Gurnett & Performance by approach**


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Approach	EB	WB	NB	SB	All
Total Delay (hr)	27.1	10.5	11.5	15.1	64.3
Delay / Veh (s)	88.1	30.8	41.1	39.6	49.0
Vehicles Entered	1115	1231	1006	1377	4729
Vehicles Exited	1102	1230	1007	1377	4716
Hourly Exit Rate	1102	1230	1007	1377	4716
Input Volume	1338	1293	983	1376	4990
% of Volume	82	95	102	100	95
Denied Entry Before	0	0	0	5	5
Denied Entry After	0	0	0	4	4

4: Bath Road & BNAS Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	14.0	1.4	0.7	16.1
Delay / Veh (s)	46.3	4.1	885.2	25.5
Vehicles Entered	1100	1185	4	2289
Vehicles Exited	1083	1181	2	2266
Hourly Exit Rate	1083	1181	2	2266
Input Volume	1304	1206	4	2514
% of Volume	83	98	50	90
Denied Entry Before	0	0	0	0
Denied Entry After	2	0	0	2

8: Bath Road & Merrymeeting Plaza Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	10.3	9.4	17.8	3.1	40.6
Delay / Veh (s)	52.9	28.8	135.8	55.6	57.4
Vehicles Entered	708	1176	481	202	2567
Vehicles Exited	686	1173	463	200	2522
Hourly Exit Rate	686	1173	463	200	2522
Input Volume	794	1203	538	260	2795
% of Volume	86	98	86	77	90
Denied Entry Before	0	0	1	0	1
Denied Entry After	0	0	52	0	52

20: Thomas Point & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	0.5	2.3	41.7	44.6
Delay / Veh (s)	2.0	6.6	1951.7	69.9
Vehicles Entered	943	1276	88	2307
Vehicles Exited	945	1275	66	2286
Hourly Exit Rate	945	1275	66	2286
Input Volume	989	1292	152	2433
% of Volume	96	99	43	94
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	66	66

24: Wal\*Mart & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.3	2.9	3.4	7.6
Delay / Veh (s)	5.0	10.3	31.0	11.6
Vehicles Entered	932	1020	390	2342
Vehicles Exited	930	1020	389	2339
Hourly Exit Rate	930	1020	389	2339
Input Volume	1012	1024	384	2420
% of Volume	92	100	101	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

26: Bath Road & Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	2.7	3.2	1.2	1.0	8.1
Delay / Veh (s)	14.9	12.0	18.7	18.0	14.3
Vehicles Entered	656	949	237	201	2043
Vehicles Exited	654	947	236	200	2037
Hourly Exit Rate	654	947	236	200	2037
Input Volume	708	953	234	201	2096
% of Volume	92	99	101	100	97
Denied Entry Before	0	0	0	1	1
Denied Entry After	0	0	0	0	0

30: Mall & New Gurnett Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.2	0.3	4.2	2.7	8.5
Delay / Veh (s)	24.1	14.3	17.4	10.4	14.7
Vehicles Entered	181	89	868	936	2074
Vehicles Exited	181	88	871	943	2083
Hourly Exit Rate	181	88	871	943	2083
Input Volume	183	90	848	977	2098
% of Volume	99	98	103	97	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

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Total Network Performance

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Total Delay (hr)	244.2
Delay / Veh (s)	143.8
Vehicles Entered	6224
Vehicles Exited	6000
Hourly Exit Rate	6000
Input Volume	41397
% of Volume	14
Denied Entry Before	8
Denied Entry After	141

Intersection: 1: Bath Road & Jordan Avenue

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	341	100	45
Average Queue (ft)	21	35	8
95th Queue (ft)	268	74	33
Link Distance (ft)	2389	1875	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			25
Storage Blk Time (%)		24	2
Queuing Penalty (veh)		2	1

Intersection: 2: Bath Road & Cook's Corner Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	239	208	74	184	398	374	215	120
Average Queue (ft)	200	140	22	60	164	120	89	51
95th Queue (ft)	237	225	53	152	455	395	161	107
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	46	10			2	1		
Queuing Penalty (veh)	198	43			13	3		
Storage Bay Dist (ft)				250				
Storage Blk Time (%)				0	9			
Queuing Penalty (veh)				0	7			

Intersection: 3: New Gurnett &

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	312	324	674	399	123	126	167	214	178	256	146	207
Average Queue (ft)	272	285	488	88	39	61	73	98	79	225	68	63
95th Queue (ft)	407	422	915	217	88	107	132	170	140	295	129	148
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)			16					1	0	21		
Queuing Penalty (veh)			110					3	0	89		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)	13	40	0			0	0	1			0	1
Queuing Penalty (veh)	26	81	1			0	0	4			0	2

Intersection: 3: New Gurnett &

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	396	433	175	156	146	232	285	223
Average Queue (ft)	176	196	105	104	84	106	124	111
95th Queue (ft)	324	366	209	150	131	192	235	208
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300			200
Storage Blk Time (%)	3	18	0			0	0	2
Queuing Penalty (veh)	6	42	1			0	2	5

Intersection: 4: Bath Road & BNAS

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	T	L
Maximum Queue (ft)	520	536	117	75	55
Average Queue (ft)	343	293	32	4	17
95th Queue (ft)	678	677	152	47	51
Link Distance (ft)	484	484	191	191	141
Upstream Blk Time (%)	26	13	5	0	
Queuing Penalty (veh)	170	85	32	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Movement	EB	EB	EB	EB	B13	B13	B10	B15	B33	WB	WB	WB
Directions Served	L	T	T	R	T	T	T	T	T	L	T	T
Maximum Queue (ft)	253	416	389	125	159	148	131	371	250	200	450	332
Average Queue (ft)	53	206	181	21	38	30	34	72	32	168	237	89
95th Queue (ft)	147	407	381	80	237	209	268	639	339	238	494	242
Link Distance (ft)		386	386		458	458	582	1783	1232		484	484
Upstream Blk Time (%)		11	7		5	5	5	3	2		8	0
Queuing Penalty (veh)		42	29		21	21	37	22	13		47	0
Storage Bay Dist (ft)	230			100						175		
Storage Blk Time (%)	0	17	22	0						26	1	0
Queuing Penalty (veh)	0	13	10	0						92	5	0

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Movement	WB	NB	NB	SB	SB	B9	B9	B11
Directions Served	R	LT	R	LT	R	T	T	T
Maximum Queue (ft)	58	591	225	110	85	128	42	978
Average Queue (ft)	17	260	162	95	28	64	2	289
95th Queue (ft)	38	668	276	131	62	158	29	931
Link Distance (ft)		564		49	49	70	70	1090
Upstream Blk Time (%)		19		68	2	44		5
Queuing Penalty (veh)		0		0	0	0		0
Storage Bay Dist (ft)	175		200					
Storage Blk Time (%)		0	35					
Queuing Penalty (veh)		0	27					

**Intersection: 20: Thomas Point &**

Movement	EB	WB	WB	WB	B29	B29	NB	NB
Directions Served	TR	L	T	T	T	T	L	R
Maximum Queue (ft)	20	57	121	201	333	378	615	100
Average Queue (ft)	1	22	11	99	91	139	481	34
95th Queue (ft)	11	53	70	238	497	590	779	109
Link Distance (ft)	238		122	122	885	885	588	
Upstream Blk Time (%)			0	18	1	2	55	
Queuing Penalty (veh)			2	117	4	14	0	
Storage Bay Dist (ft)		50						75
Storage Blk Time (%)		1	0				90	2
Queuing Penalty (veh)		9	0				66	1

**Intersection: 24: Wal\*Mart &**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	239	68	259	195	209	238
Average Queue (ft)	108	36	95	80	83	104
95th Queue (ft)	203	62	218	193	167	206
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 26: Bath Road & Lowe's**

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	133	220	129	194	195	125	146	113	103
Average Queue (ft)	63	122	54	96	103	48	62	39	47
95th Queue (ft)	112	218	100	166	175	92	114	82	83
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)				0					
Queuing Penalty (veh)				0					

**Intersection: 30: Mall & New Gurnett Road**

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	156	82	78	59	93	537	98	168	188
Average Queue (ft)	69	34	26	25	23	258	40	67	90
95th Queue (ft)	119	66	60	50	63	460	82	139	164
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)						1			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						9		0	
Queuing Penalty (veh)						2		0	

**Network Summary**

Network wide Queuing Penalty: 1523

**Intersection: 2: Bath Road & Cook's Corner Mall**

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	6.4	35.1	44.5	13.0
g/C Ratio	0.07	0.54	0.67	0.20
Cycles Skipped (%)	39	7	10	10
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	39	93	90	41
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 3: New Gurnett &**

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	14.0	9.0	14.0	14.0	6.0	17.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	13.9	9.0	14.0	13.7	6.0	17.2
g/C Ratio	0.19	0.12	0.19	0.18	0.08	0.23
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	98	100	96	81	96	96
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 74.8  
 Number of Complete Cycles : 47

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	12.0	18.0	15.0	5.0	25.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	14.0	19.1	14.2	5.8	30.7	14.2
g/C Ratio	0.22	0.31	0.23	0.07	0.50	0.23
Cycles Skipped (%)	5	2	5	32	2	5
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	89	98	70	53	98	70
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 24: Wal\*Mart &**

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	40.8	10.1	40.8
g/C Ratio	0.00	0.68	0.17	0.68
Cycles Skipped (%)	100	0	0	0
Cycles @ Minimum (%)	0	0	100	0
Cycles Maxed Out (%)	0	100	100	100
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 26: Bath Road & Lowe's**

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.4	36.8	5.8	8.2	9.1	32.8	11.8
g/C Ratio	0.06	0.57	0.07	0.08	0.10	0.52	0.17
Cycles Skipped (%)	42	7	32	43	32	5	12
Cycles @ Minimum (%)	19	0	46	0	0	0	10
Cycles Maxed Out (%)	31	93	68	24	66	95	27
Cycles with Peds (%)	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 30: Mall & New Gurnett Road**

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	4.0	39.0	15.0	4.0	39.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	4.0	41.4	10.7	4.1	45.5	10.7
g/C Ratio	0.04	0.60	0.15	0.02	0.63	0.15
Cycles Skipped (%)	31	0	6	62	4	6
Cycles @ Minimum (%)	69	0	0	38	0	0
Cycles Maxed Out (%)	69	100	19	38	96	19
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 69.0  
 Number of Complete Cycles : 51

Summary of All Intervals

Run Number	1	3	4	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2347	2356	2256	2284	2323	2314
Vehs Exited	2362	2356	2251	2285	2331	2317
Starting Vehs	37	36	34	46	45	39
Ending Vehs	22	36	39	45	37	36
Denied Entry Before	0	4	0	3	2	2
Denied Entry After	1	2	0	2	5	1
Travel Distance (mi)	646	653	621	633	642	639
Travel Time (hr)	40.9	40.8	38.3	39.4	41.1	40.1
Total Delay (hr)	16.9	16.6	15.4	16.0	17.3	16.4
Total Stops	1662	1714	1624	1579	1648	1643
Fuel Used (gal)	272.1	275.4	261.2	265.3	272.1	269.2

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	3	4	6	7	Avg
Vehs Entered	2347	2356	2256	2284	2323	2314
Vehs Exited	2362	2356	2251	2285	2331	2317
Starting Vehs	37	36	34	46	45	39
Ending Vehs	22	36	39	45	37	36
Denied Entry Before	0	4	0	3	2	2
Denied Entry After	1	2	0	2	5	1
Travel Distance (mi)	646	653	621	633	642	639
Travel Time (hr)	40.9	40.8	38.3	39.4	41.1	40.1
Total Delay (hr)	16.9	16.6	15.4	16.0	17.3	16.4
Total Stops	1662	1714	1624	1579	1648	1643
Fuel Used (gal)	272.1	275.4	261.2	265.3	272.1	269.2

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	5.0	4.2	3.8	1.8	14.7
Delay / Veh (s)	22.8	19.0	26.5	28.2	22.9
Vehicles Entered	779	790	517	228	2314
Vehicles Exited	781	791	516	228	2316
Hourly Exit Rate	781	791	516	228	2316
Input Volume	785	804	514	227	2330
% of Volume	99	98	100	100	99
Denied Entry Before	2	0	0	0	2
Denied Entry After	1	0	0	0	1

Total Network Performance

Total Delay (hr)	16.4
Delay / Veh (s)	25.5
Vehicles Entered	2314
Vehicles Exited	2317
Hourly Exit Rate	2317
Input Volume	4660
% of Volume	50
Denied Entry Before	2
Denied Entry After	1

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	L	TR
Maximum Queue (ft)	165	336	245	200	326	238	225	89	163
Average Queue (ft)	41	194	47	85	163	106	84	29	81
95th Queue (ft)	99	336	170	154	274	213	160	66	142
Link Distance (ft)		324			1005		684		750
Upstream Blk Time (%)		2							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	140		220	325		350		160	
Storage Blk Time (%)	0	13	0		0	0			1
Queuing Penalty (veh)	0	38	0		0	0			0

Network Summary

Network wide Queuing Penalty: 39

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	7.0	26.0	4.0	18.0	38.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.0	15.6	6.9	24.8	5.5	12.9	35.2
g/C Ratio	0.05	0.22	0.09	0.38	0.08	0.17	0.54
Cycles Skipped (%)	37	6	16	0	4	15	0
Cycles @ Minimum (%)	59	0	0	0	85	0	0
Cycles Maxed Out (%)	63	33	71	69	96	13	52
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 65.5  
 Number of Complete Cycles : 54

Summary of All Intervals

Run Number	1	3	4	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	2347	2356	2256	2284	2323	2314
Vehs Exited	2362	2358	2251	2285	2330	2317
Starting Vehs	37	36	34	46	45	39
Ending Vehs	22	34	39	45	38	35
Denied Entry Before	0	4	0	3	2	2
Denied Entry After	1	2	0	2	5	1
Travel Distance (mi)	646	653	621	634	642	639
Travel Time (hr)	40.9	41.3	38.6	39.8	41.0	40.3
Total Delay (hr)	16.9	17.2	15.6	16.4	17.2	16.6
Total Stops	1663	1771	1646	1616	1689	1677
Fuel Used (gal)	272.1	276.9	261.9	267.0	272.8	270.1

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	3	4	6	7	Avg
Vehs Entered	2347	2356	2256	2284	2323	2314
Vehs Exited	2362	2358	2251	2285	2330	2317
Starting Vehs	37	36	34	46	45	39
Ending Vehs	22	34	39	45	38	35
Denied Entry Before	0	4	0	3	2	2
Denied Entry After	1	2	0	2	5	1
Travel Distance (mi)	646	653	621	634	642	639
Travel Time (hr)	40.9	41.3	38.6	39.8	41.0	40.3
Total Delay (hr)	16.9	17.2	15.6	16.4	17.2	16.6
Total Stops	1663	1771	1646	1616	1689	1677
Fuel Used (gal)	272.1	276.9	261.9	267.0	272.8	270.1

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	4.9	4.2	4.0	1.8	14.9
Delay / Veh (s)	22.8	19.2	27.7	28.3	23.2
Vehicles Entered	779	790	517	228	2314
Vehicles Exited	779	789	517	229	2314
Hourly Exit Rate	779	789	517	229	2314
Input Volume	785	804	514	227	2330
% of Volume	99	98	101	101	99
Denied Entry Before	2	0	0	0	2
Denied Entry After	1	0	0	0	1

Total Network Performance

Total Delay (hr)	16.6
Delay / Veh (s)	25.9
Vehicles Entered	2314
Vehicles Exited	2317
Hourly Exit Rate	2317
Input Volume	4660
% of Volume	50
Denied Entry Before	2
Denied Entry After	1

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	L	TR
Maximum Queue (ft)	156	339	245	211	335	174	271	86	162
Average Queue (ft)	39	200	51	85	167	102	99	31	81
95th Queue (ft)	94	341	179	152	277	180	205	69	142
Link Distance (ft)		324			1005		684		750
Upstream Blk Time (%)		2							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	140		220	325		150		160	
Storage Blk Time (%)	0	14	0		0	8	1		0
Queuing Penalty (veh)	0	40	0		0	14	1		0

Network Summary

Network wide Queuing Penalty: 56

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	7.0	26.0	4.0	18.0	38.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.3	15.2	6.9	24.8	5.3	13.2	34.7
g/C Ratio	0.05	0.22	0.09	0.38	0.08	0.18	0.53
Cycles Skipped (%)	35	7	15	0	5	13	0
Cycles @ Minimum (%)	61	0	0	0	84	0	0
Cycles Maxed Out (%)	65	29	72	65	95	13	45
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 65.6  
 Number of Complete Cycles : 54

Summary of All Intervals

Run Number	3	4	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	1326	1258	1229	1268	1351	1287
Vehs Exited	1331	1258	1222	1275	1357	1289
Starting Vehs	14	16	10	24	22	18
Ending Vehs	9	16	17	17	16	15
Denied Entry Before	0	1	0	2	0	0
Denied Entry After	0	0	0	1	0	0
Travel Distance (mi)	392	370	359	375	399	379
Travel Time (hr)	17.2	16.1	15.6	16.3	17.6	16.6
Total Delay (hr)	3.6	3.1	2.9	3.1	3.6	3.3
Total Stops	600	557	561	565	615	580
Fuel Used (gal)	142.3	134.0	128.4	135.4	144.5	136.9

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	3	4	5	6	7	Avg
Vehs Entered	1326	1258	1229	1268	1351	1287
Vehs Exited	1331	1258	1222	1275	1357	1289
Starting Vehs	14	16	10	24	22	18
Ending Vehs	9	16	17	17	16	15
Denied Entry Before	0	1	0	2	0	0
Denied Entry After	0	0	0	1	0	0
Travel Distance (mi)	392	370	359	375	399	379
Travel Time (hr)	17.2	16.1	15.6	16.3	17.6	16.6
Total Delay (hr)	3.6	3.1	2.9	3.1	3.6	3.3
Total Stops	600	557	561	565	615	580
Fuel Used (gal)	142.3	134.0	128.4	135.4	144.5	136.9

3: Forrestal Drive & Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	0.6	0.1	0.7	1.2	2.6
Delay / Veh (s)	13.2	7.2	5.6	7.1	7.3
Vehicles Entered	156	37	465	628	1286
Vehicles Exited	156	37	466	630	1289
Hourly Exit Rate	156	37	466	630	1289
Input Volume	156	38	474	639	1307
% of Volume	100	97	98	99	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	3.3
Delay / Veh (s)	9.1
Vehicles Entered	1287
Vehicles Exited	1289
Hourly Exit Rate	1289
Input Volume	3621
% of Volume	36
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Forrestal Drive & Gurnet Road

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	126	65	47	180	81	232	124
Average Queue (ft)	60	22	14	75	15	101	30
95th Queue (ft)	102	52	40	140	51	189	78
Link Distance (ft)	710	368	217	217		770	770
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)					150		
Storage Blk Time (%)						2	
Queuing Penalty (veh)						0	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Forrestal Drive & Gurnet Road

Phase	2	4	5	6	8
Movement(s) Served	NBT	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	31.0	19.0	4.0	22.0	19.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None
Avg. Green (s)	21.2	9.3	5.1	19.4	9.3
g/C Ratio	0.57	0.19	0.02	0.53	0.19
Cycles Skipped (%)	4	26	86	2	26
Cycles @ Minimum (%)	2	4	11	2	4
Cycles Maxed Out (%)	1	2	14	9	2
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 35.9  
 Number of Complete Cycles : 99  
 Average All-Red Dwell (s): 2.3  
 Cycles with All-Red Dwell (%): 5

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:02	8:02	8:02	8:02	8:02	8:02
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl's	1	1	1	1	1	1
Vehs Entered	5411	5496	5384	5458	5327	5421
Vehs Exited	5325	5460	5360	5388	5295	5367
Starting Vehs	233	230	279	270	270	255
Ending Vehs	319	266	303	340	302	304
Denied Entry Before	2	3	2	4	3	2
Denied Entry After	1	20	24	0	33	14
Travel Distance (mi)	6037	6058	6006	6075	5942	6023
Travel Time (hr)	284.1	299.5	303.6	290.3	299.7	295.4
Total Delay (hr)	84.0	98.3	104.5	88.5	102.4	95.5
Total Stops	8387	8682	8524	8647	8429	8531
Fuel Used (gal)	2152.9	2205.1	2197.6	2176.8	2160.7	2178.6

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:02  
 Total Time (min) 5  
 Volumes adjusted by Growth Factors.  
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:02  
 End Time 8:02  
 Total Time (min) 60  
 Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	5411	5496	5384	5458	5327	5421
Vehs Exited	5325	5460	5360	5388	5295	5367
Starting Vehs	233	230	279	270	270	255
Ending Vehs	319	266	303	340	302	304
Denied Entry Before	2	3	2	4	3	2
Denied Entry After	1	20	24	0	33	14
Travel Distance (mi)	6037	6058	6006	6075	5942	6023
Travel Time (hr)	284.1	299.5	303.6	290.3	299.7	295.4
Total Delay (hr)	84.0	98.3	104.5	88.5	102.4	95.5
Total Stops	8387	8682	8524	8647	8429	8531
Fuel Used (gal)	2152.9	2205.1	2197.6	2176.8	2160.7	2178.6

## 1: Bath Road &amp; Jordan Avenue Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	0.9	1.2	0.5	2.7
Delay / Veh (s)	4.5	4.8	34.5	5.7
Vehicles Entered	747	898	56	1701
Vehicles Exited	746	896	57	1699
Hourly Exit Rate	746	896	57	1699
Input Volume	748	891	61	1700
% of Volume	100	101	93	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

## 2: Bath Road &amp; Cook's Corner Mall Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	2.4	2.2	1.5	6.2
Delay / Veh (s)	9.3	9.7	16.1	10.5
Vehicles Entered	941	831	334	2106
Vehicles Exited	944	835	333	2112
Hourly Exit Rate	944	835	333	2112
Input Volume	953	830	326	2109
% of Volume	99	101	102	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

## 3: New Gurnett &amp; Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	8.3	7.9	5.8	7.1	29.0
Delay / Veh (s)	30.1	22.6	27.0	26.9	26.4
Vehicles Entered	987	1260	776	948	3971
Vehicles Exited	986	1257	776	947	3966
Hourly Exit Rate	986	1257	776	947	3966
Input Volume	986	1300	776	960	4022
% of Volume	100	97	100	99	99
Denied Entry Before	0	0	0	2	2
Denied Entry After	0	0	0	1	1

**4: Bath Road & BNAS Performance by approach**

Approach	EB	WB	SB	All
Total Delay (hr)	0.6	0.3	0.0	1.0
Delay / Veh (s)	2.3	1.3	35.1	1.9
Vehicles Entered	933	953	4	1890
Vehicles Exited	934	954	4	1892
Hourly Exit Rate	934	954	4	1892
Input Volume	947	953	4	1904
% of Volume	99	100	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**8: Bath Road & Merrymeeting Plaza Performance by approach**

Approach	EB	WB	NB	SB	All
Total Delay (hr)	2.6	3.3	1.0	1.3	8.2
Delay / Veh (s)	11.7	12.5	16.8	17.8	13.2
Vehicles Entered	804	949	204	268	2225
Vehicles Exited	798	944	204	268	2214
Hourly Exit Rate	798	944	204	268	2214
Input Volume	811	947	209	260	2227
% of Volume	98	100	98	103	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

**20: Thomas Point & Performance by approach**

Approach	EB	WB	NB	All
Total Delay (hr)	0.6	0.5	17.4	18.5
Delay / Veh (s)	2.1	1.4	529.6	27.8
Vehicles Entered	990	1282	129	2401
Vehicles Exited	988	1282	108	2378
Hourly Exit Rate	988	1282	108	2378
Input Volume	1005	1299	152	2456
% of Volume	98	99	71	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	13	13

24: Wal\*Mart & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.3	2.2	2.4	5.9
Delay / Veh (s)	4.7	7.6	23.6	8.9
Vehicles Entered	988	1025	371	2384
Vehicles Exited	989	1019	372	2380
Hourly Exit Rate	989	1019	372	2380
Input Volume	1028	1032	384	2444
% of Volume	96	99	97	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

26: Bath Road & Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.2	3.4	1.2	0.9	8.7
Delay / Veh (s)	16.2	12.8	18.4	17.6	15.0
Vehicles Entered	705	971	234	196	2106
Vehicles Exited	702	970	233	193	2098
Hourly Exit Rate	702	970	233	193	2098
Input Volume	726	960	234	205	2125
% of Volume	97	101	100	94	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

30: Mall & New Gurnett Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.1	0.3	2.0	2.1	5.5
Delay / Veh (s)	20.6	13.4	11.4	9.3	11.6
Vehicles Entered	190	91	633	799	1713
Vehicles Exited	190	91	631	799	1711
Hourly Exit Rate	190	91	631	799	1711
Input Volume	183	90	639	820	1732
% of Volume	104	101	99	97	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	95.5
Delay / Veh (s)	63.8
Vehicles Entered	5421
Vehicles Exited	5367
Hourly Exit Rate	5367
Input Volume	37666
% of Volume	14
Denied Entry Before	2
Denied Entry After	14

Intersection: 1: Bath Road & Jordan Avenue

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	139	10	95	47
Average Queue (ft)	7	0	41	8
95th Queue (ft)	73	7	84	35
Link Distance (ft)	2389	1232	1875	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				25
Storage Blk Time (%)			32	2
Queuing Penalty (veh)			2	1

Intersection: 2: Bath Road & Cook's Corner Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	210	196	54	125	198	157	179	91
Average Queue (ft)	127	96	21	48	86	65	79	37
95th Queue (ft)	211	166	48	93	171	128	146	68
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	1	0						
Queuing Penalty (veh)	4	1						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

**Intersection: 3: New Gurnett &**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	174	182	210	200	126	140	148	161	176	252	120	103
Average Queue (ft)	102	107	114	93	47	61	68	94	92	158	60	55
95th Queue (ft)	159	165	187	161	95	106	114	148	150	261	103	94
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)										2		
Queuing Penalty (veh)										9		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)						0	0	0				
Queuing Penalty (veh)						0	0	0				

**Intersection: 3: New Gurnett &**

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	144	162	132	151	153	118	142	105
Average Queue (ft)	84	84	54	93	75	64	74	43
95th Queue (ft)	126	135	103	140	123	105	119	82
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300			200
Storage Blk Time (%)		0	0				0	
Queuing Penalty (veh)		1	0				0	

**Intersection: 4: Bath Road & BNAS**

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	100	16	39
Average Queue (ft)	6	1	4
95th Queue (ft)	43	9	23
Link Distance (ft)	484	484	141
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	98	207	193	91	137	232	157	54	116	68	110	66
Average Queue (ft)	44	84	77	13	46	128	60	18	51	27	82	30
95th Queue (ft)	82	156	144	51	99	207	134	43	94	51	125	54
Link Distance (ft)		386	386			484	484		564		49	49
Upstream Blk Time (%)											33	1
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	230			100	175			175		200		
Storage Blk Time (%)		0	2	0		2	0					
Queuing Penalty (veh)		0	2	0		1	0					

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Movement	B9
Directions Served	T
Maximum Queue (ft)	82
Average Queue (ft)	12
95th Queue (ft)	49
Link Distance (ft)	70
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 20: Thomas Point &**

Movement	EB	WB	WB	WB	B29	NB	NB
Directions Served	TR	L	T	T	T	L	R
Maximum Queue (ft)	22	62	23	123	18	585	100
Average Queue (ft)	1	23	1	15	1	383	51
95th Queue (ft)	9	53	20	76	15	715	129
Link Distance (ft)	238		122	122	885	588	
Upstream Blk Time (%)			0	1		25	
Queuing Penalty (veh)			0	4		0	
Storage Bay Dist (ft)		50					75
Storage Blk Time (%)		1				85	2
Queuing Penalty (veh)		6				62	2

**Intersection: 24: Wal\*Mart &**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	203	67	259	203	121	160
Average Queue (ft)	104	35	80	69	68	83
95th Queue (ft)	185	60	170	138	109	139
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 26: Bath Road & Lowe's**

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	183	235	129	240	226	91	169	77	101
Average Queue (ft)	75	128	57	103	109	47	64	36	48
95th Queue (ft)	138	213	105	182	191	84	122	68	83
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)					1				
Queuing Penalty (veh)					1				

**Intersection: 30: Mall & New Gurnett Road**

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	130	66	81	60	56	313	81	143	164
Average Queue (ft)	70	31	25	24	16	141	35	49	75
95th Queue (ft)	117	60	59	50	45	252	73	110	141
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						1			
Queuing Penalty (veh)						0			

**Network Summary**

Network wide Queuing Penalty: 96

**Intersection: 2: Bath Road & Cook's Corner Mall**

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	7.3	31.2	40.8	12.4
g/C Ratio	0.08	0.51	0.66	0.20
Cycles Skipped (%)	37	2	3	3
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	15	98	97	14
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 3: New Gurnett &**

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	14.0	14.0	14.0	14.0	6.0	22.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	13.9	14.0	12.7	13.7	6.1	21.0
g/C Ratio	0.18	0.18	0.16	0.17	0.08	0.27
Cycles Skipped (%)	0	0	0	0	2	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	91	93	49	87	91	49
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 78.6  
 Number of Complete Cycles : 45

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	12.0	18.0	15.0	5.0	25.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	8.8	31.9	12.5	8.1	31.3	12.5
g/C Ratio	0.09	0.51	0.19	0.09	0.50	0.19
Cycles Skipped (%)	37	3	7	29	3	7
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	2	97	17	22	97	17
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 24: Wal\*Mart &**

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	41.0	10.0	41.0
g/C Ratio	0.00	0.68	0.17	0.68
Cycles Skipped (%)	100	0	0	0
Cycles @ Minimum (%)	0	0	100	0
Cycles Maxed Out (%)	0	100	100	100
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 26: Bath Road & Lowe's**

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.5	34.3	5.8	7.8	9.4	30.9	11.8
g/C Ratio	0.07	0.54	0.06	0.08	0.12	0.50	0.18
Cycles Skipped (%)	34	5	36	36	24	3	10
Cycles @ Minimum (%)	20	0	46	0	0	0	8
Cycles Maxed Out (%)	39	95	64	24	75	97	27
Cycles with Peds (%)	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 30: Mall & New Gurnett Road**

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	4.0	34.0	15.0	4.0	34.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	4.0	36.4	10.6	4.2	41.7	10.6
g/C Ratio	0.04	0.58	0.16	0.02	0.65	0.16
Cycles Skipped (%)	37	0	7	75	4	7
Cycles @ Minimum (%)	63	0	0	25	0	0
Cycles Maxed Out (%)	63	100	19	25	96	19
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 62.3  
 Number of Complete Cycles : 57

Summary of All Intervals

Run Number	1	4	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2402	2350	2343	2383	2436	2383
Vehs Exited	2414	2347	2337	2384	2444	2385
Starting Vehs	39	35	42	47	52	42
Ending Vehs	27	38	48	46	44	40
Denied Entry Before	1	0	7	3	4	3
Denied Entry After	2	1	0	5	2	1
Travel Distance (mi)	664	646	645	659	675	658
Travel Time (hr)	43.5	41.8	42.3	41.7	44.4	42.7
Total Delay (hr)	18.9	17.9	18.4	17.2	19.4	18.4
Total Stops	1763	1779	1774	1741	1899	1792
Fuel Used (gal)	282.7	276.4	276.8	277.8	289.4	280.6

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	4	5	6	7	Avg
Vehs Entered	2402	2350	2343	2383	2436	2383
Vehs Exited	2414	2347	2337	2384	2444	2385
Starting Vehs	39	35	42	47	52	42
Ending Vehs	27	38	48	46	44	40
Denied Entry Before	1	0	7	3	4	3
Denied Entry After	2	1	0	5	2	1
Travel Distance (mi)	664	646	645	659	675	658
Travel Time (hr)	43.5	41.8	42.3	41.7	44.4	42.7
Total Delay (hr)	18.9	17.9	18.4	17.2	19.4	18.4
Total Stops	1763	1779	1774	1741	1899	1792
Fuel Used (gal)	282.7	276.4	276.8	277.8	289.4	280.6

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	5.9	4.8	3.9	2.0	16.6
Delay / Veh (s)	26.1	21.2	26.6	32.0	25.0
Vehicles Entered	810	822	526	225	2383
Vehicles Exited	808	823	526	225	2382
Hourly Exit Rate	808	823	526	225	2382
Input Volume	817	851	518	235	2421
% of Volume	99	97	102	96	98
Denied Entry Before	3	0	0	0	3
Denied Entry After	0	1	0	0	1

Total Network Performance

Total Delay (hr)	18.4
Delay / Veh (s)	27.7
Vehicles Entered	2383
Vehicles Exited	2385
Hourly Exit Rate	2385
Input Volume	4842
% of Volume	49
Denied Entry Before	3
Denied Entry After	1

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	R	L	TR
Maximum Queue (ft)	144	346	245	239	377	249	156	38	107	149
Average Queue (ft)	44	222	55	95	192	111	79	1	35	79
95th Queue (ft)	112	375	196	172	319	213	132	26	81	136
Link Distance (ft)		324			1005		684	684		750
Upstream Blk Time (%)		4								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)	140		220	325		350			160	
Storage Blk Time (%)	0	19	0		1					0
Queuing Penalty (veh)	0	52	0		1					0

Network Summary

Network wide Queuing Penalty: 54

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	7.0	26.0	5.0	17.0	38.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.5	15.2	6.9	25.3	6.2	12.4	36.2
g/C Ratio	0.06	0.22	0.09	0.38	0.09	0.16	0.54
Cycles Skipped (%)	32	6	11	0	4	11	0
Cycles @ Minimum (%)	60	0	0	0	0	0	0
Cycles Maxed Out (%)	68	30	75	76	96	15	55
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 66.5

Number of Complete Cycles : 53

Summary of All Intervals

Run Number	1	4	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2402	2350	2343	2383	2436	2383
Vehs Exited	2414	2346	2336	2385	2448	2386
Starting Vehs	39	35	42	47	52	42
Ending Vehs	27	39	49	45	40	38
Denied Entry Before	1	0	7	3	4	3
Denied Entry After	2	1	0	5	2	1
Travel Distance (mi)	664	646	645	659	675	658
Travel Time (hr)	43.5	41.5	43.3	41.7	44.8	43.0
Total Delay (hr)	18.9	17.6	19.4	17.3	19.8	18.6
Total Stops	1761	1787	1809	1751	1931	1809
Fuel Used (gal)	282.7	275.9	279.4	278.1	290.9	281.4

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	4	5	6	7	Avg
Vehs Entered	2402	2350	2343	2383	2436	2383
Vehs Exited	2414	2346	2336	2385	2448	2386
Starting Vehs	39	35	42	47	52	42
Ending Vehs	27	39	49	45	40	38
Denied Entry Before	1	0	7	3	4	3
Denied Entry After	2	1	0	5	2	1
Travel Distance (mi)	664	646	645	659	675	658
Travel Time (hr)	43.5	41.5	43.3	41.7	44.8	43.0
Total Delay (hr)	18.9	17.6	19.4	17.3	19.8	18.6
Total Stops	1761	1787	1809	1751	1931	1809
Fuel Used (gal)	282.7	275.9	279.4	278.1	290.9	281.4

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	6.0	4.8	4.0	2.0	16.8
Delay / Veh (s)	26.7	21.0	27.4	31.6	25.4
Vehicles Entered	810	822	526	225	2383
Vehicles Exited	809	823	526	226	2384
Hourly Exit Rate	809	823	526	226	2384
Input Volume	817	851	518	235	2421
% of Volume	99	97	102	96	98
Denied Entry Before	3	0	0	0	3
Denied Entry After	0	1	0	0	1

Total Network Performance

Total Delay (hr)	18.6
Delay / Veh (s)	28.1
Vehicles Entered	2383
Vehicles Exited	2386
Hourly Exit Rate	2386
Input Volume	4842
% of Volume	49
Denied Entry Before	3
Denied Entry After	1

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	R	L	TR
Maximum Queue (ft)	164	346	245	286	390	174	299	38	102	172
Average Queue (ft)	45	224	62	97	190	105	100	1	34	80
95th Queue (ft)	113	374	213	184	324	184	209	26	78	143
Link Distance (ft)		324			1005		684	684		750
Upstream Blk Time (%)		4								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)	140		220	325		150			160	
Storage Blk Time (%)	0	20	0		1	8	1			0
Queuing Penalty (veh)	0	55	0		1	14	1			0

Network Summary

Network wide Queuing Penalty: 72

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	7.0	26.0	5.0	17.0	38.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.7	15.6	6.8	25.1	6.2	12.5	36.2
g/C Ratio	0.06	0.22	0.09	0.37	0.09	0.16	0.53
Cycles Skipped (%)	32	6	9	0	4	11	0
Cycles @ Minimum (%)	60	0	0	0	0	0	0
Cycles Maxed Out (%)	68	35	77	78	96	17	58
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 67.7  
 Number of Complete Cycles : 52

Summary of All Intervals

Run Number	2	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	1458	1424	1402	1360	1362	1400
Vehs Exited	1455	1419	1398	1358	1365	1399
Starting Vehs	14	19	16	14	22	17
Ending Vehs	17	24	20	16	19	18
Denied Entry Before	0	0	1	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	428	418	411	399	400	411
Travel Time (hr)	20.0	19.5	19.0	17.9	18.3	18.9
Total Delay (hr)	4.8	4.8	4.4	3.7	4.0	4.3
Total Stops	816	812	753	680	721	759
Fuel Used (gal)	161.0	158.6	154.4	145.3	149.7	153.8

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	2	3	4	5	6	Avg
Vehs Entered	1458	1424	1402	1360	1362	1400
Vehs Exited	1455	1419	1398	1358	1365	1399
Starting Vehs	14	19	16	14	22	17
Ending Vehs	17	24	20	16	19	18
Denied Entry Before	0	0	1	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	428	418	411	399	400	411
Travel Time (hr)	20.0	19.5	19.0	17.9	18.3	18.9
Total Delay (hr)	4.8	4.8	4.4	3.7	4.0	4.3
Total Stops	816	812	753	680	721	759
Fuel Used (gal)	161.0	158.6	154.4	145.3	149.7	153.8

3: Forrestal Drive & Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.0	0.1	0.9	1.6	3.6
Delay / Veh (s)	15.6	6.4	7.3	8.7	9.3
Vehicles Entered	230	36	460	674	1400
Vehicles Exited	229	36	460	673	1398
Hourly Exit Rate	229	36	460	673	1398
Input Volume	232	38	478	682	1430
% of Volume	99	95	96	99	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	4.3
Delay / Veh (s)	11.2
Vehicles Entered	1400
Vehicles Exited	1399
Hourly Exit Rate	1399
Input Volume	3879
% of Volume	36
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Forrestal Drive & Gurnet Road

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	163	56	66	176	77	237	176
Average Queue (ft)	84	20	22	86	14	118	43
95th Queue (ft)	138	49	53	149	50	201	109
Link Distance (ft)	710	368	217	217		770	770
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)					150		
Storage Blk Time (%)						3	
Queuing Penalty (veh)						1	

Network Summary

Network wide Queuing Penalty: 1

Intersection: 3: Forrestal Drive & Gurnet Road

Phase	2	4	5	6	8
Movement(s) Served	NBT	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	31.0	19.0	5.0	21.0	19.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None
Avg. Green (s)	23.0	11.2	5.3	19.5	11.2
g/C Ratio	0.53	0.24	0.03	0.47	0.24
Cycles Skipped (%)	3	10	73	1	10
Cycles @ Minimum (%)	0	1	0	0	1
Cycles Maxed Out (%)	3	7	24	23	7
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 41.4  
 Number of Complete Cycles : 86  
 Average All-Red Dwell (s): 6.7  
 Cycles with All-Red Dwell (%): 1

Summary of All Intervals

Run Number	1	2	3	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	5791	5795	5564	5702	5721	5713
Vehs Exited	5707	5696	5497	5618	5599	5622
Starting Vehs	244	216	227	229	221	226
Ending Vehs	328	315	294	313	343	316
Denied Entry Before	2	3	1	1	2	0
Denied Entry After	34	2	2	34	34	22
Travel Distance (mi)	6410	6379	6114	6246	6265	6283
Travel Time (hr)	321.8	328.7	298.7	317.9	316.9	316.8
Total Delay (hr)	108.9	116.3	95.7	110.5	108.3	107.9
Total Stops	9457	9529	8810	9233	9314	9270
Fuel Used (gal)	2351.5	2351.5	2209.9	2285.7	2295.7	2298.9

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	6	7	Avg
Vehs Entered	5791	5795	5564	5702	5721	5713
Vehs Exited	5707	5696	5497	5618	5599	5622
Starting Vehs	244	216	227	229	221	226
Ending Vehs	328	315	294	313	343	316
Denied Entry Before	2	3	1	1	2	0
Denied Entry After	34	2	2	34	34	22
Travel Distance (mi)	6410	6379	6114	6246	6265	6283
Travel Time (hr)	321.8	328.7	298.7	317.9	316.9	316.8
Total Delay (hr)	108.9	116.3	95.7	110.5	108.3	107.9
Total Stops	9457	9529	8810	9233	9314	9270
Fuel Used (gal)	2351.5	2351.5	2209.9	2285.7	2295.7	2298.9

**1: Bath Road & Jordan Avenue Performance by approach**

Approach	EB	WB	SB	All
Total Delay (hr)	1.1	1.3	0.8	3.2
Delay / Veh (s)	5.1	5.0	40.9	6.4
Vehicles Entered	815	918	69	1802
Vehicles Exited	818	912	68	1798
Hourly Exit Rate	818	912	68	1798
Input Volume	795	946	61	1802
% of Volume	103	96	111	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**2: Bath Road & Cook's Corner Mall Performance by approach**

Approach	EB	WB	NB	All
Total Delay (hr)	3.3	2.3	1.4	7.0
Delay / Veh (s)	11.7	9.6	15.8	11.5
Vehicles Entered	1027	847	315	2189
Vehicles Exited	1028	846	318	2192
Hourly Exit Rate	1028	846	318	2192
Input Volume	1006	873	324	2203
% of Volume	102	97	98	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**3: New Gurnett & Performance by approach**

Approach	EB	WB	NB	SB	All
Total Delay (hr)	8.3	7.8	5.9	9.0	30.9
Delay / Veh (s)	28.6	22.6	25.8	31.7	27.0
Vehicles Entered	1046	1244	824	1020	4134
Vehicles Exited	1034	1243	822	1019	4118
Hourly Exit Rate	1034	1243	822	1019	4118
Input Volume	1039	1321	818	1016	4194
% of Volume	100	94	100	100	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	1	1

**4: Bath Road & BNAS Performance by approach**

Approach	EB	WB	SB	All
Total Delay (hr)	0.8	0.4	0.0	1.3
Delay / Veh (s)	3.0	1.4	40.0	2.3
Vehicles Entered	1026	967	3	1996
Vehicles Exited	1023	968	3	1994
Hourly Exit Rate	1023	968	3	1994
Input Volume	1001	996	4	2001
% of Volume	102	97	75	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**8: Bath Road & Merrymeeting Plaza Performance by approach**

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.9	3.2	1.8	1.1	10.0
Delay / Veh (s)	15.9	12.0	18.4	16.1	14.7
Vehicles Entered	880	960	351	256	2447
Vehicles Exited	879	961	350	256	2446
Hourly Exit Rate	879	961	350	256	2446
Input Volume	848	990	341	260	2439
% of Volume	104	97	103	98	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

**20: Thomas Point & Performance by approach**

Approach	EB	WB	NB	All
Total Delay (hr)	0.6	0.6	23.0	24.2
Delay / Veh (s)	2.1	1.7	653.1	35.9
Vehicles Entered	1038	1268	138	2444
Vehicles Exited	1039	1268	115	2422
Hourly Exit Rate	1039	1268	115	2422
Input Volume	1033	1321	152	2506
% of Volume	101	96	76	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	20	20

24: Wal\*Mart & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.4	2.1	2.7	6.2
Delay / Veh (s)	5.0	7.5	24.9	9.2
Vehicles Entered	1046	1002	384	2432
Vehicles Exited	1037	1001	385	2423
Hourly Exit Rate	1037	1001	385	2423
Input Volume	1056	1052	384	2492
% of Volume	98	95	100	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

26: Bath Road & Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.5	3.1	1.2	0.9	8.7
Delay / Veh (s)	17.0	12.2	18.0	16.5	14.9
Vehicles Entered	737	927	235	198	2097
Vehicles Exited	735	927	234	200	2096
Hourly Exit Rate	735	927	234	200	2096
Input Volume	750	971	234	211	2166
% of Volume	98	95	100	95	97
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	1	1

30: Mall & New Gurnett Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.1	0.3	2.2	2.4	6.1
Delay / Veh (s)	22.0	14.0	11.7	10.3	12.2
Vehicles Entered	183	87	686	843	1799
Vehicles Exited	183	87	691	839	1800
Hourly Exit Rate	183	87	691	839	1800
Input Volume	183	90	683	862	1818
% of Volume	100	97	101	97	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance



Total Delay (hr)	107.9
Delay / Veh (s)	68.6
Vehicles Entered	5713
Vehicles Exited	5622
Hourly Exit Rate	5622
Input Volume	39329
% of Volume	14
Denied Entry Before	0
Denied Entry After	22

**Intersection: 1: Bath Road & Jordan Avenue**

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	205	4	115	47
Average Queue (ft)	11	0	46	10
95th Queue (ft)	108	4	94	40
Link Distance (ft)	2389	1232	1875	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				25
Storage Blk Time (%)			43	2
Queuing Penalty (veh)			3	1

**Intersection: 2: Bath Road & Cook's Corner Mall**

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	211	206	76	114	205	141	158	94
Average Queue (ft)	144	120	28	49	79	61	82	35
95th Queue (ft)	229	208	57	87	159	118	135	68
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	3	1						
Queuing Penalty (veh)	12	4						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

**Intersection: 3: New Gurnett &**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	174	182	217	209	161	123	142	171	163	254	114	107
Average Queue (ft)	101	108	119	100	50	60	69	92	85	171	60	48
95th Queue (ft)	155	167	192	177	113	107	116	143	135	267	106	88
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)										3		
Queuing Penalty (veh)										12		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)			0	0		0	0	0				
Queuing Penalty (veh)			0	0		0	0	0				

**Intersection: 3: New Gurnett &**

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	145	161	137	189	192	136	151	123
Average Queue (ft)	84	88	57	111	92	78	87	53
95th Queue (ft)	131	139	107	174	168	125	138	98
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300			200
Storage Blk Time (%)		0	0		0			
Queuing Penalty (veh)		1	0		0			

**Intersection: 4: Bath Road & BNAS**

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	95	56	30
Average Queue (ft)	11	3	4
95th Queue (ft)	54	25	20
Link Distance (ft)	484	484	141
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	108	213	221	123	153	205	153	50	169	110	110	68
Average Queue (ft)	47	103	100	37	66	97	42	15	80	41	78	29
95th Queue (ft)	94	183	183	107	125	165	111	34	138	83	118	55
Link Distance (ft)		386	386			484	484		564		49	49
Upstream Blk Time (%)											30	1
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	230			100	175			175		200		
Storage Blk Time (%)		0	6	0	0	1	0		0	0		
Queuing Penalty (veh)		0	7	0	0	1	0		0	0		

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	B9	B9
Directions Served	T	T
Maximum Queue (ft)	66	6
Average Queue (ft)	9	0
95th Queue (ft)	39	4
Link Distance (ft)	70	70
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Thomas Point &

Movement	EB	WB	WB	WB	B29	NB	NB
Directions Served	TR	L	T	T	T	L	R
Maximum Queue (ft)	16	62	65	144	79	612	100
Average Queue (ft)	1	29	3	19	5	405	61
95th Queue (ft)	7	60	33	90	68	771	135
Link Distance (ft)	238		122	122	885	588	
Upstream Blk Time (%)			0	1		43	
Queuing Penalty (veh)			0	9		0	
Storage Bay Dist (ft)		50					75
Storage Blk Time (%)		2				83	2
Queuing Penalty (veh)		13				61	1

**Intersection: 24: Wal\*Mart &**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	232	62	218	183	144	169
Average Queue (ft)	111	32	83	67	72	88
95th Queue (ft)	205	56	173	136	120	146
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 26: Bath Road & Lowe's**

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	137	280	128	182	192	118	174	88	114
Average Queue (ft)	75	144	58	99	104	47	62	36	48
95th Queue (ft)	126	242	106	167	173	92	127	73	85
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)				0					
Queuing Penalty (veh)				0					

**Intersection: 30: Mall & New Gurnett Road**

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	148	78	77	66	60	354	93	162	184
Average Queue (ft)	71	33	27	25	21	154	38	62	87
95th Queue (ft)	121	63	61	53	50	276	79	135	160
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						2			
Queuing Penalty (veh)						0			

**Network Summary**

Network wide Queuing Penalty: 127

**Intersection: 2: Bath Road & Cook's Corner Mall**

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	7.5	31.3	40.0	12.4
g/C Ratio	0.08	0.51	0.64	0.20
Cycles Skipped (%)	35	2	3	3
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	10	98	97	8
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 3: New Gurnett &**

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	14.0	9.0	14.0	14.0	6.0	17.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	14.0	9.1	13.5	13.8	6.3	16.6
g/C Ratio	0.19	0.12	0.18	0.18	0.08	0.22
Cycles Skipped (%)	0	0	0	0	2	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	92	100	67	85	94	69
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 75.0  
 Number of Complete Cycles : 47

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	12.0	18.0	15.0	5.0	25.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	11.0	24.0	13.4	6.7	30.2	13.4
g/C Ratio	0.14	0.40	0.22	0.08	0.49	0.22
Cycles Skipped (%)	24	0	3	29	2	3
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	20	100	32	37	98	32
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 24: Wal\*Mart &**

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	42.0	10.1	42.0
g/C Ratio	0.00	0.69	0.16	0.69
Cycles Skipped (%)	100	2	2	2
Cycles @ Minimum (%)	0	0	98	0
Cycles Maxed Out (%)	0	98	98	98
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 26: Bath Road & Lowe's**

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.7	34.2	5.6	7.5	9.1	31.5	11.0
g/C Ratio	0.07	0.54	0.06	0.08	0.11	0.52	0.17
Cycles Skipped (%)	37	5	34	37	29	2	8
Cycles @ Minimum (%)	15	0	46	3	0	0	13
Cycles Maxed Out (%)	34	95	64	19	71	98	20
Cycles with Peds (%)	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 30: Mall & New Gurnett Road**

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	4.0	39.0	15.0	4.0	39.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	4.1	41.6	10.6	4.1	44.9	10.6
g/C Ratio	0.04	0.61	0.15	0.02	0.64	0.15
Cycles Skipped (%)	35	0	4	65	2	4
Cycles @ Minimum (%)	65	0	0	35	0	0
Cycles Maxed Out (%)	65	100	21	35	98	21
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 68.7  
 Number of Complete Cycles : 51

Summary of All Intervals

Run Number	1	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	1514	1430	1406	1375	1390	1424
Vehs Exited	1524	1431	1406	1372	1393	1425
Starting Vehs	22	19	16	13	22	19
Ending Vehs	12	18	16	16	19	16
Denied Entry Before	0	0	1	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	446	421	414	404	409	419
Travel Time (hr)	20.8	19.8	19.6	18.4	18.8	19.5
Total Delay (hr)	5.0	4.9	4.9	4.0	4.3	4.6
Total Stops	818	837	828	733	766	798
Fuel Used (gal)	167.1	160.1	157.8	147.5	153.4	157.2

Interval #0 Information Seeding

Start Time 6:57  
End Time 7:00  
Total Time (min) 3

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	3	4	5	6	Avg
Vehs Entered	1514	1430	1406	1375	1390	1424
Vehs Exited	1524	1431	1406	1372	1393	1425
Starting Vehs	22	19	16	13	22	19
Ending Vehs	12	18	16	16	19	16
Denied Entry Before	0	0	1	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	446	421	414	404	409	419
Travel Time (hr)	20.8	19.8	19.6	18.4	18.8	19.5
Total Delay (hr)	5.0	4.9	4.9	4.0	4.3	4.6
Total Stops	818	837	828	733	766	798
Fuel Used (gal)	167.1	160.1	157.8	147.5	153.4	157.2

3: Forrestal Drive & Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.0	0.1	1.0	1.7	3.9
Delay / Veh (s)	15.2	6.3	8.0	9.2	9.8
Vehicles Entered	248	35	469	672	1424
Vehicles Exited	248	35	469	670	1422
Hourly Exit Rate	248	35	469	670	1422
Input Volume	258	38	479	680	1455
% of Volume	96	92	98	99	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	4.6
Delay / Veh (s)	11.7
Vehicles Entered	1424
Vehicles Exited	1425
Hourly Exit Rate	1425
Input Volume	3931
% of Volume	36
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Forrestal Drive & Gurnet Road

Movement	EB	WB	NB	NB	B5	SB	SB	SB
Directions Served	LTR	LTR	L	TR	T	L	T	TR
Maximum Queue (ft)	200	57	69	233	12	77	239	155
Average Queue (ft)	86	20	20	99	0	16	120	44
95th Queue (ft)	147	50	51	177	8	53	205	104
Link Distance (ft)	710	368	217	217	484		770	770
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)						150		
Storage Blk Time (%)							3	
Queuing Penalty (veh)							1	

Network Summary

Network wide Queuing Penalty: 1

Intersection: 3: Forrestal Drive & Gurnet Road

Phase:	2	4	5	6	8
Movement(s) Served	NBT	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	26.0	24.0	4.0	17.0	24.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None
Avg. Green (s)	21.4	11.8	4.4	18.9	11.8
g/C Ratio	0.51	0.26	0.02	0.46	0.26
Cycles Skipped (%)	3	10	77	2	10
Cycles @ Minimum (%)	0	2	20	0	2
Cycles Maxed Out (%)	6	3	23	41	3
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 40.5  
 Number of Complete Cycles : 88  
 Average All-Red Dwell (s): 6.4  
 Cycles with All-Red Dwell (%): 1

Summary of All Intervals

Run Number	1	3	4	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	2419	2397	2376	2434	2445	2414
Vehs Exited	2428	2408	2373	2436	2453	2420
Starting Vehs	39	37	35	47	52	44
Ending Vehs	30	26	38	45	44	36
Denied Entry Before	1	4	0	3	4	2
Denied Entry After	3	1	1	3	2	1
Travel Distance (mi)	668	665	654	675	676	668
Travel Time (hr)	43.6	43.7	42.2	42.9	44.3	43.3
Total Delay (hr)	18.8	19.1	18.0	17.9	19.2	18.6
Total Stops	1791	1844	1798	1799	1876	1822
Fuel Used (gal)	283.3	287.4	279.8	284.4	289.9	285.0

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	3	4	6	7	Avg
Vehs Entered	2419	2397	2376	2434	2445	2414
Vehs Exited	2428	2408	2373	2436	2453	2420
Starting Vehs	39	37	35	47	52	44
Ending Vehs	30	26	38	45	44	36
Denied Entry Before	1	4	0	3	4	2
Denied Entry After	3	1	1	3	2	1
Travel Distance (mi)	668	665	654	675	676	668
Travel Time (hr)	43.6	43.7	42.2	42.9	44.3	43.3
Total Delay (hr)	18.8	19.1	18.0	17.9	19.2	18.6
Total Stops	1791	1844	1798	1799	1876	1822
Fuel Used (gal)	283.3	287.4	279.8	284.4	289.9	285.0

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	6.1	5.2	3.5	2.0	16.8
Delay / Veh (s)	26.9	21.8	24.3	31.6	25.0
Vehicles Entered	808	852	525	229	2414
Vehicles Exited	809	854	524	230	2417
Hourly Exit Rate	809	854	524	230	2417
Input Volume	811	862	520	234	2427
% of Volume	100	99	101	98	100
Denied Entry Before	2	0	0	0	2
Denied Entry After	0	0	1	0	1

Total Network Performance

Total Delay (hr)	18.6
Delay / Veh (s)	27.7
Vehicles Entered	2414
Vehicles Exited	2420
Hourly Exit Rate	2420
Input Volume	4854
% of Volume	50
Denied Entry Before	2
Denied Entry After	1

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	L	TR
Maximum Queue (ft)	164	342	245	244	404	206	172	107	147
Average Queue (ft)	48	220	57	94	198	98	87	36	78
95th Queue (ft)	117	369	197	171	331	180	146	81	135
Link Distance (ft)		324			1005		684		750
Upstream Blk Time (%)		4							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	140		220	325		350		160	
Storage Blk Time (%)	0	18	0		1				0
Queuing Penalty (veh)	0	51	0		1				0

Network Summary

Network wide Queuing Penalty: 52

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	7.0	26.0	5.0	17.0	38.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.5	15.5	6.9	25.8	6.6	13.1	36.2
g/C Ratio	0.06	0.21	0.09	0.38	0.09	0.17	0.53
Cycles Skipped (%)	29	6	10	0	6	13	0
Cycles @ Minimum (%)	63	0	0	0	0	0	0
Cycles Maxed Out (%)	71	35	81	79	94	19	62
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 68.1  
 Number of Complete Cycles : 52

Summary of All Intervals

Run Number	1	3	4	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2419	2397	2376	2434	2445	2414
Vehs Exited	2431	2406	2374	2436	2455	2421
Starting Vehs	39	37	35	47	52	44
Ending Vehs	27	28	37	45	42	34
Denied Entry Before	1	4	0	3	4	2
Denied Entry After	3	1	1	3	2	1
Travel Distance (mi)	668	665	655	675	676	668
Travel Time (hr)	43.7	43.9	41.7	43.4	43.7	43.3
Total Delay (hr)	18.9	19.3	17.5	18.3	18.6	18.5
Total Stops	1783	1836	1803	1809	1846	1815
Fuel Used (gal)	284.6	287.5	278.2	285.3	288.1	284.8

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	3	4	6	7	Avg
Vehs Entered	2419	2397	2376	2434	2445	2414
Vehs Exited	2431	2406	2374	2436	2455	2421
Starting Vehs	39	37	35	47	52	44
Ending Vehs	27	28	37	45	42	34
Denied Entry Before	1	4	0	3	4	2
Denied Entry After	3	1	1	3	2	1
Travel Distance (mi)	668	665	655	675	676	668
Travel Time (hr)	43.7	43.9	41.7	43.4	43.7	43.3
Total Delay (hr)	18.9	19.3	17.5	18.3	18.6	18.5
Total Stops	1783	1836	1803	1809	1846	1815
Fuel Used (gal)	284.6	287.5	278.2	285.3	288.1	284.8

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	5.9	5.2	3.6	2.0	16.7
Delay / Veh (s)	26.3	21.9	24.6	31.7	24.9
Vehicles Entered	808	852	525	229	2414
Vehicles Exited	807	853	526	229	2415
Hourly Exit Rate	807	853	526	229	2415
Input Volume	811	862	520	234	2427
% of Volume	100	99	101	98	100
Denied Entry Before	2	0	0	0	2
Denied Entry After	0	0	1	0	1

Total Network Performance

Total Delay (hr)	18.5
Delay / Veh (s)	27.6
Vehicles Entered	2414
Vehicles Exited	2421
Hourly Exit Rate	2421
Input Volume	4854
% of Volume	50
Denied Entry Before	2
Denied Entry After	1

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	L	TR
Maximum Queue (ft)	164	342	250	199	375	173	216	106	147
Average Queue (ft)	48	219	54	93	198	97	94	38	78
95th Queue (ft)	117	372	190	159	327	170	177	87	137
Link Distance (ft)		324			1005		684		750
Upstream Blk Time (%)		4							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	140		220	325		150		160	
Storage Blk Time (%)	0	18	0		1	4	1	0	0
Queuing Penalty (veh)	0	49	0		1	7	1	0	0

Network Summary

Network wide Queuing Penalty: 59

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	7.0	26.0	5.0	17.0	38.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.3	15.7	6.9	25.8	7.0	12.7	36.9
g/C Ratio	0.06	0.22	0.09	0.38	0.10	0.16	0.54
Cycles Skipped (%)	29	6	10	0	4	13	0
Cycles @ Minimum (%)	63	0	0	0	0	0	0
Cycles Maxed Out (%)	71	37	79	79	96	15	63
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 68.2

Number of Complete Cycles : 52

Summary of All Intervals

Run Number	1	2	4	5	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	5872	6004	5788	5756	6029	5889
Vehs Exited	5775	5874	5676	5661	5935	5783
Starting Vehs	222	216	201	223	247	219
Ending Vehs	319	346	313	318	341	327
Denied Entry Before	5	0	2	6	0	0
Denied Entry After	9	37	15	30	20	22
Travel Distance (mi)	6200	6384	6087	6139	6415	6245
Travel Time (hr)	319.0	329.3	296.3	323.4	325.8	318.7
Total Delay (hr)	112.6	117.3	93.8	119.7	112.2	111.1
Total Stops	10064	10142	9109	9799	10196	9859
Fuel Used (gal)	2296.8	2370.6	2213.8	2291.8	2380.5	2310.7

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	4	5	7	Avg
Vehs Entered	5872	6004	5788	5756	6029	5889
Vehs Exited	5775	5874	5676	5661	5935	5783
Starting Vehs	222	216	201	223	247	219
Ending Vehs	319	346	313	318	341	327
Denied Entry Before	5	0	2	6	0	0
Denied Entry After	9	37	15	30	20	22
Travel Distance (mi)	6200	6384	6087	6139	6415	6245
Travel Time (hr)	319.0	329.3	296.3	323.4	325.8	318.7
Total Delay (hr)	112.6	117.3	93.8	119.7	112.2	111.1
Total Stops	10064	10142	9109	9799	10196	9859
Fuel Used (gal)	2296.8	2370.6	2213.8	2291.8	2380.5	2310.7

**1: Bath Road & Jordan Avenue Performance by approach**

Approach	EB	WB	SB	All
Total Delay (hr)	1.0	1.3	1.0	3.3
Delay / Veh (s)	4.5	5.2	58.6	6.7
Vehicles Entered	787	910	61	1758
Vehicles Exited	788	903	60	1751
Hourly Exit Rate	788	903	60	1751
Input Volume	788	942	61	1791
% of Volume	100	96	98	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**2: Bath Road & Cook's Corner Mall Performance by approach**

Approach	EB	WB	NB	All
Total Delay (hr)	2.9	2.1	1.6	6.6
Delay / Veh (s)	10.1	9.1	17.6	10.8
Vehicles Entered	1041	850	321	2212
Vehicles Exited	1039	852	320	2211
Hourly Exit Rate	1039	852	320	2211
Input Volume	1030	870	324	2224
% of Volume	101	98	99	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**3: New Gurnett & Performance by approach**

Approach	EB	WB	NB	SB	All
Total Delay (hr)	9.6	8.6	6.4	7.4	32.0
Delay / Veh (s)	32.2	24.5	24.0	26.6	26.8
Vehicles Entered	1078	1267	953	1004	4302
Vehicles Exited	1070	1258	953	1004	4285
Hourly Exit Rate	1070	1258	953	1004	4285
Input Volume	1067	1317	972	1017	4373
% of Volume	100	96	98	99	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	2	2

**4: Bath Road & BNAS Performance by approach**

Approach	EB	WB	SB	All
Total Delay (hr)	0.9	0.4	0.0	1.3
Delay / Veh (s)	3.0	1.4	34.9	2.3
Vehicles Entered	1036	980	4	2020
Vehicles Exited	1034	982	4	2020
Hourly Exit Rate	1034	982	4	2020
Input Volume	1024	993	4	2021
% of Volume	101	99	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**8: Bath Road & Merrymeeting Plaza Performance by approach**

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.2	3.3	0.9	1.3	8.7
Delay / Veh (s)	14.4	12.2	14.0	17.9	13.8
Vehicles Entered	804	975	232	262	2273
Vehicles Exited	802	968	233	264	2267
Hourly Exit Rate	802	968	233	264	2267
Input Volume	806	988	229	260	2283
% of Volume	100	98	102	102	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

**20: Thomas Point & Performance by approach**

Approach	EB	WB	NB	All
Total Delay (hr)	0.6	0.6	21.5	22.7
Delay / Veh (s)	2.1	1.7	672.9	33.4
Vehicles Entered	1043	1291	126	2460
Vehicles Exited	1039	1293	105	2437
Hourly Exit Rate	1039	1293	105	2437
Input Volume	1039	1317	152	2508
% of Volume	100	98	69	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	19	19

## 24: Wal\*Mart &amp; Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.5	2.3	2.8	6.5
Delay / Veh (s)	5.0	8.0	26.6	9.6
Vehicles Entered	1044	1030	375	2449
Vehicles Exited	1045	1032	376	2453
Hourly Exit Rate	1045	1032	376	2453
Input Volume	1062	1049	384	2495
% of Volume	98	98	98	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

## 26: Bath Road &amp; Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.7	3.5	1.0	1.0	9.3
Delay / Veh (s)	17.9	13.4	16.2	17.0	15.6
Vehicles Entered	743	954	233	212	2142
Vehicles Exited	736	951	232	214	2133
Hourly Exit Rate	736	951	232	214	2133
Input Volume	758	970	234	210	2172
% of Volume	97	98	99	102	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	1	1

## 30: Mall &amp; New Gurnett Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.0	0.3	4.0	2.2	7.5
Delay / Veh (s)	21.6	13.1	17.3	8.9	13.7
Vehicles Entered	168	89	840	891	1988
Vehicles Exited	166	88	836	887	1977
Hourly Exit Rate	166	88	836	887	1977
Input Volume	183	90	842	911	2026
% of Volume	91	98	99	97	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

33: Bath Road & Drive 2 Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.9	2.2	0.7	4.8
Delay / Veh (s)	8.0	9.6	17.7	9.5
Vehicles Entered	842	837	136	1815
Vehicles Exited	842	833	134	1809
Hourly Exit Rate	842	833	134	1809
Input Volume	840	858	141	1839
% of Volume	100	97	95	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Total Delay (hr)	111.1
Delay / Veh (s)	68.5
Vehicles Entered	5889
Vehicles Exited	5783
Hourly Exit Rate	5783
Input Volume	39394
% of Volume	15
Denied Entry Before	0
Denied Entry After	22

**Intersection: 1: Bath Road & Jordan Avenue**

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	78	85	136	50
Average Queue (ft)	5	8	53	8
95th Queue (ft)	48	44	112	36
Link Distance (ft)	2389	1225	1875	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				25
Storage Blk Time (%)			47	2
Queuing Penalty (veh)			3	1

**Intersection: 2: Bath Road & Cook's Corner Mall**

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	220	205	58	91	194	153	188	91
Average Queue (ft)	143	113	23	43	79	62	83	36
95th Queue (ft)	227	194	49	80	161	131	150	70
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	4	1						
Queuing Penalty (veh)	12	4						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 3: New Gurnett &

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	212	222	229	183	140	140	158	182	175	253	108	98
Average Queue (ft)	121	127	120	100	46	64	77	102	90	179	57	50
95th Queue (ft)	189	199	191	169	96	114	132	161	153	276	98	90
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)									0	4		
Queuing Penalty (veh)									0	16		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)						0	0	0				
Queuing Penalty (veh)						0	0	1				

Intersection: 3: New Gurnett &

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	158	182	159	162	149	125	137	118
Average Queue (ft)	93	99	60	96	77	68	75	51
95th Queue (ft)	143	154	115	145	129	111	121	99
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300		200	
Storage Blk Time (%)		1	0					
Queuing Penalty (veh)		2	0					

Intersection: 4: Bath Road & BNAS

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	117	118	40
Average Queue (ft)	15	7	5
95th Queue (ft)	70	47	23
Link Distance (ft)	484	484	141
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	102	204	210	102	174	257	176	81	89	98	110	58
Average Queue (ft)	41	101	90	10	62	124	58	17	34	37	82	28
95th Queue (ft)	80	172	168	48	131	208	139	49	71	73	121	56
Link Distance (ft)		386	386			484	484		564		49	49
Upstream Blk Time (%)											33	1
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	230			100	175			175		200		
Storage Blk Time (%)		0	5	0		2	0	0				
Queuing Penalty (veh)		0	2	0		2	0	0				

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	B9	B11
Directions Served	T	T
Maximum Queue (ft)	84	4
Average Queue (ft)	11	0
95th Queue (ft)	48	3
Link Distance (ft)	70	1090
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Thomas Point &

Movement	EB	WB	WB	WB	B29	NB	NB
Directions Served	TR	L	T	T	T	L	R
Maximum Queue (ft)	27	62	56	168	10	612	100
Average Queue (ft)	2	28	3	28	0	416	48
95th Queue (ft)	12	57	27	108	7	764	124
Link Distance (ft)	238		122	122	885	588	
Upstream Blk Time (%)				1		41	
Queuing Penalty (veh)				6		0	
Storage Bay Dist (ft)		50					75
Storage Blk Time (%)		2				85	2
Queuing Penalty (veh)		11				62	2

Intersection: 24: Wal\*Mart &

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	208	73	215	186	154	170
Average Queue (ft)	111	35	84	72	73	93
95th Queue (ft)	189	59	172	141	125	159
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 26: Bath Road & Lowe's

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	159	283	155	218	206	99	105	96	100
Average Queue (ft)	73	152	59	103	112	45	54	40	46
95th Queue (ft)	126	262	119	177	182	87	92	78	81
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)			0	0					
Queuing Penalty (veh)			0	1					

Intersection: 30: Mall & New Gurnett Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	149	79	61	76	114	559	95	146	155
Average Queue (ft)	61	32	22	28	20	249	35	58	80
95th Queue (ft)	115	64	53	56	66	492	73	123	146
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)						1			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						8			
Queuing Penalty (veh)						2			

Intersection: 33: Bath Road & Drive 2

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	350	119	72	356	106	52
Average Queue (ft)	129	16	13	143	48	14
95th Queue (ft)	257	64	46	284	87	38
Link Distance (ft)	1225			1778	1027	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		200	100			200
Storage Blk Time (%)	1			7		
Queuing Penalty (veh)	1			1		

Network Summary

Network wide Queuing Penalty: 128

**Intersection: 2: Bath Road & Cook's Corner Mall**

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	7.2	31.9	41.7	12.2
g/C Ratio	0.07	0.53	0.66	0.19
Cycles Skipped (%)	40	0	5	5
Cycles @ Minimum (%)	0	0	0	2
Cycles Maxed Out (%)	10	100	95	12
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 3: New Gurnett &**

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	14.0	14.0	14.0	14.0	6.0	22.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	13.9	14.0	13.5	13.7	6.2	21.6
g/C Ratio	0.18	0.18	0.17	0.17	0.08	0.27
Cycles Skipped (%)	0	0	0	0	2	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	93	98	62	84	91	62
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 78.6  
 Number of Complete Cycles : 45

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	12.0	18.0	15.0	5.0	25.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	10.6	28.3	12.3	7.8	32.5	12.3
g/C Ratio	0.13	0.46	0.19	0.09	0.52	0.19
Cycles Skipped (%)	25	3	7	33	3	7
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	8	97	20	24	97	20
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 24: Wal\*Mart &**

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	41.8	10.1	41.8
g/C Ratio	0.00	0.69	0.17	0.69
Cycles Skipped (%)	100	2	2	2
Cycles @ Minimum (%)	0	0	98	0
Cycles Maxed Out (%)	0	98	98	98
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 26: Bath Road & Lowe's**

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.5	33.0	5.5	8.0	9.3	29.4	11.5
g/C Ratio	0.07	0.53	0.06	0.09	0.12	0.49	0.18
Cycles Skipped (%)	33	3	36	34	22	0	8
Cycles @ Minimum (%)	22	0	46	2	0	0	8
Cycles Maxed Out (%)	39	97	64	27	78	100	27
Cycles with Peds (%)	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 30: Mall & New Gurnett Road**

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	4.0	34.0	15.0	4.0	34.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	4.0	37.2	9.6	4.2	41.1	9.6
g/C Ratio	0.04	0.59	0.14	0.02	0.64	0.14
Cycles Skipped (%)	40	2	7	72	4	7
Cycles @ Minimum (%)	60	0	0	28	0	0
Cycles Maxed Out (%)	60	98	12	28	96	12
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 62.0  
 Number of Complete Cycles : 57

Intersection: 33: Bath Road & Drive 2

Phase	2	4	8
Movement(s) Served	NBL	EBT	WBTL
Maximum Green (s)	17.0	53.0	53.0
Minimum Green (s)	4.0	4.0	4.0
Recall	None	None	None
Avg. Green (s)	8.4	32.4	32.4
g/C Ratio	0.13	0.69	0.69
Cycles Skipped (%)	25	0	0
Cycles @ Minimum (%)	3	1	1
Cycles Maxed Out (%)	1	1	1
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 47.2  
 Number of Complete Cycles : 75  
 Average All-Red Dwell (s): 2.1  
 Cycles with All-Red Dwell (%): 5

Summary of All Intervals

Run Number	1	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	1650	1596	1557	1478	1562	1569
Vehs Exited	1664	1595	1554	1494	1575	1575
Starting Vehs	27	22	22	31	31	27
Ending Vehs	13	23	25	15	18	19
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	486	468	457	437	460	461
Travel Time (hr)	23.6	22.9	22.2	20.4	22.6	22.3
Total Delay (hr)	6.2	6.1	5.9	4.8	6.1	5.8
Total Stops	987	975	942	829	963	939
Fuel Used (gal)	186.2	181.1	177.2	163.1	177.5	177.0

Interval #0 Information Seeding

Start Time 6:57  
End Time 7:00  
Total Time (min) 3

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	3	4	5	6	Avg
Vehs Entered	1650	1596	1557	1478	1562	1569
Vehs Exited	1664	1595	1554	1494	1575	1575
Starting Vehs	27	22	22	31	31	27
Ending Vehs	13	23	25	15	18	19
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0
Travel Distance (mi)	486	468	457	437	460	461
Travel Time (hr)	23.6	22.9	22.2	20.4	22.6	22.3
Total Delay (hr)	6.2	6.1	5.9	4.8	6.1	5.8
Total Stops	987	975	942	829	963	939
Fuel Used (gal)	186.2	181.1	177.2	163.1	177.5	177.0

3: Forrestal Drive & Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.5	0.1	1.3	2.1	5.0
Delay / Veh (s)	17.4	7.2	9.9	10.0	11.4
Vehicles Entered	318	36	467	750	1571
Vehicles Exited	319	36	468	750	1573
Hourly Exit Rate	319	36	468	750	1573
Input Volume	319	38	481	751	1589
% of Volume	100	95	97	100	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	5.8
Delay / Veh (s)	13.3
Vehicles Entered	1569
Vehicles Exited	1575
Hourly Exit Rate	1575
Input Volume	4202
% of Volume	37
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Forrestal Drive & Gurnet Road

Movement	EB	WB	NB	NB	B5	SB	SB	SB
Directions Served	LTR	LTR	L	TR	T	L	T	TR
Maximum Queue (ft)	242	53	70	225	7	102	236	159
Average Queue (ft)	115	20	27	103	0	21	129	54
95th Queue (ft)	193	47	62	183	5	73	210	119
Link Distance (ft)	710	368	217	217	484		770	770
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)						150		
Storage Blk Time (%)						0	4	
Queuing Penalty (veh)						0	1	

Network Summary

Network wide Queuing Penalty: 1

Intersection: 3: Forrestal Drive & Gurnet Road

Phase	2	4	5	6	8
Movement(s) Served	NBT	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	29.0	21.0	4.0	20.0	21.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None
Avg. Green (s)	23.7	14.5	4.1	19.9	14.5
g/C Ratio	0.50	0.30	0.03	0.43	0.30
Cycles Skipped (%)	1	4	63	0	4
Cycles @ Minimum (%)	0	0	36	0	0
Cycles Maxed Out (%)	11	17	37	43	17
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 46.8  
Number of Complete Cycles : 76

Summary of All Intervals

Run Number	1	2	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	2606	2668	2608	2510	2589	2596
Vehs Exited	2627	2648	2598	2506	2588	2594
Starting Vehs	51	39	49	46	49	48
Ending Vehs	30	59	59	50	50	51
Denied Entry Before	2	0	2	7	3	2
Denied Entry After	5	15	2	1	6	4
Travel Distance (mi)	726	740	720	693	716	719
Travel Time (hr)	57.8	59.5	56.0	49.5	51.0	54.8
Total Delay (hr)	30.9	32.0	29.4	23.8	24.5	28.1
Total Stops	2188	2348	2386	1981	2054	2192
Fuel Used (gal)	335.7	343.3	330.5	306.1	314.5	326.0

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	4	5	6	Avg
Vehs Entered	2606	2668	2608	2510	2589	2596
Vehs Exited	2627	2648	2598	2506	2588	2594
Starting Vehs	51	39	49	46	49	48
Ending Vehs	30	59	59	50	50	51
Denied Entry Before	2	0	2	7	3	2
Denied Entry After	5	15	2	1	6	4
Travel Distance (mi)	726	740	720	693	716	719
Travel Time (hr)	57.8	59.5	56.0	49.5	51.0	54.8
Total Delay (hr)	30.9	32.0	29.4	23.8	24.5	28.1
Total Stops	2188	2348	2386	1981	2054	2192
Fuel Used (gal)	335.7	343.3	330.5	306.1	314.5	326.0

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	8.7	8.7	5.5	3.1	26.0
Delay / Veh (s)	35.3	34.2	37.7	43.2	36.1
Vehicles Entered	886	919	531	260	2596
Vehicles Exited	885	918	530	261	2594
Hourly Exit Rate	885	918	530	261	2594
Input Volume	887	930	529	276	2622
% of Volume	100	99	100	95	99
Denied Entry Before	2	0	0	0	2
Denied Entry After	4	0	0	0	4

Total Network Performance

Total Delay (hr)	28.1
Delay / Veh (s)	39.0
Vehicles Entered	2596
Vehicles Exited	2594
Hourly Exit Rate	2594
Input Volume	5244
% of Volume	49
Denied Entry Before	2
Denied Entry After	4

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	L	TR
Maximum Queue (ft)	153	353	251	323	706	329	260	172	260
Average Queue (ft)	54	259	81	148	283	148	93	66	90
95th Queue (ft)	126	400	244	292	594	282	186	146	183
Link Distance (ft)		324			1005		684		750
Upstream Blk Time (%)		9			0				
Queuing Penalty (veh)		0			0				
Storage Bay Dist (ft)	140		220	325		350		160	
Storage Blk Time (%)	0	25	0	2	4	1		4	1
Queuing Penalty (veh)	3	73	0	11	8	2		7	1

Network Summary

Network wide Queuing Penalty: 105

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	17.0	6.0	28.0	4.0	17.0	39.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.2	14.8	6.0	28.2	6.1	13.7	38.6
g/C Ratio	0.06	0.20	0.08	0.40	0.08	0.17	0.55
Cycles Skipped (%)	16	6	6	0	2	14	0
Cycles @ Minimum (%)	78	0	0	0	84	0	0
Cycles Maxed Out (%)	84	34	90	90	98	24	82
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 70.5  
 Number of Complete Cycles : 50

Summary of All Intervals

Run Number	1	2	4	5	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2606	2666	2608	2509	2643	2607
Vehs Exited	2613	2642	2603	2508	2664	2605
Starting Vehs	51	39	49	46	66	51
Ending Vehs	44	63	54	47	45	51
Denied Entry Before	2	0	2	7	2	2
Denied Entry After	5	17	2	2	2	5
Travel Distance (mi)	724	737	721	693	737	722
Travel Time (hr)	58.1	58.7	57.6	53.1	63.2	58.1
Total Delay (hr)	31.3	31.4	30.9	27.4	35.8	31.4
Total Stops	2196	2397	2456	2112	2454	2322
Fuel Used (gal)	335.6	341.1	334.0	315.1	352.2	335.6

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	4	5	7	Avg
Vehs Entered	2606	2666	2608	2509	2643	2607
Vehs Exited	2613	2642	2603	2508	2664	2605
Starting Vehs	51	39	49	46	66	51
Ending Vehs	44	63	54	47	45	51
Denied Entry Before	2	0	2	7	2	2
Denied Entry After	5	17	2	2	2	5
Travel Distance (mi)	724	737	721	693	737	722
Travel Time (hr)	58.1	58.7	57.6	53.1	63.2	58.1
Total Delay (hr)	31.3	31.4	30.9	27.4	35.8	31.4
Total Stops	2196	2397	2456	2112	2454	2322
Fuel Used (gal)	335.6	341.1	334.0	315.1	352.2	335.6

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	8.8	8.5	9.0	2.9	29.3
Delay / Veh (s)	35.5	33.5	60.4	39.8	40.4
Vehicles Entered	890	915	539	263	2607
Vehicles Exited	891	918	535	264	2608
Hourly Exit Rate	891	918	535	264	2608
Input Volume	887	930	529	276	2622
% of Volume	100	99	101	96	99
Denied Entry Before	2	0	0	0	2
Denied Entry After	5	0	0	0	5

Total Network Performance

Total Delay (hr)	31.4
Delay / Veh (s)	43.3
Vehicles Entered	2607
Vehicles Exited	2605
Hourly Exit Rate	2605
Input Volume	5244
% of Volume	50
Denied Entry Before	2
Denied Entry After	5

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	R	L	TR
Maximum Queue (ft)	164	355	251	327	686	174	660	137	172	179
Average Queue (ft)	57	257	74	144	271	134	224	17	67	80
95th Queue (ft)	135	406	228	283	565	207	557	178	143	146
Link Distance (ft)		324			1005		684	684		750
Upstream Blk Time (%)		9			0		4	0		
Queuing Penalty (veh)		0			0		0	0		
Storage Bay Dist (ft)	140		220	325		150			160	
Storage Blk Time (%)	0	25	0	1	4	30	4		2	1
Queuing Penalty (veh)	3	72	0	8	9	52	7		4	1

Network Summary

Network wide Queuing Penalty: 155

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	17.0	6.0	28.0	4.0	17.0	39.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.6	14.5	6.1	28.3	5.9	13.2	38.7
g/C Ratio	0.07	0.19	0.08	0.40	0.08	0.17	0.55
Cycles Skipped (%)	16	8	4	0	0	12	0
Cycles @ Minimum (%)	74	0	0	0	88	0	0
Cycles Maxed Out (%)	84	36	94	90	100	26	84
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 70.0  
 Number of Complete Cycles : 50

Summary of All Intervals

Run Number	2	3	4	5	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:02	8:02	8:02	8:02	8:02	8:02
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	6301	6346	6438	6303	6490	6378
Vehs Exited	6278	6293	6383	6228	6422	6322
Starting Vehs	315	313	306	278	276	298
Ending Vehs	338	366	361	353	344	350
Denied Entry Before	1	4	8	0	1	2
Denied Entry After	77	60	47	57	64	60
Travel Distance (mi)	6532	6601	6712	6580	6861	6657
Travel Time (hr)	364.5	362.5	372.4	368.2	361.7	365.9
Total Delay (hr)	146.6	143.2	148.9	149.2	133.2	144.2
Total Stops	10681	10884	11373	10660	11062	10929
Fuel Used (gal)	2499.8	2503.1	2563.3	2497.1	2573.9	2527.4

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:02  
 Total Time (min) 5

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time 7:02  
 End Time 8:02  
 Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	2	3	4	5	7	Avg
Vehs Entered	6301	6346	6438	6303	6490	6378
Vehs Exited	6278	6293	6383	6228	6422	6322
Starting Vehs	315	313	306	278	276	298
Ending Vehs	338	366	361	353	344	350
Denied Entry Before	1	4	8	0	1	2
Denied Entry After	77	60	47	57	64	60
Travel Distance (mi)	6532	6601	6712	6580	6861	6657
Travel Time (hr)	364.5	362.5	372.4	368.2	361.7	365.9
Total Delay (hr)	146.6	143.2	148.9	149.2	133.2	144.2
Total Stops	10681	10884	11373	10660	11062	10929
Fuel Used (gal)	2499.8	2503.1	2563.3	2497.1	2573.9	2527.4

1: Bath Road & Jordan Avenue Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	1.4	1.5	1.3	4.2
Delay / Veh (s)	5.7	5.4	80.1	7.7
Vehicles Entered	896	1023	59	1978
Vehicles Exited	894	1020	57	1971
Hourly Exit Rate	894	1020	57	1971
Input Volume	894	1022	61	1977
% of Volume	100	100	93	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

2: Bath Road & Cook's Corner Mall Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	3.5	2.6	1.6	7.7
Delay / Veh (s)	12.1	9.9	16.8	11.9
Vehicles Entered	1055	951	339	2345
Vehicles Exited	1053	950	338	2341
Hourly Exit Rate	1053	950	338	2341
Input Volume	1071	941	328	2340
% of Volume	98	101	103	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

3: New Gurnett & Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	9.4	9.4	6.6	9.1	34.4
Delay / Veh (s)	31.1	25.4	23.1	29.9	27.3
Vehicles Entered	1094	1324	1026	1089	4533
Vehicles Exited	1092	1324	1027	1092	4535
Hourly Exit Rate	1092	1324	1027	1092	4535
Input Volume	1105	1360	1020	1097	4582
% of Volume	99	97	101	100	99
Denied Entry Before	0	0	0	2	2
Denied Entry After	0	0	0	2	2

4: Bath Road & BNAS Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	0.9	0.5	0.1	1.4
Delay / Veh (s)	3.1	1.5	62.4	2.4
Vehicles Entered	1050	1081	4	2135
Vehicles Exited	1050	1078	4	2132
Hourly Exit Rate	1050	1078	4	2132
Input Volume	1066	1066	4	2136
% of Volume	98	101	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

8: Bath Road & Merrymeeting Plaza Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.9	4.4	1.6	1.3	11.2
Delay / Veh (s)	17.6	14.8	15.7	18.9	16.3
Vehicles Entered	798	1073	361	246	2478
Vehicles Exited	796	1070	361	244	2471
Hourly Exit Rate	796	1070	361	244	2471
Input Volume	808	1060	364	260	2492
% of Volume	99	101	99	94	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

20: Thomas Point & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	0.6	0.8	42.8	44.2
Delay / Veh (s)	2.2	2.0	1811.2	63.2
Vehicles Entered	1059	1373	96	2528
Vehicles Exited	1059	1373	74	2506
Hourly Exit Rate	1059	1373	74	2506
Input Volume	1089	1360	152	2601
% of Volume	97	101	49	96
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	57	57

**24: Wal\*Mart & Performance by approach**

Approach	EB	WB	NB	All
Total Delay (hr)	1.6	2.6	2.7	6.9
Delay / Veh (s)	5.4	8.6	25.5	9.8
Vehicles Entered	1042	1103	381	2526
Vehicles Exited	1043	1100	379	2522
Hourly Exit Rate	1043	1100	379	2522
Input Volume	1112	1090	384	2586
% of Volume	94	101	99	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

**26: Bath Road & Lowe's Performance by approach**

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.6	3.7	1.1	1.0	9.5
Delay / Veh (s)	17.3	13.5	17.2	16.2	15.5
Vehicles Entered	757	991	230	225	2203
Vehicles Exited	757	995	229	225	2206
Hourly Exit Rate	757	995	229	225	2206
Input Volume	802	992	234	226	2254
% of Volume	94	100	98	100	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

**30: Mall & New Gurnett Road Performance by approach**

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.1	0.4	4.4	2.8	8.7
Delay / Veh (s)	22.6	16.6	17.7	10.1	14.5
Vehicles Entered	175	89	897	1005	2166
Vehicles Exited	176	89	899	1002	2166
Hourly Exit Rate	176	89	899	1002	2166
Input Volume	183	90	891	1013	2177
% of Volume	96	99	101	99	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

33: Bath Road & Drive 2 Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	2.6	2.9	1.2	6.7
Delay / Veh (s)	10.0	12.0	22.4	12.0
Vehicles Entered	942	869	191	2002
Vehicles Exited	941	871	190	2002
Hourly Exit Rate	941	871	190	2002
Input Volume	945	872	187	2004
% of Volume	100	100	102	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Total Delay (hr)	144.2
Delay / Veh (s)	81.8
Vehicles Entered	6378
Vehicles Exited	6322
Hourly Exit Rate	6322
Input Volume	41473
% of Volume	15
Denied Entry Before	2
Denied Entry After	60

Intersection: 1: Bath Road & Jordan Avenue

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	228	163	50
Average Queue (ft)	12	56	9
95th Queue (ft)	110	121	39
Link Distance (ft)	2389	1875	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			25
Storage Blk Time (%)		53	3
Queuing Penalty (veh)		4	2

Intersection: 2: Bath Road & Cook's Corner Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	225	212	50	120	224	176	173	85
Average Queue (ft)	154	119	24	48	89	65	90	39
95th Queue (ft)	238	203	47	94	182	137	146	70
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	4	1						
Queuing Penalty (veh)	15	3						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

**Intersection: 3: New Gurnett &**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	219	222	229	215	135	136	153	178	186	256	138	124
Average Queue (ft)	116	122	129	105	48	68	81	104	95	193	60	54
95th Queue (ft)	185	190	203	181	102	119	136	160	160	286	109	101
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)										6		
Queuing Penalty (veh)										27		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)	0	0				0	0	0				
Queuing Penalty (veh)	0	0				0	0	1				

**Intersection: 3: New Gurnett &**

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	167	193	173	188	187	162	169	153
Average Queue (ft)	94	97	69	101	78	85	92	64
95th Queue (ft)	149	158	141	169	157	143	148	117
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300			200
Storage Blk Time (%)		1	0				0	0
Queuing Penalty (veh)		3	0				0	0

**Intersection: 4: Bath Road & BNAS**

Movement	EB	EB	WB	SB
Directions Served	T	T	T	L
Maximum Queue (ft)	111	47	28	30
Average Queue (ft)	17	2	2	5
95th Queue (ft)	69	20	26	22
Link Distance (ft)	484	484	191	141
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	112	216	214	125	199	346	222	55	120	117	110	67
Average Queue (ft)	47	106	106	28	100	116	54	16	55	52	80	29
95th Queue (ft)	88	182	185	91	175	235	138	39	97	93	121	57
Link Distance (ft)		386	386			484	484		564		49	49
Upstream Blk Time (%)						0					33	1
Queuing Penalty (veh)						0					0	0
Storage Bay Dist (ft)	230			100	175			175		200		
Storage Blk Time (%)		0	8	0	1	2	0					
Queuing Penalty (veh)		0	6	0	5	3	0					

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Movement	B9	B9
Directions Served	T	T
Maximum Queue (ft)	77	6
Average Queue (ft)	12	0
95th Queue (ft)	50	4
Link Distance (ft)	70	70
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 20: Thomas Point &**

Movement	EB	EB	WB	WB	WB	B29	NB	NB
Directions Served	T	TR	L	T	T	T	L	R
Maximum Queue (ft)	10	8	74	55	190	48	617	100
Average Queue (ft)	0	0	29	3	36	2	514	41
95th Queue (ft)	7	5	60	29	131	18	744	121
Link Distance (ft)	238	238		122	122	885	588	
Upstream Blk Time (%)				0	2		64	
Queuing Penalty (veh)				0	11		0	
Storage Bay Dist (ft)			50					75
Storage Blk Time (%)			2				96	2
Queuing Penalty (veh)			13				70	2

Intersection: 24: Wal\*Mart &

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	226	69	295	267	160	186
Average Queue (ft)	122	33	98	80	74	89
95th Queue (ft)	213	60	220	186	125	144
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 26: Bath Road & Lowe's

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	161	318	133	216	219	112	113	94	122
Average Queue (ft)	76	145	55	112	113	49	58	33	54
95th Queue (ft)	128	265	104	193	194	89	101	68	93
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)			0	1					
Queuing Penalty (veh)			0	1					

Intersection: 30: Mall & New Gurnett Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	136	78	68	65	132	595	76	165	202
Average Queue (ft)	67	33	27	25	23	268	35	76	100
95th Queue (ft)	115	64	59	53	73	518	71	145	174
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						9			
Queuing Penalty (veh)						2			

Intersection: 33: Bath Road & Drive 2

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	454	191	84	438	174	28
Average Queue (ft)	171	44	12	184	77	6
95th Queue (ft)	353	141	47	360	139	22
Link Distance (ft)	1225			1778	1027	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		200	100			200
Storage Blk Time (%)	2	0		12	0	
Queuing Penalty (veh)	3	0		2	0	

Network Summary

Network wide Queuing Penalty: 176

**Intersection: 2: Bath Road & Cook's Corner Mall**

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	7.3	32.3	42.0	12.7
g/C Ratio	0.07	0.52	0.66	0.20
Cycles Skipped (%)	39	3	5	5
Cycles @ Minimum (%)	0	0	0	2
Cycles Maxed Out (%)	13	97	95	15
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 3: New Gurnett &**

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	14.0	9.0	14.0	14.0	6.0	17.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	14.0	9.2	13.5	13.9	6.2	16.9
g/C Ratio	0.19	0.12	0.18	0.18	0.08	0.22
Cycles Skipped (%)	0	0	0	0	2	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	94	100	73	88	94	77
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 75.2  
 Number of Complete Cycles : 47

**Intersection: 8: Bath Road & Merrymeeting Plaza**

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	12.0	18.0	15.0	5.0	25.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	13.2	22.4	12.6	7.3	31.0	12.6
g/C Ratio	0.17	0.37	0.20	0.09	0.50	0.20
Cycles Skipped (%)	21	2	5	29	3	5
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	32	98	24	32	97	24
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 24: Wal\*Mart &**

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	40.8	10.1	40.8
g/C Ratio	0.00	0.68	0.17	0.68
Cycles Skipped (%)	100	0	0	0
Cycles @ Minimum (%)	0	0	100	0
Cycles Maxed Out (%)	0	100	100	100
Cycles with Peds (%)	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 26: Bath Road & Lowe's**

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.5	34.8	5.7	7.6	9.4	30.1	11.3
g/C Ratio	0.07	0.55	0.07	0.08	0.13	0.49	0.17
Cycles Skipped (%)	35	5	29	41	20	3	8
Cycles @ Minimum (%)	15	0	48	0	0	0	10
Cycles Maxed Out (%)	35	95	71	19	80	97	20
Cycles with Peds (%)	0	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 60.0  
 Number of Complete Cycles : 59

**Intersection: 30: Mall & New Gurnett Road**

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	4.0	39.0	15.0	4.0	39.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	4.0	41.6	10.6	4.1	45.7	10.6
g/C Ratio	0.04	0.61	0.15	0.02	0.66	0.15
Cycles Skipped (%)	33	0	4	65	2	4
Cycles @ Minimum (%)	67	0	0	35	0	0
Cycles Maxed Out (%)	67	100	13	35	98	13
Cycles with Peds (%)	0	0	0	0	0	0

**Controller Summary**

Average Cycle Length (s): 68.2  
 Number of Complete Cycles : 52

Intersection: 33: Bath Road & Drive 2

Phase	2	4	8
Movement(s) Served	NBL	EBT	WBTL
Maximum Green (s)	21.0	49.0	49.0
Minimum Green (s)	4.0	4.0	4.0
Recall	None	None	None
Avg. Green (s)	11.0	39.5	39.5
g/C Ratio	0.18	0.67	0.67
Cycles Skipped (%)	5	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	2	12	12
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 59.1  
 Number of Complete Cycles : 60  
 Average All-Red Dwell (s): 6.9  
 Cycles with All-Red Dwell (%): 2

Summary of All Intervals

Run Number	2	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	1718	1661	1673	1597	1628	1655
Vehs Exited	1723	1655	1671	1606	1637	1659
Starting Vehs	23	18	20	26	32	24
Ending Vehs	18	24	22	17	23	19
Denied Entry Before	0	0	0	1	0	0
Denied Entry After	0	0	1	1	0	0
Travel Distance (mi)	505	487	490	470	480	487
Travel Time (hr)	26.8	25.3	26.0	23.7	24.8	25.3
Total Delay (hr)	8.5	7.8	8.3	6.8	7.6	7.8
Total Stops	1230	1185	1214	1074	1112	1163
Fuel Used (gal)	202.1	192.8	196.7	183.6	187.9	192.6

Interval #0 Information Seeding

Start Time 6:57  
End Time 7:00  
Total Time (min) 3

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	2	3	4	5	6	Avg
Vehs Entered	1718	1661	1673	1597	1628	1655
Vehs Exited	1723	1655	1671	1606	1637	1659
Starting Vehs	23	18	20	26	32	24
Ending Vehs	18	24	22	17	23	19
Denied Entry Before	0	0	0	1	0	0
Denied Entry After	0	0	1	1	0	0
Travel Distance (mi)	505	487	490	470	480	487
Travel Time (hr)	26.8	25.3	26.0	23.7	24.8	25.3
Total Delay (hr)	8.5	7.8	8.3	6.8	7.6	7.8
Total Stops	1230	1185	1214	1074	1112	1163
Fuel Used (gal)	202.1	192.8	196.7	183.6	187.9	192.6

3: Forrestal Drive & Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	2.2	0.1	1.7	3.0	6.9
Delay / Veh (s)	18.5	5.2	12.9	14.7	15.0
Vehicles Entered	418	37	473	729	1657
Vehicles Exited	419	37	472	730	1658
Hourly Exit Rate	419	37	472	730	1658
Input Volume	421	38	485	733	1677
% of Volume	100	97	97	100	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	7.8
Delay / Veh (s)	17.0
Vehicles Entered	1655
Vehicles Exited	1659
Hourly Exit Rate	1659
Input Volume	4399
% of Volume	38
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Forrestal Drive & Gurnet Road

Movement	EB	WB	NB	NB	B5	SB	SB	SB
Directions Served	LTR	LTR	L	TR	T	L	T	TR
Maximum Queue (ft)	264	56	86	259	26	102	290	240
Average Queue (ft)	147	19	30	120	1	20	157	76
95th Queue (ft)	237	48	68	207	17	66	260	179
Link Distance (ft)	710	368	217	217	484		770	770
Upstream Blk Time (%)				1				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)						150		
Storage Blk Time (%)							10	
Queuing Penalty (veh)							2	

Network Summary

Network wide Queuing Penalty: 2

Intersection: 3: Forrestal Drive & Gurnet Road

Phase	2	4	5	6	8
Movement(s) Served	NBT	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	26.0	24.0	4.0	17.0	24.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None
Avg. Green (s)	22.4	18.2	4.4	18.8	18.2
g/C Ratio	0.45	0.36	0.03	0.38	0.36
Cycles Skipped (%)	0	1	61	0	1
Cycles @ Minimum (%)	0	0	38	0	0
Cycles Maxed Out (%)	18	30	39	65	30
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 49.8  
Number of Complete Cycles : 71

Summary of All Intervals

Run Number	1	4	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2499	2533	2477	2593	2641	2550
Vehs Exited	2523	2516	2489	2583	2620	2546
Starting Vehs	59	49	63	56	54	56
Ending Vehs	35	66	51	66	75	58
Denied Entry Before	2	0	8	3	0	1
Denied Entry After	5	3	1	2	2	1
Travel Distance (mi)	812	815	802	836	847	823
Travel Time (hr)	53.8	53.8	57.2	56.3	60.2	56.3
Total Delay (hr)	23.4	23.3	27.0	24.9	28.4	25.4
Total Stops	2072	2115	2261	2120	2263	2166
Fuel Used (gal)	338.0	338.3	344.0	346.6	361.2	345.6

Interval #0 Information Seeding

Start Time: 6:57  
 End Time: 7:00  
 Total Time (min): 3

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	4	5	6	7	Avg
Vehs Entered	2499	2533	2477	2593	2641	2550
Vehs Exited	2523	2516	2489	2583	2620	2546
Starting Vehs	59	49	63	56	54	56
Ending Vehs	35	66	51	66	75	58
Denied Entry Before	2	0	8	3	0	1
Denied Entry After	5	3	1	2	2	1
Travel Distance (mi)	812	815	802	836	847	823
Travel Time (hr)	53.8	53.8	57.2	56.3	60.2	56.3
Total Delay (hr)	23.4	23.3	27.0	24.9	28.4	25.4
Total Stops	2072	2115	2261	2120	2263	2166
Fuel Used (gal)	338.0	338.3	344.0	346.6	361.2	345.6

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	7.4	7.8	5.8	2.2	23.3
Delay / Veh (s)	31.5	29.8	39.9	34.2	32.8
Vehicles Entered	854	938	530	228	2550
Vehicles Exited	852	945	525	229	2551
Hourly Exit Rate	852	945	525	229	2551
Input Volume	856	956	525	241	2578
% of Volume	100	99	100	95	99
Denied Entry Before	1	0	0	0	1
Denied Entry After	1	0	0	0	1

Total Network Performance

Total Delay (hr)	25.4
Delay / Veh (s)	35.9
Vehicles Entered	2550
Vehicles Exited	2546
Hourly Exit Rate	2546
Input Volume	5156
% of Volume	49
Denied Entry Before	1
Denied Entry After	1

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	R	L	TR
Maximum Queue (ft)	164	647	245	329	589	298	342	110	114	165
Average Queue (ft)	51	296	71	129	278	149	109	7	40	80
95th Queue (ft)	127	576	223	265	485	292	262	102	93	137
Link Distance (ft)		705			1005		684	684		750
Upstream Blk Time (%)		1					0			
Queuing Penalty (veh)		0					0			
Storage Bay Dist (ft)	140		220	325		350			160	
Storage Blk Time (%)	2	23	0	0	4	2			1	0
Queuing Penalty (veh)	14	64	0	0	9	4			1	0

Network Summary

Network wide Queuing Penalty: 92

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	6.0	27.0	4.0	18.0	38.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.7	15.5	6.1	27.5	5.8	13.3	37.3
g/C Ratio	0.06	0.21	0.08	0.40	0.08	0.17	0.54
Cycles Skipped (%)	31	8	8	0	2	13	0
Cycles @ Minimum (%)	63	0	0	0	86	0	0
Cycles Maxed Out (%)	69	33	86	90	98	15	81
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 68.7  
 Number of Complete Cycles : 51

Summary of All Intervals

Run Number	1	4	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2499	2527	2477	2586	2643	2547
Vehs Exited	2525	2516	2481	2592	2624	2548
Starting Vehs	56	46	55	58	51	53
Ending Vehs	30	57	51	52	70	51
Denied Entry Before	2	0	8	3	2	2
Denied Entry After	5	9	1	9	2	4
Travel Distance (mi)	696	696	685	713	730	704
Travel Time (hr)	50.9	49.2	68.6	52.8	66.6	57.6
Total Delay (hr)	25.1	23.5	43.2	26.3	39.5	31.5
Total Stops	1991	2061	2464	2161	2533	2243
Fuel Used (gal)	309.9	306.0	349.4	317.7	356.6	327.9

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	4	5	6	7	Avg
Vehs Entered	2499	2527	2477	2586	2643	2547
Vehs Exited	2525	2516	2481	2592	2624	2548
Starting Vehs	56	46	55	58	51	53
Ending Vehs	30	57	51	52	70	51
Denied Entry Before	2	0	8	3	2	2
Denied Entry After	5	9	1	9	2	4
Travel Distance (mi)	696	696	685	713	730	704
Travel Time (hr)	50.9	49.2	68.6	52.8	66.6	57.6
Total Delay (hr)	25.1	23.5	43.2	26.3	39.5	31.5
Total Stops	1991	2061	2464	2161	2533	2243
Fuel Used (gal)	309.9	306.0	349.4	317.7	356.6	327.9

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	7.1	7.6	12.6	2.2	29.6
Delay / Veh (s)	30.2	29.1	86.2	34.6	41.8
Vehicles Entered	851	938	530	228	2547
Vehicles Exited	849	942	526	229	2546
Hourly Exit Rate	849	942	526	229	2546
Input Volume	856	956	525	241	2578
% of Volume	99	99	100	95	99
Denied Entry Before	2	0	0	0	2
Denied Entry After	4	0	0	0	4

Total Network Performance

Total Delay (hr)	31.5
Delay / Veh (s)	44.5
Vehicles Entered	2547
Vehicles Exited	2548
Hourly Exit Rate	2548
Input Volume	5156
% of Volume	49
Denied Entry Before	2
Denied Entry After	4

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	R	L	TR
Maximum Queue (ft)	149	351	245	332	622	174	555	278	139	178
Average Queue (ft)	47	237	65	124	261	139	277	43	45	82
95th Queue (ft)	113	379	214	250	459	211	671	307	103	145
Link Distance (ft)		324			1005		684	684		750
Upstream Blk Time (%)		6					10	0		
Queuing Penalty (veh)		0					0	0		
Storage Bay Dist (ft)	140		220	325		150			160	
Storage Blk Time (%)	1	21	0		3	37	4		0	1
Queuing Penalty (veh)	10	58	0		8	63	7		1	0

Network Summary

Network wide Queuing Penalty: 148

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	6.0	27.0	4.0	18.0	38.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	5.9	15.4	6.0	27.2	5.6	13.2	37.5
g/C Ratio	0.06	0.20	0.08	0.40	0.08	0.17	0.55
Cycles Skipped (%)	27	10	6	0	2	13	0
Cycles @ Minimum (%)	65	0	0	0	87	0	0
Cycles Maxed Out (%)	73	31	87	88	98	17	81
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 68.7  
 Number of Complete Cycles : 51

Summary of All Intervals

Run Number	1	2	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:02	8:02	8:02	8:02	8:02	8:02
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	6262	6310	6200	6237	6411	6280
Vehs Exited	6191	6260	6181	6205	6308	6230
Starting Vehs	314	297	316	298	267	300
Ending Vehs	385	347	335	330	370	349
Denied Entry Before	3	9	1	4	1	3
Denied Entry After	70	58	54	36	33	49
Travel Distance (mi)	6655	6723	6598	6627	6744	6670
Travel Time (hr)	385.3	374.0	354.4	348.6	372.0	366.9
Total Delay (hr)	163.5	149.9	134.0	127.1	147.1	144.3
Total Stops	11269	11538	11169	11030	11516	11302
Fuel Used (gal)	2578.1	2570.4	2472.0	2478.8	2564.9	2532.9

Interval #0 Information Seeding

Start Time 6:57  
End Time 7:02  
Total Time (min) 5  
Volumes adjusted by Growth Factors.  
No data recorded this interval.

Interval #1 Information Recording

Start Time 7:02  
End Time 8:02  
Total Time (min) 60  
Volumes adjusted by Growth Factors.

Run Number	1	2	5	6	7	Avg
Vehs Entered	6262	6310	6200	6237	6411	6280
Vehs Exited	6191	6260	6181	6205	6308	6230
Starting Vehs	314	297	316	298	267	300
Ending Vehs	385	347	335	330	370	349
Denied Entry Before	3	9	1	4	1	3
Denied Entry After	70	58	54	36	33	49
Travel Distance (mi)	6655	6723	6598	6627	6744	6670
Travel Time (hr)	385.3	374.0	354.4	348.6	372.0	366.9
Total Delay (hr)	163.5	149.9	134.0	127.1	147.1	144.3
Total Stops	11269	11538	11169	11030	11516	11302
Fuel Used (gal)	2578.1	2570.4	2472.0	2478.8	2564.9	2532.9

1: Bath Road & Jordan Avenue Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	1.2	1.6	1.2	4.0
Delay / Veh (s)	5.3	5.4	70.4	7.4
Total Stops	18	0	63	81
Vehicles Entered	837	1046	64	1947
Vehicles Exited	840	1046	61	1947
Hourly Exit Rate	840	1046	61	1947
Input Volume	856	1046	63	1965
% of Volume	98	100	97	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

2: Bath Road & Cook's Corner Mall Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	3.5	2.5	1.5	7.4
Delay / Veh (s)	11.0	9.9	17.1	11.4
Total Stops	546	304	242	1092
Vehicles Entered	1134	901	315	2350
Vehicles Exited	1135	898	314	2347
Hourly Exit Rate	1135	898	314	2347
Input Volume	1157	923	324	2404
% of Volume	98	97	97	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

3: New Gurnett & Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	13.8	10.3	8.2	8.5	40.8
Delay / Veh (s)	43.5	28.1	30.7	28.7	32.7
Total Stops	1166	1176	834	743	3919
Vehicles Entered	1146	1317	965	1073	4501
Vehicles Exited	1135	1319	966	1070	4490
Hourly Exit Rate	1135	1319	966	1070	4490
Input Volume	1180	1346	973	1084	4583
% of Volume	96	98	99	99	98
Denied Entry Before	0	0	0	2	2
Denied Entry After	0	0	0	1	1

4: Bath Road & BNAS Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	1.0	0.4	0.0	1.4
Delay / Veh (s)	3.1	1.6	29.7	2.4
Total Stops	31	1	3	35
Vehicles Entered	1129	1029	3	2161
Vehicles Exited	1128	1030	3	2161
Hourly Exit Rate	1128	1030	3	2161
Input Volume	1152	1050	4	2206
% of Volume	98	98	75	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

8: Bath Road & Merrymeeting Plaza Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.7	4.0	1.7	1.4	10.8
Delay / Veh (s)	16.6	14.0	15.9	19.6	15.7
Total Stops	493	540	259	201	1493
Vehicles Entered	800	1021	390	260	2471
Vehicles Exited	800	1025	390	260	2475
Hourly Exit Rate	800	1025	390	260	2475
Input Volume	835	1043	376	260	2514
% of Volume	96	98	104	100	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

20: Thomas Point & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	0.7	1.1	36.7	38.4
Delay / Veh (s)	2.2	2.9	1534.5	54.9
Total Stops	8	138	183	329
Vehicles Entered	1067	1365	97	2529
Vehicles Exited	1070	1365	74	2509
Hourly Exit Rate	1070	1365	74	2509
Input Volume	1091	1346	152	2589
% of Volume	98	101	49	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	48	48

24: Wal\*Mart & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.5	2.5	2.7	6.8
Delay / Veh (s)	5.3	8.2	24.6	9.6
Total Stops	279	287	354	920
Vehicles Entered	1057	1084	400	2541
Vehicles Exited	1056	1082	400	2538
Hourly Exit Rate	1056	1082	400	2538
Input Volume	1114	1076	385	2575
% of Volume	95	101	104	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

26: Bath Road & Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.9	3.8	1.1	1.2	9.9
Delay / Veh (s)	18.3	13.7	16.1	18.0	16.0
Total Stops	466	542	197	184	1389
Vehicles Entered	776	985	236	232	2229
Vehicles Exited	771	986	237	232	2226
Hourly Exit Rate	771	986	237	232	2226
Input Volume	808	983	240	221	2252
% of Volume	95	100	99	105	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

30: Mall & New Gurnett Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.0	0.3	3.7	2.5	7.6
Delay / Veh (s)	21.7	13.8	16.0	9.9	13.7
Total Stops	150	74	460	341	1025
Vehicles Entered	171	89	837	895	1992
Vehicles Exited	172	89	838	894	1993
Hourly Exit Rate	172	89	838	894	1993
Input Volume	183	90	842	911	2026
% of Volume	94	99	100	98	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

33: Bath Road & Drive 2 Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	2.5	3.4	1.5	7.4
Delay / Veh (s)	10.2	13.9	22.5	13.3
Total Stops	336	410	206	952
Vehicles Entered	890	872	248	2010
Vehicles Exited	888	871	247	2006
Hourly Exit Rate	888	871	247	2006
Input Volume	909	884	240	2033
% of Volume	98	99	103	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Total Delay (hr)	144.3
Delay / Veh (s)	83.1
Total Stops	11302
Vehicles Entered	6280
Vehicles Exited	6230
Hourly Exit Rate	6230
Input Volume	41577
% of Volume	15
Denied Entry Before	3
Denied Entry After	49

Intersection: 1: Bath Road & Jordan Avenue

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	189	10	145	50
Average Queue (ft)	17	0	56	12
95th Queue (ft)	115	7	117	44
Link Distance (ft)	2389	1225	1875	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				25
Storage Blk Time (%)			54	3
Queuing Penalty (veh)			4	2

Intersection: 2: Bath Road & Cook's Corner Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	211	197	79	101	212	166	191	117
Average Queue (ft)	162	118	26	46	96	72	80	37
95th Queue (ft)	232	196	60	87	171	140	146	76
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	4	0						
Queuing Penalty (veh)	15	2						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

Intersection: 3: New Gurnett &

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	284	297	249	234	131	147	155	202	191	254	120	103
Average Queue (ft)	168	178	130	112	49	74	84	110	101	202	59	46
95th Queue (ft)	266	275	215	191	94	125	142	167	166	281	97	83
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)								0		9		
Queuing Penalty (veh)								0		40		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)	0	0				0	0	1				
Queuing Penalty (veh)	0	0				0	0	2				

Intersection: 3: New Gurnett &

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	233	263	175	154	138	153	166	151
Average Queue (ft)	131	145	91	94	73	79	87	58
95th Queue (ft)	204	230	177	141	124	130	140	113
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300			200
Storage Blk Time (%)	0	6	0				0	0
Queuing Penalty (veh)	0	16	0				0	0

Intersection: 4: Bath Road & BNAS

Movement	EB	EB	WB	SB
Directions Served	T	T	T	L
Maximum Queue (ft)	131	23	15	30
Average Queue (ft)	20	1	0	4
95th Queue (ft)	79	13	10	19
Link Distance (ft)	484	484	191	141
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	97	196	211	86	189	309	170	37	103	160	110	56
Average Queue (ft)	43	108	96	19	89	128	62	15	48	62	82	29
95th Queue (ft)	83	175	173	63	164	239	142	32	88	116	120	53
Link Distance (ft)		386	386			484	484		564		49	49
Upstream Blk Time (%)						0					38	1
Queuing Penalty (veh)						1					0	0
Storage Bay Dist (ft)	230			100	175			175		200		
Storage Blk Time (%)		0	5	0	1	2	0			0		
Queuing Penalty (veh)		0	4	0	3	3	0			0		

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	B9	B11
Directions Served	T	T
Maximum Queue (ft)	72	20
Average Queue (ft)	11	1
95th Queue (ft)	45	14
Link Distance (ft)	70	1090
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Thomas Point &

Movement	EB	EB	WB	WB	WB	B29	B29	NB	NB
Directions Served	T	TR	L	T	T	T	T	L	R
Maximum Queue (ft)	11	18	65	131	191	86	177	611	100
Average Queue (ft)	0	1	31	9	57	5	14	477	41
95th Queue (ft)	8	10	61	59	181	53	96	785	119
Link Distance (ft)	238	238		122	122	885	885	588	
Upstream Blk Time (%)				0	4			58	
Queuing Penalty (veh)				1	30			0	
Storage Bay Dist (ft)			50						75
Storage Blk Time (%)			3	0				91	1
Queuing Penalty (veh)			17	0				66	1

Intersection: 24: Wal\*Mart &

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	237	63	236	203	158	180
Average Queue (ft)	121	35	91	77	77	89
95th Queue (ft)	204	56	184	157	127	147
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 26: Bath Road & Lowe's

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	193	337	169	219	214	113	138	95	135
Average Queue (ft)	80	150	60	109	112	43	60	38	58
95th Queue (ft)	143	269	121	189	196	88	109	75	103
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)			0	1					0
Queuing Penalty (veh)			0	1					0

Intersection: 30: Mall & New Gurnett Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	124	81	73	57	97	522	120	178	208
Average Queue (ft)	62	30	26	26	20	230	33	72	96
95th Queue (ft)	108	62	60	52	61	430	80	144	170
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						7		0	
Queuing Penalty (veh)						2		0	

Intersection: 33: Bath Road & Drive 2

Movement	EB	EB	WB	WB	B13	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	438	190	110	516	11	179	55
Average Queue (ft)	170	35	25	226	0	94	17
95th Queue (ft)	311	117	74	416	8	152	41
Link Distance (ft)	1225			1778	386	1027	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		200	100				200
Storage Blk Time (%)	2	0		13		0	
Queuing Penalty (veh)	3	0		4		0	

Network Summary

Network wide Queuing Penalty: 216

Intersection: 2: Bath Road & Cook's Corner Mall

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	7.2	31.5	40.2	12.2
g/C Ratio	0.07	0.53	0.65	0.20
Cycles Skipped (%)	41	0	3	3
Cycles @ Minimum (%)	0	0	0	2
Cycles Maxed Out (%)	15	100	97	15
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 3: New Gurnett &

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	14.0	14.0	14.0	14.0	7.0	21.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	14.0	13.9	13.8	13.9	7.1	21.0
g/C Ratio	0.17	0.17	0.17	0.17	0.09	0.26
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	98	96	89	93	91	89
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 79.9  
Number of Complete Cycles : 44

Intersection: 8: Bath Road & Merrymeeting Plaza

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	12.0	18.0	15.0	5.0	25.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	12.5	23.9	12.8	7.4	31.4	12.8
g/C Ratio	0.16	0.38	0.20	0.08	0.51	0.20
Cycles Skipped (%)	22	3	5	31	3	5
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	29	97	31	31	97	31
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 24: Wal\*Mart &

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	40.8	10.1	40.8
g/C Ratio	0.00	0.68	0.17	0.68
Cycles Skipped (%)	100	0	0	0
Cycles @ Minimum (%)	0	0	100	0
Cycles Maxed Out (%)	0	100	100	100
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 26: Bath Road & Lowe's

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.6	34.2	5.5	7.6	9.3	29.6	11.4
g/C Ratio	0.07	0.54	0.06	0.09	0.13	0.48	0.18
Cycles Skipped (%)	38	5	36	32	19	2	7
Cycles @ Minimum (%)	18	0	44	0	0	0	8
Cycles Maxed Out (%)	37	95	63	24	81	98	25
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 30: Mall & New Gurnett Road

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	4.0	34.0	15.0	4.0	34.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	4.0	36.1	10.0	4.2	39.2	10.0
g/C Ratio	0.04	0.58	0.16	0.02	0.63	0.16
Cycles Skipped (%)	42	0	2	68	0	2
Cycles @ Minimum (%)	58	0	0	32	0	0
Cycles Maxed Out (%)	58	100	14	32	100	14
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 62.3  
Number of Complete Cycles : 57

Intersection: 33: Bath Road & Drive 2

Phase	2	4	8
Movement(s) Served	NBL	EBT	WBTL
Maximum Green (s)	17.0	53.0	53.0
Minimum Green (s)	4.0	4.0	4.0
Recall	None	None	None
Avg. Green (s)	12.1	38.3	38.3
g/C Ratio	0.19	0.64	0.64
Cycles Skipped (%)	5	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	17	8	8
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 59.8  
Number of Complete Cycles : 59

Summary of All Intervals

Run Number	1	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	1942	1797	1805	1862	1897	1859
Vehs Exited	1950	1791	1806	1876	1900	1865
Starting Vehs	35	19	27	36	28	30
Ending Vehs	27	25	26	22	25	25
Denied Entry Before	0	0	0	1	0	0
Denied Entry After	0	0	2	1	1	0
Travel Distance (mi)	569	524	528	548	556	545
Travel Time (hr)	32.4	28.1	28.8	31.4	31.6	30.5
Total Delay (hr)	11.6	9.1	9.6	11.5	11.5	10.6
Total Stops	1606	1363	1399	1533	1542	1488
Fuel Used (gal)	234.0	210.1	212.9	224.5	227.7	221.8

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	3	4	5	6	Avg
Vehs Entered	1942	1797	1805	1862	1897	1859
Vehs Exited	1950	1791	1806	1876	1900	1865
Starting Vehs	35	19	27	36	28	30
Ending Vehs	27	25	26	22	25	25
Denied Entry Before	0	0	0	1	0	0
Denied Entry After	0	0	2	1	1	0
Travel Distance (mi)	569	524	528	548	556	545
Travel Time (hr)	32.4	28.1	28.8	31.4	31.6	30.5
Total Delay (hr)	11.6	9.1	9.6	11.5	11.5	10.6
Total Stops	1606	1363	1399	1533	1542	1488
Fuel Used (gal)	234.0	210.1	212.9	224.5	227.7	221.8

3: Forrestal Drive & Gurnet Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	3.5	0.1	2.0	4.0	9.6
Delay / Veh (s)	24.9	5.9	14.9	17.6	18.7
Vehicles Entered	509	38	492	822	1861
Vehicles Exited	509	37	495	823	1864
Hourly Exit Rate	509	37	495	823	1864
Input Volume	527	38	487	838	1890
% of Volume	97	97	102	98	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

Total Delay (hr)	10.6
Delay / Veh (s)	20.6
Vehicles Entered	1859
Vehicles Exited	1865
Hourly Exit Rate	1865
Input Volume	4828
% of Volume	39
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: Forrestal Drive & Gurnet Road

Movement	EB	WB	NB	NB	B5	SB	SB	SB
Directions Served	LTR	LTR	L	TR	T	L	T	TR
Maximum Queue (ft)	429	48	95	251	4	126	356	345
Average Queue (ft)	210	17	45	125	0	19	175	109
95th Queue (ft)	349	45	83	213	2	71	295	249
Link Distance (ft)	710	368	217	217	484		770	770
Upstream Blk Time (%)				1				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)						150		
Storage Blk Time (%)							14	
Queuing Penalty (veh)							3	

Network Summary

Network wide Queuing Penalty: 3

Intersection: 3: Forrestal Drive & Gurnet Road

Phase	2	4	5	6	8
Movement(s) Served	NBT	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	26.0	24.0	4.0	17.0	24.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	None	None
Avg. Green (s)	24.2	21.6	4.1	17.9	21.6
g/C Ratio	0.44	0.39	0.05	0.32	0.39
Cycles Skipped (%)	0	0	34	0	0
Cycles @ Minimum (%)	0	0	64	0	0
Cycles Maxed Out (%)	41	61	66	80	61
Cycles with Peds (%)	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 55.3  
Number of Complete Cycles : 64

Summary of All Intervals

Run Number	1	2	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2867	2871	2782	2851	2893	2854
Vehs Exited	2896	2864	2777	2841	2895	2854
Starting Vehs	63	43	56	50	57	54
Ending Vehs	34	50	61	60	55	54
Denied Entry Before	2	0	7	5	14	6
Denied Entry After	4	53	12	5	5	16
Travel Distance (mi)	799	795	769	789	804	791
Travel Time (hr)	73.7	74.3	68.2	57.6	72.2	69.2
Total Delay (hr)	44.2	44.9	39.8	28.4	42.4	39.9
Total Stops	2447	2396	2506	2082	2411	2368
Fuel Used (gal)	392.3	392.1	372.7	348.3	390.0	379.1

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3  
 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	5	6	7	Avg
Vehs Entered	2867	2871	2782	2851	2893	2854
Vehs Exited	2896	2864	2777	2841	2895	2854
Starting Vehs	63	43	56	50	57	54
Ending Vehs	34	50	61	60	55	54
Denied Entry Before	2	0	7	5	14	6
Denied Entry After	4	53	12	5	5	16
Travel Distance (mi)	799	795	769	789	804	791
Travel Time (hr)	73.7	74.3	68.2	57.6	72.2	69.2
Total Delay (hr)	44.2	44.9	39.8	28.4	42.4	39.9
Total Stops	2447	2396	2506	2082	2411	2368
Fuel Used (gal)	392.3	392.1	372.7	348.3	390.0	379.1

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	13.8	10.7	10.2	2.9	37.6
Delay / Veh (s)	52.6	35.4	67.3	38.2	47.5
Vehicles Entered	943	1088	550	273	2854
Vehicles Exited	945	1091	546	272	2854
Hourly Exit Rate	945	1091	546	272	2854
Input Volume	976	1099	544	269	2888
% of Volume	97	99	100	101	99
Denied Entry Before	3	3	0	0	6
Denied Entry After	14	1	1	0	16

Total Network Performance

Total Delay (hr)	39.9
Delay / Veh (s)	50.4
Vehicles Entered	2854
Vehicles Exited	2854
Hourly Exit Rate	2854
Input Volume	5776
% of Volume	49
Denied Entry Before	6
Denied Entry After	16

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	164	360	271	333	823	295	357	470	114	140	215
Average Queue (ft)	54	313	96	153	288	39	225	180	14	61	99
95th Queue (ft)	131	402	274	304	641	163	397	491	154	118	174
Link Distance (ft)		324			1005			684	684		754
Upstream Blk Time (%)		17	0		1			2			
Queuing Penalty (veh)		0	0		0			0			
Storage Bay Dist (ft)	140		220	325		325	350			160	
Storage Blk Time (%)	0	31	0	3	2	0	13	0		0	1
Queuing Penalty (veh)	0	92	0	29	9	0	23	0		0	1

Network Summary

Network wide Queuing Penalty: 156

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	6.0	19.0	8.0	37.0	6.0	19.0	50.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	6.8	16.5	8.0	36.3	6.5	14.9	49.9
g/C Ratio	0.07	0.19	0.09	0.42	0.08	0.17	0.58
Cycles Skipped (%)	12	2	0	0	0	2	0
Cycles @ Minimum (%)	0	0	0	0	0	0	0
Cycles Maxed Out (%)	81	34	93	86	100	21	80
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 85.5  
 Number of Complete Cycles : 41

Summary of All Intervals

Run Number	2	3	4	5	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	2774	2820	2792	2696	2822	2781
Vehs Exited	2730	2772	2746	2654	2793	2739
Starting Vehs	42	46	43	59	72	50
Ending Vehs	86	94	89	101	101	94
Denied Entry Before	0	13	0	3	6	5
Denied Entry After	150	81	99	94	68	99
Travel Distance (mi)	762	774	763	738	779	763
Travel Time (hr)	109.0	122.2	94.4	113.3	110.2	109.8
Total Delay (hr)	80.7	93.8	66.2	85.9	81.3	81.6
Total Stops	3065	3828	3387	3437	3596	3462
Fuel Used (gal)	463.5	501.5	434.1	470.1	474.0	468.7

Interval #0 Information Seeding

Start Time 6:57  
 End Time 7:00  
 Total Time (min) 3

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	2	3	4	5	7	Avg
Vehs Entered	2774	2820	2792	2696	2822	2781
Vehs Exited	2730	2772	2746	2654	2793	2739
Starting Vehs	42	46	43	59	72	50
Ending Vehs	86	94	89	101	101	94
Denied Entry Before	0	13	0	3	6	5
Denied Entry After	150	81	99	94	68	99
Travel Distance (mi)	762	774	763	738	779	763
Travel Time (hr)	109.0	122.2	94.4	113.3	110.2	109.8
Total Delay (hr)	80.7	93.8	66.2	85.9	81.3	81.6
Total Stops	3065	3828	3387	3437	3596	3462
Fuel Used (gal)	463.5	501.5	434.1	470.1	474.0	468.7

13: Bath Rd. & Federal Street Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	14.3	25.8	36.3	3.0	79.4
Delay / Veh (s)	53.7	88.5	276.0	39.1	103.6
Vehicles Entered	957	1056	488	280	2781
Vehicles Exited	957	1043	461	278	2739
Hourly Exit Rate	957	1043	461	278	2739
Input Volume	976	1099	544	269	2888
% of Volume	98	95	85	103	95
Denied Entry Before	5	0	0	0	5
Denied Entry After	22	16	61	0	99

Total Network Performance

Total Delay (hr)	81.6
Delay / Veh (s)	106.4
Vehicles Entered	2781
Vehicles Exited	2739
Hourly Exit Rate	2739
Input Volume	5776
% of Volume	47
Denied Entry Before	5
Denied Entry After	99

Intersection: 13: Bath Rd. & Federal Street

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	T	R	L	TR
Maximum Queue (ft)	164	347	251	349	1036	174	669	561	156	217
Average Queue (ft)	61	300	86	232	691	154	436	146	60	97
95th Queue (ft)	136	414	251	425	1217	214	892	597	130	173
Link Distance (ft)		324			1005		684	684		750
Upstream Blk Time (%)		17			11		38	4		
Queuing Penalty (veh)		0			0		0	0		
Storage Bay Dist (ft)	140		220	325		150			160	
Storage Blk Time (%)	1	31	0	11	20	59	5		1	2
Queuing Penalty (veh)	9	92	0	95	46	104	10		1	2

Network Summary

Network wide Queuing Penalty: 359

Intersection: 13: Bath Rd. & Federal Street

Phase	1	2	3	4	5	6	8
Movement(s) Served	SBL	NBTL	WBL	EBTL	NBL	SBTL	WBTL
Maximum Green (s)	4.0	18.0	5.0	33.0	5.0	17.0	43.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	None	None	Min	None	None	Min
Avg. Green (s)	7.4	16.4	5.1	33.6	5.8	13.4	43.3
g/C Ratio	0.08	0.18	0.07	0.44	0.08	0.17	0.57
Cycles Skipped (%)	17	15	2	0	0	4	0
Cycles @ Minimum (%)	67	0	0	0	0	0	0
Cycles Maxed Out (%)	83	39	98	98	100	33	98
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 75.9  
 Number of Complete Cycles : 46

Summary of All Intervals

Run Number	2	3	5	6	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:02	8:02	8:02	8:02	8:02	8:02
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvl	1	1	1	1	1	1
Vehs Entered	7042	6841	6863	6912	7050	6939
Vehs Exited	6960	6808	6867	6806	7002	6887
Starting Vehs	345	351	356	291	356	343
Ending Vehs	427	384	352	397	404	389
Denied Entry Before	6	3	6	7	11	4
Denied Entry After	75	61	86	66	81	73
Travel Distance (mi)	7291	7179	7155	7148	7249	7204
Travel Time (hr)	431.0	413.7	422.9	403.0	431.4	420.4
Total Delay (hr)	187.5	174.3	183.5	164.0	188.6	179.6
Total Stops	13363	12476	12652	12654	13034	12834
Fuel Used (gal)	2847.9	2772.1	2787.9	2741.4	2839.4	2797.7

Interval #0 Information Seeding

Start Time 6:57  
End Time 7:02  
Total Time (min) 5  
Volumes adjusted by Growth Factors.  
No data recorded this interval.

Interval #1 Information Recording

Start Time 7:02  
End Time 8:02  
Total Time (min) 60  
Volumes adjusted by Growth Factors.

Run Number	2	3	5	6	7	Avg
Vehs Entered	7042	6841	6863	6912	7050	6939
Vehs Exited	6960	6808	6867	6806	7002	6887
Starting Vehs	345	351	356	291	356	343
Ending Vehs	427	384	352	397	404	389
Denied Entry Before	6	3	6	7	11	4
Denied Entry After	75	61	86	66	81	73
Travel Distance (mi)	7291	7179	7155	7148	7249	7204
Travel Time (hr)	431.0	413.7	422.9	403.0	431.4	420.4
Total Delay (hr)	187.5	174.3	183.5	164.0	188.6	179.6
Total Stops	13363	12476	12652	12654	13034	12834
Fuel Used (gal)	2847.9	2772.1	2787.9	2741.4	2839.4	2797.7

1: Bath Road & Jordan Avenue Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	1.6	1.9	5.0	8.5
Delay / Veh (s)	5.9	5.7	297.6	13.9
Vehicles Entered	976	1164	64	2204
Vehicles Exited	977	1163	59	2199
Hourly Exit Rate	977	1163	59	2199
Input Volume	974	1187	65	2226
% of Volume	100	98	91	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

2: Bath Road & Cook's Corner Mall Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	4.1	2.7	1.6	8.3
Delay / Veh (s)	12.0	9.8	18.1	11.9
Vehicles Entered	1231	992	310	2533
Vehicles Exited	1229	990	308	2527
Hourly Exit Rate	1229	990	308	2527
Input Volume	1230	1023	324	2577
% of Volume	100	97	95	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

3: New Gurnett & Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	15.6	11.1	8.8	10.1	45.6
Delay / Veh (s)	45.5	29.3	30.7	30.9	34.1
Vehicles Entered	1238	1366	1036	1173	4813
Vehicles Exited	1230	1367	1032	1176	4805
Hourly Exit Rate	1230	1367	1032	1176	4805
Input Volume	1250	1417	1021	1177	4865
% of Volume	98	96	101	100	99
Denied Entry Before	0	0	0	3	3
Denied Entry After	0	0	0	4	4

4: Bath Road & BNAS Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	1.2	0.5	0.2	1.9
Delay / Veh (s)	3.4	1.7	157.0	2.9
Vehicles Entered	1225	1116	6	2347
Vehicles Exited	1227	1116	5	2348
Hourly Exit Rate	1227	1116	5	2348
Input Volume	1225	1157	4	2386
% of Volume	100	96	125	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

8: Bath Road & Merrymeeting Plaza Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	5.0	5.9	3.6	1.7	16.1
Delay / Veh (s)	21.7	19.0	20.2	22.9	20.4
Vehicles Entered	824	1112	646	260	2842
Vehicles Exited	827	1112	647	261	2847
Hourly Exit Rate	827	1112	647	261	2847
Input Volume	833	1151	642	260	2886
% of Volume	99	97	101	100	99
Denied Entry Before	0	0	1	0	1
Denied Entry After	0	0	1	0	1

20: Thomas Point & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	0.8	0.8	47.6	49.2
Delay / Veh (s)	2.4	2.0	2414.4	66.1
Vehicles Entered	1193	1416	83	2692
Vehicles Exited	1192	1417	60	2669
Hourly Exit Rate	1192	1417	60	2669
Input Volume	1176	1416	152	2744
% of Volume	101	100	39	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	68	68

24: Wal\*Mart & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.8	3.6	2.7	8.1
Delay / Veh (s)	5.6	11.3	25.1	10.8
Vehicles Entered	1167	1141	385	2693
Vehicles Exited	1164	1139	386	2689
Hourly Exit Rate	1164	1139	386	2689
Input Volume	1199	1143	384	2726
% of Volume	97	100	101	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

26: Bath Road & Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	5.3	4.5	1.2	1.1	12.2
Delay / Veh (s)	22.2	16.0	17.7	16.8	18.5
Vehicles Entered	855	1016	245	246	2362
Vehicles Exited	855	1018	245	246	2364
Hourly Exit Rate	855	1018	245	246	2364
Input Volume	888	1021	234	243	2386
% of Volume	96	100	105	101	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

30: Mall & New Gurnett Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.3	0.4	4.3	3.0	9.0
Delay / Veh (s)	26.7	17.0	17.0	10.9	15.0
Vehicles Entered	174	86	909	1002	2171
Vehicles Exited	173	86	913	1002	2174
Hourly Exit Rate	173	86	913	1002	2174
Input Volume	183	90	891	1013	2177
% of Volume	95	96	102	99	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

33: Bath Road & Drive 2 Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	3.8	4.0	2.7	10.4
Delay / Veh (s)	13.2	16.1	29.0	16.7
Vehicles Entered	1031	890	328	2249
Vehicles Exited	1029	889	330	2248
Hourly Exit Rate	1029	889	330	2248
Input Volume	1030	915	327	2272
% of Volume	100	97	101	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Total Delay (hr)	179.6
Delay / Veh (s)	93.6
Vehicles Entered	6939
Vehicles Exited	6887
Hourly Exit Rate	6887
Input Volume	44680
% of Volume	15
Denied Entry Before	4
Denied Entry After	73

Intersection: 1: Bath Road & Jordan Avenue

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	221	302	46
Average Queue (ft)	13	146	7
95th Queue (ft)	121	307	35
Link Distance (ft)	2389	1875	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			25
Storage Blk Time (%)		86	2
Queuing Penalty (veh)		6	1

Intersection: 2: Bath Road & Cook's Corner Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	222	216	45	147	237	176	177	96
Average Queue (ft)	175	131	24	47	104	63	82	38
95th Queue (ft)	239	207	47	99	202	135	137	76
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	7	1						
Queuing Penalty (veh)	30	5						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

Intersection: 3: New Gurnett &

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	299	305	336	233	116	178	199	253	227	252	125	139
Average Queue (ft)	173	182	161	129	47	91	106	131	107	192	61	52
95th Queue (ft)	290	299	302	212	96	154	181	212	179	275	104	118
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)			0					0	0	5		
Queuing Penalty (veh)			0					2	0	22		
Storage Bay Dist (ft)	375	375			300	175	175				250	250
Storage Blk Time (%)	1	1				0	1	3				0
Queuing Penalty (veh)	2	2				1	3	9				0

Intersection: 3: New Gurnett &

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	318	338	175	176	161	171	172	168
Average Queue (ft)	139	154	107	96	75	100	104	73
95th Queue (ft)	248	283	192	150	132	157	160	136
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300			200
Storage Blk Time (%)	1	7	1				0	0
Queuing Penalty (veh)	2	25	2				0	0

Intersection: 4: Bath Road & BNAS

Movement	EB	EB	WB	SB
Directions Served	T	T	T	L
Maximum Queue (ft)	154	42	15	43
Average Queue (ft)	29	2	1	9
95th Queue (ft)	100	18	13	38
Link Distance (ft)	484	484	191	141
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	106	228	234	125	324	300	209	49	274	212	110	66
Average Queue (ft)	44	126	112	47	170	117	57	16	100	87	87	28
95th Queue (ft)	86	209	206	116	294	222	137	37	195	162	125	57
Link Distance (ft)		386	386			484	484		564		49	49
Upstream Blk Time (%)						0					44	1
Queuing Penalty (veh)						1					0	0
Storage Bay Dist (ft)	230			100	350			175		200		
Storage Blk Time (%)		0	10	0	1	0	0		1	0		
Queuing Penalty (veh)		0	14	1	3	0	0		3	0		

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	B9	B11
Directions Served	T	T
Maximum Queue (ft)	84	7
Average Queue (ft)	20	1
95th Queue (ft)	75	8
Link Distance (ft)	70	1090
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Thomas Point &

Movement	EB	EB	WB	WB	WB	B29	NB	NB
Directions Served	T	TR	L	T	T	T	L	R
Maximum Queue (ft)	4	8	69	120	173	33	612	100
Average Queue (ft)	0	0	31	6	28	1	534	35
95th Queue (ft)	3	5	64	46	112	15	772	110
Link Distance (ft)	238	238		122	122	885	588	
Upstream Blk Time (%)				0	1		75	
Queuing Penalty (veh)				1	7		0	
Storage Bay Dist (ft)			50					75
Storage Blk Time (%)			3	0			96	1
Queuing Penalty (veh)			21	0			70	1

Intersection: 24: Wal\*Mart &

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	212	69	412	396	140	174
Average Queue (ft)	112	35	127	102	75	90
95th Queue (ft)	194	59	294	243	126	151
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 26: Bath Road & Lowe's

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	194	366	154	242	224	100	136	90	124
Average Queue (ft)	99	187	66	127	128	48	65	38	60
95th Queue (ft)	169	313	130	205	203	86	115	75	105
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)			0	1					
Queuing Penalty (veh)			1	1					

Intersection: 30: Mall & New Gurnett Road.

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	134	86	65	73	128	582	100	225	239
Average Queue (ft)	72	35	26	26	23	272	33	89	119
95th Queue (ft)	120	69	57	55	72	499	75	188	223
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)						0			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						9		0	
Queuing Penalty (veh)						2		0	

Intersection: 33: Bath Road & Drive 2

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	556	225	86	593	312	124
Average Queue (ft)	238	70	16	252	146	17
95th Queue (ft)	448	190	55	456	250	70
Link Distance (ft)	1225			1778	1027	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		200	100			200
Storage Blk Time (%)	6	0	0	19	3	0
Queuing Penalty (veh)	14	0	1	4	1	0

Network Summary

Network wide Queuing Penalty: 258

Intersection: 2: Bath Road & Cook's Corner Mall

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	7.1	32.9	42.0	12.2
g/C Ratio	0.07	0.54	0.66	0.19
Cycles Skipped (%)	42	2	5	5
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	16	98	95	17
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 3: New Gurnett &

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	14.0	14.0	14.0	14.0	7.0	21.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	C-Min	None	None	None	None	None
Avg. Green (s)	14.2	14.0	13.9	13.9	7.3	21.3
g/C Ratio	0.18	0.17	0.17	0.17	0.09	0.27
Cycles Skipped (%)	0	0	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	100	93	89	91	91	89
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 80.0  
Number of Complete Cycles : 44

Intersection: 8: Bath Road & Merrymeeting Plaza

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	15.0	15.0	15.0	5.0	25.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	15.9	16.4	14.5	5.7	30.2	14.5
g/C Ratio	0.24	0.27	0.24	0.07	0.50	0.24
Cycles Skipped (%)	8	2	2	31	2	2
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	78	98	64	56	98	64
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 24: Wal\*Mart &

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	41.0	10.0	41.0
g/C Ratio	0.00	0.67	0.16	0.67
Cycles Skipped (%)	100	2	2	2
Cycles @ Minimum (%)	0	0	98	0
Cycles Maxed Out (%)	0	98	98	98
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 26: Bath Road & Lowe's

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.3	32.0	6.0	8.1	9.0	28.3	11.8
g/C Ratio	0.07	0.52	0.07	0.09	0.13	0.46	0.19
Cycles Skipped (%)	32	2	31	37	14	2	5
Cycles @ Minimum (%)	23	0	47	2	0	0	12
Cycles Maxed Out (%)	44	98	69	27	85	98	31
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 30: Mall & New Gurnett Road

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	4.0	44.0	15.0	4.0	44.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	C-Max	None
Avg. Green (s)	6.4	52.2	11.0	5.7	54.7	11.0
g/C Ratio	0.05	0.65	0.13	0.03	0.68	0.13
Cycles Skipped (%)	37	0	2	57	0	2
Cycles @ Minimum (%)	19	0	0	14	0	0
Cycles Maxed Out (%)	33	100	22	20	100	22
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 80.0  
Number of Complete Cycles : 44

Intersection: 33: Bath Road & Drive 2

Phase	2	4	8
Movement(s) Served	NBL	EBT	WBTL
Maximum Green (s)	21.0	49.0	49.0
Minimum Green (s)	4.0	4.0	4.0
Recall	None	None	None
Avg. Green (s)	16.7	44.7	44.7
g/C Ratio	0.24	0.63	0.63
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	36	38	38
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 70.7  
Number of Complete Cycles : 50

Summary of All Intervals

Run Number	2	3	4	5	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:02	8:02	8:02	8:02	8:02	8:02
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intvls	1	1	1	1	1	1
Vehs Entered	6880	6773	6836	6813	6927	6844
Vehs Exited	6813	6732	6807	6757	6907	6802
Starting Vehs	349	347	374	322	360	349
Ending Vehs	416	388	403	378	380	389
Denied Entry Before	4	3	10	5	2	5
Denied Entry After	47	66	70	30	36	49
Travel Distance (mi)	7221	7114	7070	7059	7170	7127
Travel Time (hr)	422.4	408.0	405.6	383.9	399.0	403.8
Total Delay (hr)	181.1	171.1	170.0	148.0	159.5	165.9
Total Stops	13214	12737	12459	12660	13341	12882
Fuel Used (gal)	2801.2	2737.8	2722.6	2670.8	2757.1	2737.9

Interval #0 Information Seeding

Start Time 6:57  
End Time 7:02  
Total Time (min) 5

Volumes adjusted by Growth Factors.  
No data recorded this interval.

Interval #1 Information Recording

Start Time 7:02  
End Time 8:02  
Total Time (min) 60

Volumes adjusted by Growth Factors.

Run Number	2	3	4	5	7	Avg
Vehs Entered	6880	6773	6836	6813	6927	6844
Vehs Exited	6813	6732	6807	6757	6907	6802
Starting Vehs	349	347	374	322	360	349
Ending Vehs	416	388	403	378	380	389
Denied Entry Before	4	3	10	5	2	5
Denied Entry After	47	66	70	30	36	49
Travel Distance (mi)	7221	7114	7070	7059	7170	7127
Travel Time (hr)	422.4	408.0	405.6	383.9	399.0	403.8
Total Delay (hr)	181.1	171.1	170.0	148.0	159.5	165.9
Total Stops	13214	12737	12459	12660	13341	12882
Fuel Used (gal)	2801.2	2737.8	2722.6	2670.8	2757.1	2737.9

1: Bath Road & Jordan Avenue Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	1.6	1.9	4.8	8.3
Delay / Veh (s)	6.1	5.8	287.4	13.7
Vehicles Entered	966	1156	64	2186
Vehicles Exited	962	1156	57	2175
Hourly Exit Rate	962	1156	57	2175
Input Volume	974	1187	65	2226
% of Volume	99	97	88	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

2: Bath Road & Cook's Corner Mall Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	4.1	2.9	1.7	8.7
Delay / Veh (s)	12.3	10.6	19.2	12.5
Vehicles Entered	1207	986	322	2515
Vehicles Exited	1206	982	322	2510
Hourly Exit Rate	1206	982	322	2510
Input Volume	1230	1023	324	2577
% of Volume	98	96	99	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

3: New Gurnett & Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	13.6	10.8	8.5	9.7	42.5
Delay / Veh (s)	39.8	28.9	30.0	30.2	32.3
Vehicles Entered	1228	1353	1014	1153	4748
Vehicles Exited	1224	1351	1016	1152	4743
Hourly Exit Rate	1224	1351	1016	1152	4743
Input Volume	1250	1417	1021	1177	4865
% of Volume	98	95	100	98	97
Denied Entry Before	0	0	0	3	3
Denied Entry After	0	0	0	1	1

4: Bath Road & BNAS Performance by approach

Approach	EB	WB	SB	All
Total Delay (hr)	1.2	0.9	0.1	2.1
Delay / Veh (s)	3.5	2.9	39.7	3.3
Vehicles Entered	1201	1126	5	2332
Vehicles Exited	1202	1124	5	2331
Hourly Exit Rate	1202	1124	5	2331
Input Volume	1225	1157	4	2386
% of Volume	98	97	125	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

8: Bath Road & Merrymeeting Plaza Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	4.3	8.5	3.5	1.6	17.9
Delay / Veh (s)	19.0	27.5	19.7	21.2	22.7
Vehicles Entered	817	1118	631	265	2831
Vehicles Exited	818	1116	630	267	2831
Hourly Exit Rate	818	1116	630	267	2831
Input Volume	833	1151	642	260	2886
% of Volume	98	97	98	103	98
Denied Entry Before	0	0	1	0	1
Denied Entry After	0	0	1	0	1

20: Thomas Point & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	0.7	1.3	36.9	38.9
Delay / Veh (s)	2.2	3.4	1474.0	53.5
Vehicles Entered	1139	1388	102	2629
Vehicles Exited	1138	1390	79	2607
Hourly Exit Rate	1138	1390	79	2607
Input Volume	1176	1416	152	2744
% of Volume	97	98	52	95
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	47	47

24: Wal\*Mart & Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	1.8	3.2	2.6	7.6
Delay / Veh (s)	5.8	10.5	24.8	10.5
Vehicles Entered	1133	1110	378	2621
Vehicles Exited	1133	1114	379	2626
Hourly Exit Rate	1133	1114	379	2626
Input Volume	1199	1143	384	2726
% of Volume	94	97	99	96
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

26: Bath Road & Lowe's Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	4.7	4.1	1.1	1.1	11.1
Delay / Veh (s)	20.4	14.9	17.2	17.6	17.4
Vehicles Entered	837	996	236	233	2302
Vehicles Exited	838	1003	235	236	2312
Hourly Exit Rate	838	1003	235	236	2312
Input Volume	888	1021	234	243	2386
% of Volume	94	98	100	97	97
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

30: Mall & New Gurnett Road Performance by approach

Approach	EB	WB	NB	SB	All
Total Delay (hr)	1.1	0.3	4.4	2.6	8.4
Delay / Veh (s)	22.4	15.9	17.6	9.4	14.2
Vehicles Entered	175	79	889	985	2128
Vehicles Exited	173	79	889	982	2123
Hourly Exit Rate	173	79	889	982	2123
Input Volume	183	90	891	1013	2177
% of Volume	95	88	100	97	98
Denied Entry Before	0	0	1	0	1
Denied Entry After	0	0	0	0	0

33: Bath Road & Drive 2 Performance by approach

Approach	EB	WB	NB	All
Total Delay (hr)	3.5	3.9	2.4	9.8
Delay / Veh (s)	12.6	15.8	26.8	15.9
Vehicles Entered	1012	900	315	2227
Vehicles Exited	1010	892	318	2220
Hourly Exit Rate	1010	892	318	2220
Input Volume	1030	915	327	2272
% of Volume	98	97	97	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Total Delay (hr)	165.9
Delay / Veh (s)	87.6
Vehicles Entered	6844
Vehicles Exited	6802
Hourly Exit Rate	6802
Input Volume	44680
% of Volume	15
Denied Entry Before	5
Denied Entry After	49

Intersection: 1: Bath Road & Jordan Avenue

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	277	296	50
Average Queue (ft)	17	140	9
95th Queue (ft)	208	355	38
Link Distance (ft)	2389	1875	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			25
Storage Blk Time (%)		78	3
Queuing Penalty (veh)		5	2

Intersection: 2: Bath Road & Cook's Corner Mall

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	218	209	53	139	276	197	181	94
Average Queue (ft)	175	131	23	47	100	61	93	39
95th Queue (ft)	238	212	47	99	219	136	160	76
Link Distance (ft)	191	191	191		656	656	1393	1393
Upstream Blk Time (%)	7	2						
Queuing Penalty (veh)	27	6						
Storage Bay Dist (ft)				250				
Storage Blk Time (%)				0	1			
Queuing Penalty (veh)				0	1			

Intersection: 3: New Gurnett &

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	289	303	330	216	132	172	198	216	186	255	136	99
Average Queue (ft)	165	174	142	109	46	81	94	119	97	198	66	48
95th Queue (ft)	270	277	245	183	95	135	158	184	160	289	116	88
Link Distance (ft)			656	656				238	238	238		
Upstream Blk Time (%)								0	0	10		
Queuing Penalty (veh)								2	0	49		
Storage Bay Dist (ft)	300	300			300	175	175				250	250
Storage Blk Time (%)	0	1				0	0	1				
Queuing Penalty (veh)	1	3				0	1	4				

Intersection: 3: New Gurnett &

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	R
Maximum Queue (ft)	223	270	174	178	163	172	185	170
Average Queue (ft)	124	136	91	107	77	91	99	65
95th Queue (ft)	195	234	175	162	138	142	153	120
Link Distance (ft)	850	850				1455	1455	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150	300	300			200
Storage Blk Time (%)	0	5	1				0	0
Queuing Penalty (veh)	0	18	1				1	0

Intersection: 4: Bath Road & BNAS

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	T	L
Maximum Queue (ft)	175	93	140	56	30
Average Queue (ft)	32	7	28	3	5
95th Queue (ft)	117	47	130	33	22
Link Distance (ft)	484	484	191	191	141
Upstream Blk Time (%)			2	0	
Queuing Penalty (veh)			9	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	LT	R
Maximum Queue (ft)	101	221	244	125	200	502	402	50	164	174	110	61
Average Queue (ft)	45	118	104	44	160	228	94	16	94	83	86	30
95th Queue (ft)	86	200	203	111	237	499	266	36	148	144	125	54
Link Distance (ft)		386	386			484	484		564		49	49
Upstream Blk Time (%)						5	0				42	1
Queuing Penalty (veh)						30	0				0	0
Storage Bay Dist (ft)	230			100	175			175		200		
Storage Blk Time (%)		0	8	0	23	1	0		0	0		
Queuing Penalty (veh)		0	11	0	74	3	0		0	0		

Intersection: 8: Bath Road & Merrymeeting Plaza

Movement	B9	B11
Directions Served	T	T
Maximum Queue (ft)	106	26
Average Queue (ft)	17	1
95th Queue (ft)	66	15
Link Distance (ft)	70	1090
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Thomas Point &

Movement	EB	EB	WB	WB	WB	B29	B29	NB	NB
Directions Served	T	TR	L	T	T	T	T	L	R
Maximum Queue (ft)	4	22	66	150	192	121	217	615	100
Average Queue (ft)	0	1	29	14	61	9	23	507	46
95th Queue (ft)	3	9	62	78	191	70	128	778	126
Link Distance (ft)	238	238		122	122	885	885	588	
Upstream Blk Time (%)				0	7			62	
Queuing Penalty (veh)				1	48			0	
Storage Bay Dist (ft)			50						75
Storage Blk Time (%)			2	0				94	2
Queuing Penalty (veh)			14	0				69	1

Intersection: 24: Wal\*Mart &

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	LT	T	L	LR
Maximum Queue (ft)	259	74	341	327	154	172
Average Queue (ft)	132	36	114	90	75	87
95th Queue (ft)	225	60	247	212	126	144
Link Distance (ft)	885	885	988	988	642	642
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 26: Bath Road & Lowe's

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	TR	L	TR	LT	R
Maximum Queue (ft)	171	314	154	269	279	105	155	106	130
Average Queue (ft)	88	177	64	122	121	48	60	42	56
95th Queue (ft)	141	289	122	209	206	91	110	82	99
Link Distance (ft)		988		437	437	642	642	519	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	550		180						200
Storage Blk Time (%)				1					
Queuing Penalty (veh)				1					

Intersection: 30: Mall & New Gurnett Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LT	R	L	TR	L	T	TR
Maximum Queue (ft)	142	93	74	71	129	549	93	158	187
Average Queue (ft)	67	32	23	25	22	266	36	65	90
95th Queue (ft)	115	64	56	53	81	519	75	134	161
Link Distance (ft)	511	511	565	565		637		850	850
Upstream Blk Time (%)						1			
Queuing Penalty (veh)						0			
Storage Bay Dist (ft)					210		225		
Storage Blk Time (%)						9		0	
Queuing Penalty (veh)						2		0	

Intersection: 33: Bath Road & Drive 2

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (ft)	683	225	100	557	267	86
Average Queue (ft)	222	65	19	260	136	13
95th Queue (ft)	451	187	60	456	229	49
Link Distance (ft)	1225			1778	1027	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		200	100			200
Storage Blk Time (%)	5	0	0	18	2	
Queuing Penalty (veh)	11	0	2	4	0	

Network Summary

Network wide Queuing Penalty: 403

Intersection: 2: Bath Road & Cook's Corner Mall

Phase	1	2	6	8
Movement(s) Served	WBL	EBT	WBT	NBL
Maximum Green (s)	5.0	25.0	35.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0
Recall	None	C-Min	C-Min	None
Avg. Green (s)	7.1	33.3	42.1	12.6
g/C Ratio	0.07	0.54	0.65	0.20
Cycles Skipped (%)	39	3	7	7
Cycles @ Minimum (%)	0	0	0	2
Cycles Maxed Out (%)	16	97	93	17
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 3: New Gurnett &

Phase	2	3	4	6	7	8
Movement(s) Served	EBTL	SBL	NBT	WBTL	NBL	SBT
Maximum Green (s)	14.0	9.0	14.0	14.0	6.0	17.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	Min	None	None	None	None	None
Avg. Green (s)	14.0	9.0	13.9	14.1	6.1	17.2
g/C Ratio	0.19	0.12	0.18	0.19	0.08	0.23
Cycles Skipped (%)	0	0	0	0	2	0
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	98	98	90	96	94	88
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 75.4  
Number of Complete Cycles : 47

Intersection: 8: Bath Road & Merrymeeting Plaza

Phase	1	2	4	5	6	8
Movement(s) Served	WBL	EBT	SBTL	EBL	WBT	NBTL
Maximum Green (s)	12.0	18.0	15.0	5.0	25.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Min	None	None	C-Min	None
Avg. Green (s)	14.3	18.5	14.9	6.3	29.7	14.9
g/C Ratio	0.22	0.30	0.24	0.08	0.48	0.24
Cycles Skipped (%)	8	3	3	27	3	3
Cycles @ Minimum (%)	0	0	0	0	0	0
Cycles Maxed Out (%)	84	97	56	54	97	56
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 24: Wal\*Mart &

Phase	1	2	4	6
Movement(s) Served	WBL	EBT	NBL	WBTL
Maximum Green (s)	5.0	30.0	10.0	40.0
Minimum Green (s)	5.0	7.0	10.0	10.0
Recall	None	C-Max	None	C-Max
Avg. Green (s)	0.0	41.0	10.0	41.0
g/C Ratio	0.00	0.67	0.16	0.67
Cycles Skipped (%)	100	2	2	2
Cycles @ Minimum (%)	0	0	98	0
Cycles Maxed Out (%)	0	98	98	98
Cycles with Peds (%)	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 26: Bath Road & Lowe's

Phase	1	2	3	4	5	6	8
Movement(s) Served	WBL	EBTL	NBL	SBTL	EBL	WBTL	NBTL
Maximum Green (s)	4.0	25.0	4.0	7.0	9.0	20.0	16.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	C-Max	None	None	None	C-Max	None
Avg. Green (s)	6.7	32.8	5.6	7.8	9.1	28.2	11.8
g/C Ratio	0.07	0.53	0.06	0.09	0.13	0.47	0.18
Cycles Skipped (%)	34	3	31	34	15	0	7
Cycles @ Minimum (%)	18	0	47	0	0	0	7
Cycles Maxed Out (%)	42	97	69	28	85	100	27
Cycles with Peds (%)	0	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 60.0  
Number of Complete Cycles : 59

Intersection: 30: Mall & New Gurnett Road

Phase	1	2	4	5	6	8
Movement(s) Served	SBL	NBT	EBTL	NBL	SBT	WBTL
Maximum Green (s)	4.0	39.0	15.0	4.0	39.0	15.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Recall	None	Max	None	None	Max	None
Avg. Green (s)	4.0	41.1	10.3	4.2	45.6	10.3
g/C Ratio	0.04	0.61	0.14	0.02	0.65	0.14
Cycles Skipped (%)	36	0	6	71	4	6
Cycles @ Minimum (%)	64	0	2	29	0	2
Cycles Maxed Out (%)	64	100	15	29	96	15
Cycles with Peds (%)	0	0	0	0	0	0

Controller Summary

Average Cycle Length (s): 67.9  
Number of Complete Cycles : 52

Intersection: 33: Bath Road & Drive 2

Phase	2	4	8
Movement(s) Served	NBL	EBT	WBTL
Maximum Green (s)	21.0	49.0	49.0
Minimum Green (s)	4.0	4.0	4.0
Recall	None	None	None
Avg. Green (s)	16.6	43.5	43.5
g/C Ratio	0.24	0.63	0.63
Cycles Skipped (%)	2	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	29	33	33
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 69.2  
Number of Complete Cycles : 51

## **Appendix C**

**C.1 Collision Diagrams**

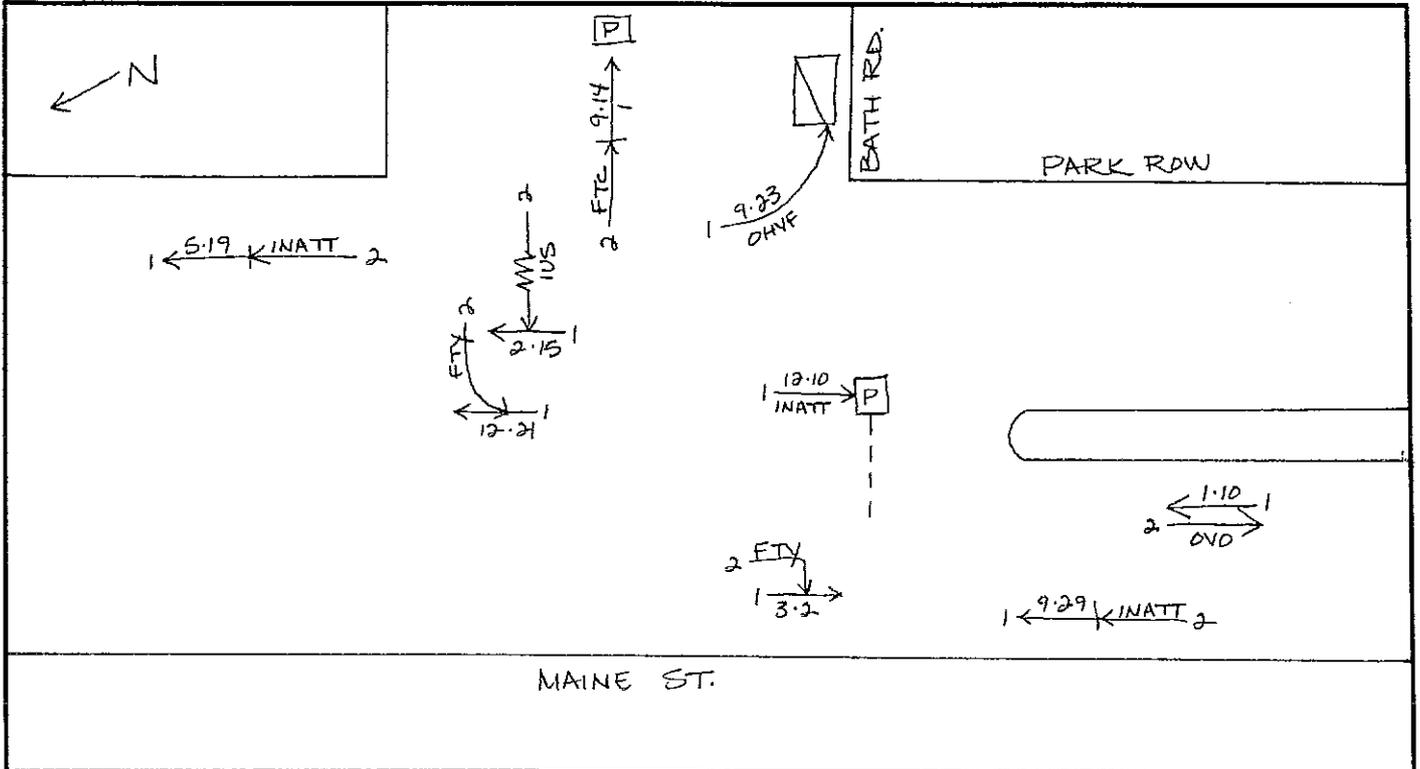
**C.2 Trip Generation Calculations**

**C.3 Conceptual Mitigation Plans**

# COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION INTERSECTION OF MAINE ST., PARK RD., AND BATH ROAD  
 TOWN BRUNSWICK, MAINE NODE NO(S) 15873  
 YEARS REVIEWED 2005 - 2007 DATE PREPARED 11/18/08



CRITICAL RATE FACTOR \_\_\_\_\_ EQUIV. PROP. DAMAGE ACC/YEAR \_\_\_\_\_ ACC/MEV \_\_\_\_\_

- LIGHT**
1. DAWN (MORNING)
  2. DAYLIGHT
  3. DUSK (EVENING)
  4. DARK (ST. LIGHTS ON)
  5. DARK (NO ST. LIGHTS)
  6. DARK (ST. LIGHTS OFF)
  7. OTHER
- ROAD SURFACE**
1. DRY
  2. WET
  3. SNOW/SLUSH-SANDED
  4. ICE/PACKED SNOW-SANDED
  5. MUDDY
  6. DEBRIS
  7. OILY
  8. SNOW/SLUSH-NOT SANDED
  9. ICE-PKD. SNOW-NOT SANDED
  10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
1. NO IMPROPER ACTION
  2. FAIL TO YLD. RIGHT OF WAY
  3. ILLEGAL UNSAFE SPEED
  4. FOLLOW TOO CLOSE
  5. DISREGARD TRAFFIC CONTROL DEVICE
  6. DRIVING LEFT OF CENTER-NO PASSING
  7. IMPROPER PASS-OVERTAKING
  8. IMP. UNSAFE LANE CHANGE
  9. IMP. PARKING START/STOP
  10. IMPROPER TURN
  11. UNSAFE BACKING
  12. NO SIGNAL OR IMP. SIGNAL
  13. IMPEDING TRAFFIC
  14. DRIVER INATTENTION-DISTRACTION
  15. DRIVER INEXPERIENCE
  16. PEDEST. VIOLATION ERROR
  17. PHYSICAL IMPAIRMENT
  18. VISION OBSCURED-WINDSHIELD GLASS
  19. VISION OBSCURED-SUN/HEADLIGHTS
  20. OTHER VISION OBSCUREMENT
  30. OTHER HUMAN VIOLATION FACTOR
  31. HIT AND RUN
  51. UNKNOWN
- VEHICULAR**
41. DEFECTIVE BRAKES
  42. DEFECTIVE TIRE/FAILURE
  43. DEFECTIVE LIGHTS
  44. DEFECTIVE SUSPENSION OR FACTOR
  45. DEFECTIVE STEERING
  50. OTHER VEHICLE DEFECT
  51. UNKNOWN

**SYMBOLS**

ANGLE		PEDESTRIAN		FATAL ACCIDENT	
BACKING		REAR END		VEHICLE (MOVING)	
FIXED OBJECT		SIDE SWIPE		BICYCLE	
HEAD ON		TURNING MOVE		ANIMAL	
OVERTURN		CHANGE LANE		SLED	
PARKED VEHICLE		OUT OF CONTROL			

**WEATHER**

C = CLEAR  
SL = SLEET

F = FOG  
S = SNOW

R = RAIN  
CL = CLOUDY  
XW = CROSS WINDS

**INJURIES**

K = FATAL  
A = INCAPACITATING

B = NON-INCAPACITATING  
C = POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
00769	01-10-05	17:25					4	2	20,6	V2 = FOGGY WINDSHIELD
07462	03-02-05	23:51					4	1	2,17	
12243	05-19-06	11:20					2	2	14,4	
23776	09-23-06	15:55					2	1	30,14	
23782	09-29-06	16:10					2	1	14	
04016	02-15-07	09:00					2	4	3,14	V2 SKID ON ROAD
22833	09-14-07	20:15				1	4	1	4	PEDESTRIAN IN CROSSWALK
36592	12-10-07	14:26			1		2	2	VI = 14 PED = 16	

5 SHEETS COLLISION DIAGRAM.DWG



# COLLISION DIAGRAM

SHEET 1 OF 1

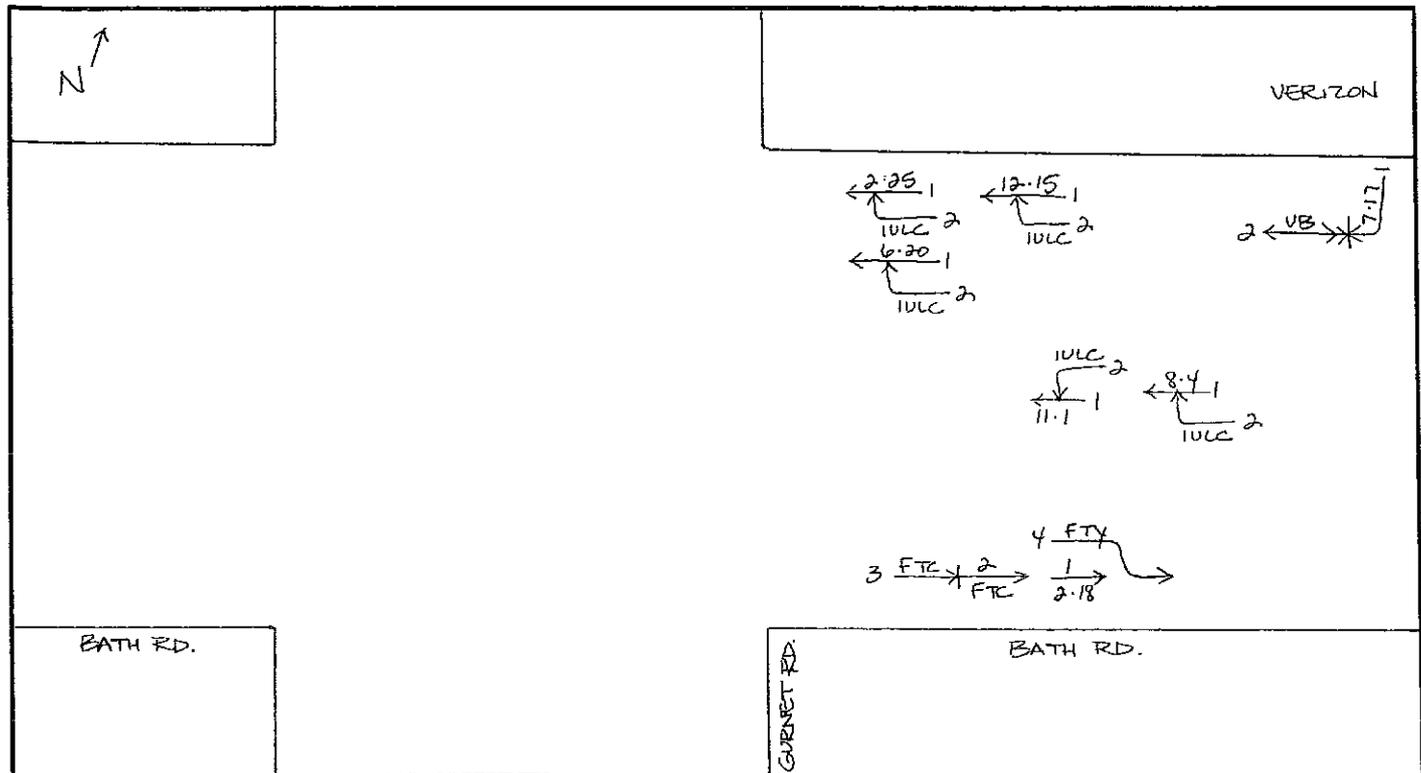
LOCATION INTERSECTION OF BATH ROAD AND GURNET ROAD

TOWN BRUNSWICK, MAINE

NODE NO(S) 17212 - 13637

YEARS REVIEWED 2005 - 2007

DATE PREPARED 11/17/08



CRITICAL RATE FACTOR \_\_\_\_\_ EQUIV. PROP. DAMAGE ACC/YEAR \_\_\_\_\_ ACC/MEV \_\_\_\_\_

- LIGHT**
1. DAWN (MORNING)
  2. DAYLIGHT
  3. DUSK (EVENING)
  4. DARK (ST. LIGHTS ON)
  5. DARK (NO ST. LIGHTS)
  6. DARK (ST. LIGHTS OFF)
  7. OTHER
- ROAD SURFACE**
1. DRY
  2. WET
  3. SNOW/SLUSH-SANDED
  4. ICE/PACKED SNOW-SANDED
  5. MUDDY
  6. DEBRIS
  7. OILY
  8. SNOW/SLUSH-NOT SANDED
  9. ICE-PKD. SNOW-NOT SANDED
  10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
1. NO IMPROPER ACTION
  2. FAIL TO YLD. RIGHT OF WAY
  3. ILLEGAL UNSAFE SPEED
  4. FOLLOW TOO CLOSE
  5. DISREGARD TRAFFIC CONTROL DEVICE
  6. DRIVING LEFT OF CENTER-NO PASSING
  7. IMPROPER PASS-OVERTAKING
  8. IMP. UNSAFE LANE CHANGE
  9. IMP. PARKING START/STOP
  10. IMPROPER TURN
  11. UNSAFE BACKING
  12. NO SIGNAL OR IMP. SIGNAL
  13. IMPEDING TRAFFIC
  14. DRIVER INATTENTION-DISTRACTION
  15. DRIVER INEXPERIENCE
  16. PEDEST. VIOLATION ERROR
  17. PHYSICAL IMPAIRMENT
  18. VISION OBSCURED-WINDSHIELD GLASS
  19. VISION OBSCURED-SUN/HEADLIGHTS
  20. OTHER VISION OBSCUREMENT
  30. OTHER HUMAN VIOLATION FACTOR
  31. HIT AND RUN
  51. UNKNOWN
- VEHICULAR**
41. DEFECTIVE BRAKES
  42. DEFECTIVE TIRE/FAILURE
  43. DEFECTIVE LIGHTS
  44. DEFECTIVE SUSPENSION OR FACTOR
  45. DEFECTIVE STEERING
  50. OTHER VEHICLE DEFECT
  51. UNKNOWN

**SYMBOLS**

ANGLE		PEDESTRIAN		FATAL ACCIDENT	
BACKING		REAR END			
FIXED OBJECT		SIDE SWIPE		VEHICLE (MOVING)	
HEAD ON		TURNING MOVE		BICYCLE	
OVERTURN		CHANGE LANE		ANIMAL	
PARKED VEHICLE		OUT OF CONTROL		SLED	

**WEATHER**

C = CLEAR  
SL = SLEET  
F = FOG  
S = SNOW  
R = RAIN  
CL = CLOUDY  
XW = CROSS WINDS

**INJURIES**

K = FATAL  
A = INCAPACITATING  
B = NON-INCAPACITATING  
C = POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
05563	02-18-05	11:25					2	1	v2=4 v3=4	v4=8,2
06157	02-25-05	15:40					2	1	8,31	
18220	06-20-05	20:20					2	1	8	
37267	12-15-05	20:00					4	1	8	
17874	07-17-06	16:00					2	1	11,14	VI EXITING VERIZON
19666	08-04-06	17:24					2	1	8,14	
27982	11-01-06	12:55					2	1	8,14	

5. SHEETS/COLLISION DIAGRAM.DWG

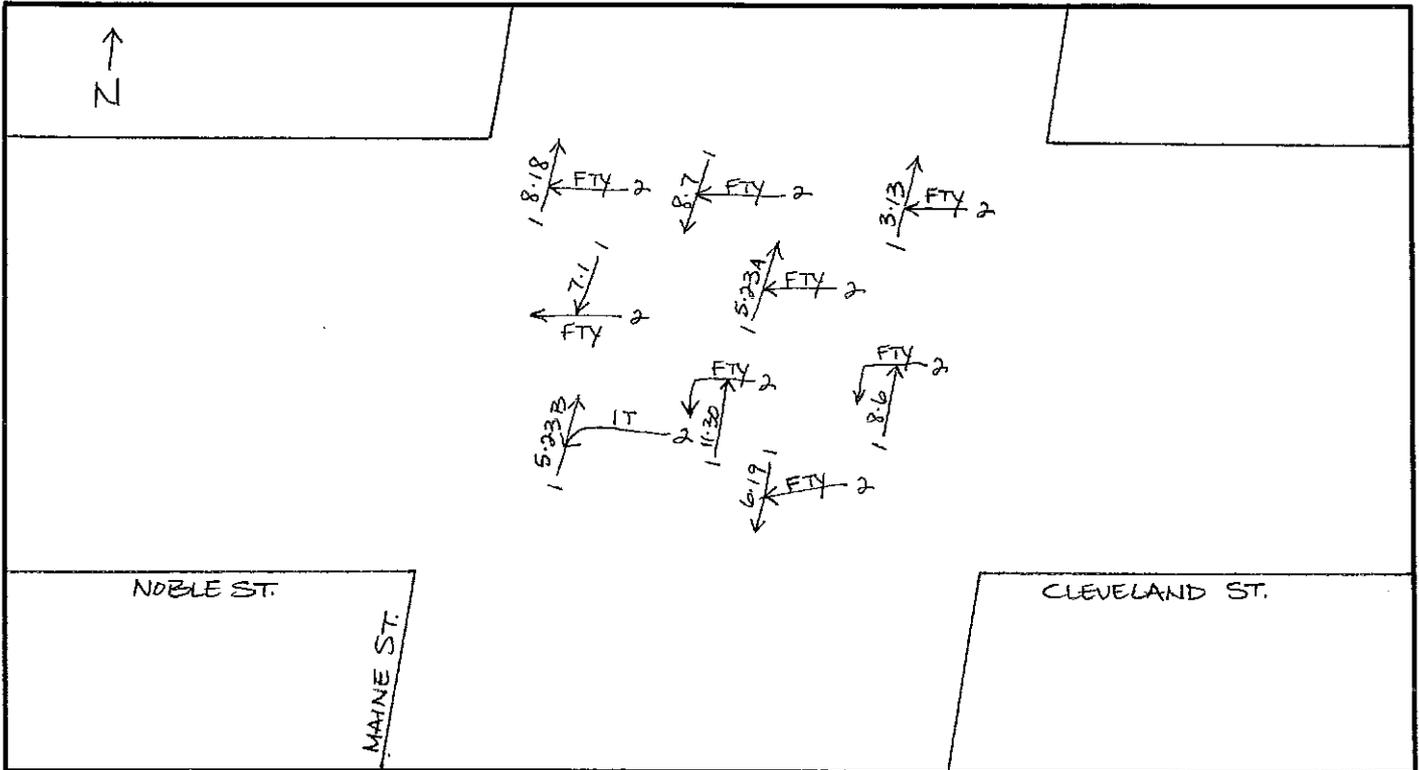
# COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION INTERSECTION OF NOBLE ST./CLEVELAND ST. AND MAINE ST.

TOWN BRUNSWICK, MAINE NODE NO(S) 15874

YEARS REVIEWED 2005 - 2007 DATE PREPARED 11/18/08



CRITICAL RATE FACTOR \_\_\_\_\_ EQUIV. PROP. DAMAGE ACC/YEAR \_\_\_\_\_ ACC/MEV \_\_\_\_\_

- LIGHT**
- 1. DAWN (MORNING)
  - 2. DAYLIGHT
  - 3. DUSK (EVENING)
  - 4. DARK (ST. LIGHTS ON)
  - 5. DARK (NO ST. LIGHTS)
  - 6. DARK (ST. LIGHTS OFF)
  - 7. OTHER
- ROAD SURFACE**
- 1. DRY
  - 2. WET
  - 3. SNOW/SLUSH-SANDED
  - 4. ICE/PACKED SNOW-SANDED
  - 5. MUDDY
  - 6. DEBRIS
  - 7. OILY
  - 8. SNOW/SLUSH-NOT SANDED
  - 9. ICE-PKD. SNOW-NOT SANDED
  - 10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
- 1. NO IMPROPER ACTION
  - 2. FAIL TO YLD. RIGHT OF WAY
  - 3. ILLEGAL UNSAFE SPEED
  - 4. FOLLOW TOO CLOSE
  - 5. DISREGARD TRAFFIC CONTROL DEVICE
  - 6. DRIVING LEFT OF CENTER-NO PASSING
  - 7. IMPROPER PASS-OVERTAKING
  - 8. IMP. UNSAFE LANE CHANGE
  - 9. IMP. PARKING START/STOP
  - 10. IMPROPER TURN
  - 11. UNSAFE BACKING
  - 12. NO SIGNAL OR IMP. SIGNAL
  - 13. IMPEDING TRAFFIC
  - 14. DRIVER INATTENTION-DISTRACTION
  - 15. DRIVER INEXPERIENCE
  - 16. PEDEST. VIOLATION ERROR
  - 17. PHYSICAL IMPAIRMENT
  - 18. VISION OBSCURED-WINDSHIELD GLASS
  - 19. VISION OBSCURED-SUN/HEADLIGHTS
  - 20. OTHER VISION OBSCUREMENT
  - 30. OTHER HUMAN VIOLATION FACTOR
  - 31. HIT AND RUN
  - 51. UNKNOWN
- VEHICULAR**
- 41. DEFECTIVE BRAKES
  - 42. DEFECTIVE TIRE/FAILURE
  - 43. DEFECTIVE LIGHTS
  - 44. DEFECTIVE SUSPENSION OR FACTOR
  - 45. DEFECTIVE STEERING
  - 50. OTHER VEHICLE DEFECT
  - 51. UNKNOWN

**SYMBOLS**

ANGLE		PEDESTRIAN		FATAL ACCIDENT	
BACKING		REAR END		VEHICLE (MOVING)	
FIXED OBJECT		SIDE SWIPE		BICYCLE	
HEAD ON		TURNING MOVE		ANIMAL	
OVERTURN		CHANGE LANE		SLED	
PARKED VEHICLE		OUT OF CONTROL			

**WEATHER**

C = CLEAR  
SL = SLEET  
F = FOG  
S = SNOW  
R = RAIN  
CL = CLOUDY  
XW = CROSS WINDS

**INJURIES**

K = FATAL  
A = INCAPACITATING  
B = NON-INCAPACITATING  
C = POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
08327	03.13.05	09:15				1	2	1	2	
14741	05.23.05A	15:53					2	2	2, 15	
18756	07.01.05	12:40				1	2	1	2, 14	
23823	08.06.05	15:25					2	1	2	
12251	05.23.06B	07:45					2	1	10, 2	
19667	08.07.06	08:30					2	1	2, 14	
21079	08.18.06	17:40					2	1	2, 14	
14604	06.19.07	17:30					2	1	2	



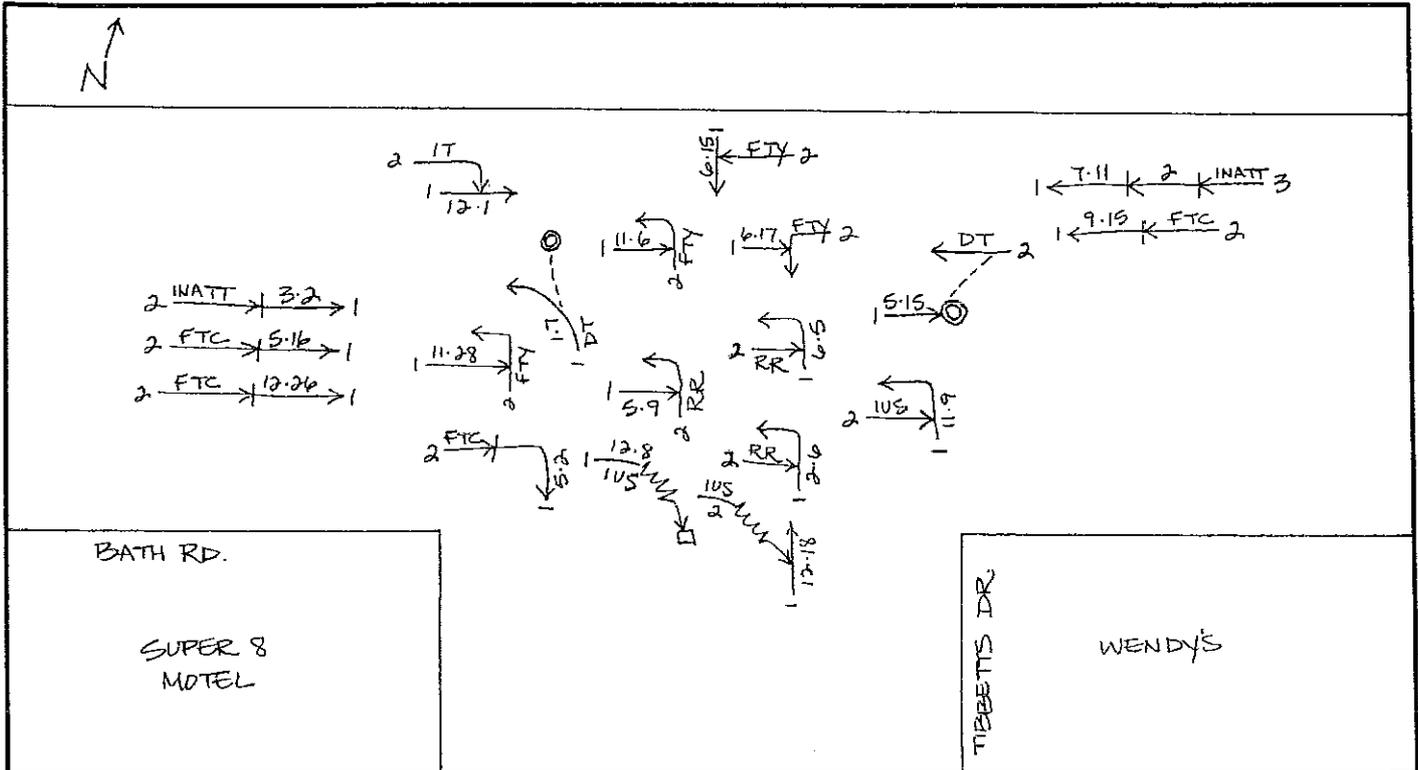
# COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION INTERSECTION OF BATH ROAD AND TIBBETTS DRIVE

TOWN BRUNSWICK, MAINE NODE NO(S) 10343

YEARS REVIEWED 2005 - 2007 DATE PREPARED 11/18/08



CRITICAL RATE FACTOR \_\_\_\_\_ EQUIV. PROP. DAMAGE ACC/YEAR \_\_\_\_\_ ACC/MEV \_\_\_\_\_

- LIGHT**
1. DAWN (MORNING)
  2. DAYLIGHT
  3. DUSK (EVENING)
  4. DARK (ST. LIGHTS ON)
  5. DARK (NO ST. LIGHTS)
  6. DARK (ST. LIGHTS OFF)
  7. OTHER
- ROAD SURFACE**
1. DRY
  2. WET
  3. SNOW/SLUSH-SANDED
  4. ICE/PAKED SNOW-SANDED
  5. MUDDY
  6. DEBRIS
  7. OILY
  8. SNOW/SLUSH-NOT SANDED
  9. ICE-PKD. SNOW-NOT SANDED
  10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
1. NO IMPROPER ACTION
  2. FAIL TO YLD. RIGHT OF WAY
  3. ILLEGAL UNSAFE SPEED
  4. FOLLOW TOO CLOSE
  5. DISREGARD TRAFFIC CONTROL DEVICE
  6. DRIVING LEFT OF CENTER-NO PASSING
  7. IMPROPER PASS-OVERTAKING
  8. IMP. UNSAFE LANE CHANGE
  9. IMP. PARKING START/STOP
  10. IMPROPER TURN
  11. UNSAFE BACKING
  12. NO SIGNAL OR IMP. SIGNAL
  13. IMPEDING TRAFFIC
  14. DRIVER INATTENTION-DISTRACTION
  15. DRIVER INEXPERIENCE
  16. PEDEST. VIOLATION ERROR
  17. PHYSICAL IMPAIRMENT
  18. VISION OBSCURED-WINDSHIELD GLASS
  19. VISION OBSCURED-SUN/HEADLIGHTS
  20. OTHER VISION OBSCUREMENT
  30. OTHER HUMAN VIOLATION FACTOR
  31. HIT AND RUN
  51. UNKNOWN
- VEHICULAR**
41. DEFECTIVE BRAKES
  42. DEFECTIVE TIRE/FAILURE
  43. DEFECTIVE LIGHTS
  44. DEFECTIVE SUSPENSION OR FACTOR
  45. DEFECTIVE STEERING
  50. OTHER VEHICLE DEFECT
  51. UNKNOWN

**SYMBOLS**

ANGLE	→	PEDESTRIAN	→	P	FATAL ACCIDENT	●
BACKING	←	REAR END	→			
FIXED OBJECT	→	SIDE SWIPE	→		VEHICLE (MOVING)	→
HEAD ON	→	TURNING MOVE	↗		BICYCLE	--- B
OVERTURN	↻	CHANGE LANE	↗		ANIMAL	--- A
PARKED VEHICLE	□	OUT OF CONTROL	↗		SLED	--- S

**WEATHER**

C = CLEAR  
SL = SLEET  
F = FOG  
S = SNOW  
R = RAIN  
CL = CLOUDY  
XW = CROSS WINDS

**INJURIES**

K = FATAL  
A = INCAPACITATING  
B = NON-INCAPACITATING  
C = POSSIBLE INJURY

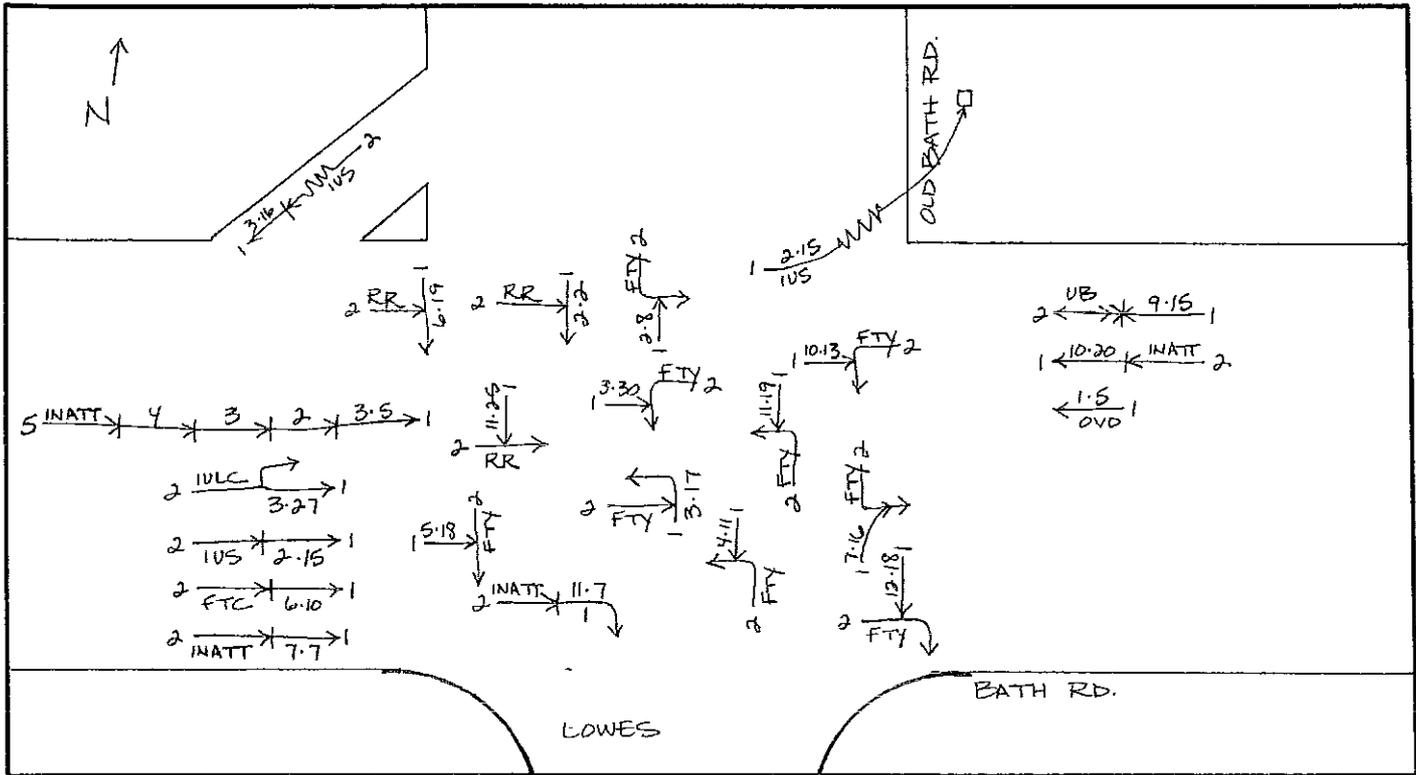
REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
13264	05.02.05	09:10					2	1	4.14	
13719	05.09.05	06:55					2	1	5	
15831	06.05.05	08:53				1	2	1	5	
17162	06.17.05	11:23				2	2	2	2	
20064	07.11.05	14:01					2	1	14.4	
00249	01.07.06	13:12					2	1	42	V1 FRONT TIRE FELL OFF
03684	02.06.06	08:45				1	2	1	5	
12235	05.15.06	14:04					2	1	42	V2 TIRE FELL OFF



# COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION INTERSECTION OF BATH ROAD AND OLD BATH ROAD  
 TOWN BRUNSWICK, MAINE NODE NO(S) 13638  
 YEARS REVIEWED 2005 - 2007 DATE PREPARED 11/17/08



CRITICAL RATE FACTOR \_\_\_\_\_ EQUIV. PROP. DAMAGE ACC/YEAR \_\_\_\_\_ ACC/MEV \_\_\_\_\_

- LIGHT**
1. DAWN (MORNING)
  2. DAYLIGHT
  3. DUSK (EVENING)
  4. DARK (ST. LIGHTS ON)
  5. DARK (NO ST. LIGHTS)
  6. DARK (ST. LIGHTS OFF)
  7. OTHER
- ROAD SURFACE**
1. DRY
  2. WET
  3. SNOW/SLUSH-SANDED
  4. ICE/PACKED SNOW-SANDED
  5. MUDDY
  6. DEBRIS
  7. OILY
  8. SNOW/SLUSH-NOT SANDED
  9. ICE-PKD. SNOW-NOT SANDED
  10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
1. NO IMPROPER ACTION
  2. FAIL TO YLD. RIGHT OF WAY
  3. ILLEGAL UNSAFE SPEED
  4. FOLLOW TOO CLOSE
  5. DISREGARD TRAFFIC CONTROL DEVICE
  6. DRIVING LEFT OF CENTER-NO PASSING
  7. IMPROPER PASS-OVERTAKING
  8. IMP. UNSAFE LANE CHANGE
  9. IMP. PARKING START/STOP
  10. IMPROPER TURN
  11. UNSAFE BACKING
  12. NO SIGNAL OR IMP. SIGNAL
  13. IMPEDING TRAFFIC
  14. DRIVER INATTENTION-DISTRACTION
  15. DRIVER INEXPERIENCE
  16. PEDEST. VIOLATION ERROR
  17. PHYSICAL IMPAIRMENT
  18. VISION OBSCURED-WINDSHIELD GLASS
  19. VISION OBSCURED-SUN/HEADLIGHTS
  20. OTHER VISION OBSCUREMENT
  30. OTHER HUMAN VIOLATION FACTOR
  31. HIT AND RUN
  51. UNKNOWN
- VEHICULAR**
41. DEFECTIVE BRAKES
  42. DEFECTIVE TIRE/FAILURE
  43. DEFECTIVE LIGHTS
  44. DEFECTIVE SUSPENSION OR FACTOR
  45. DEFECTIVE STEERING
  50. OTHER VEHICLE DEFECT
  51. UNKNOWN

**SYMBOLS**

ANGLE → PEDESTRIAN → P FATAL ACCIDENT ●

BACKING → REAR END →

FIXED OBJECT → SIDE SWIPE → VEHICLE (MOVING) →

HEAD ON → TURNING MOVE → BICYCLE --- B

OVERTURN → CHANGE LANE → ANIMAL --- A

PARKED VEHICLE □ OUT OF CONTROL → SLED --- S

**WEATHER**

C = CLEAR F = FOG R = RAIN  
 SL = SLEET S = SNOW CL = CLOUDY  
 XW = CROSS WINDS

**INJURIES**

K = FATAL B = NON-INCAPACITATING  
 A = INCAPACITATING C = POSSIBLE INJURY

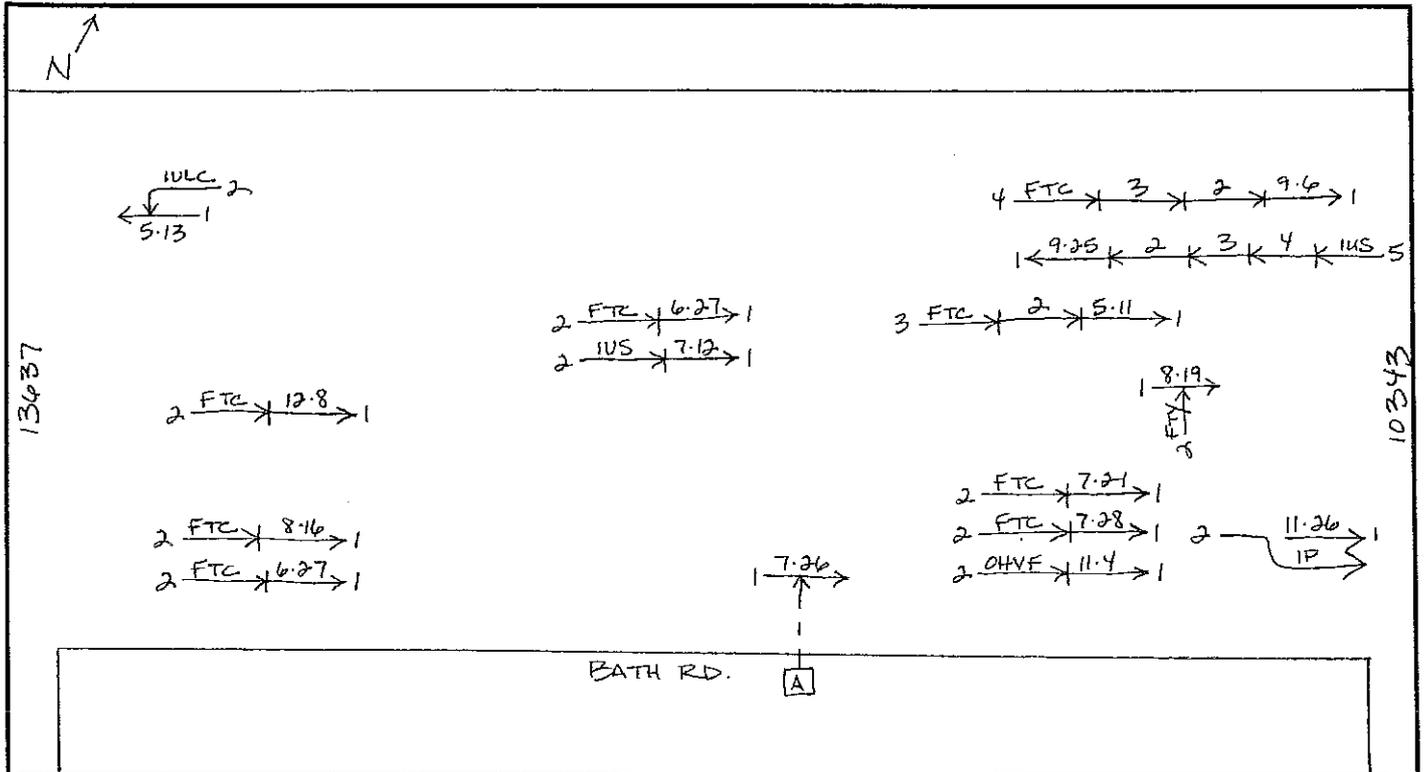
REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
09077	03.17.05	15:20					2	1	2,3	
10454	03.30.05	05:10					2	1	2,14	
37215	11.25.05	15:20		1			3	3	5,14	
03678	02.02.06	12:10			1		2	1	5,14	
04833	02.15.06	19:25					4	1	3	VI STRUCK RAIL-ROAD SIGN
11206	03.27.06	09:48					2	1	8,14	
23748	09.15.06	13:42					2	1	11,14	
27221	10.20.06	10:00					2	2	14	



# COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION BETWEEN INTERSECTIONS PATH/THOMAS POINT AND BATH/TIBBETTS  
 TOWN BRUNSWICK, MAINE NODE NO(S) 13637, 10343  
 YEARS REVIEWED 2005-2007 DATE PREPARED 11/18/08



CRITICAL RATE FACTOR \_\_\_\_\_ EQUIV. PROP. DAMAGE ACC/YEAR \_\_\_\_\_ ACC/MEV \_\_\_\_\_

- LIGHT**
1. DAWN (MORNING)
  2. DAYLIGHT
  3. DUSK (EVENING)
  4. DARK (ST. LIGHTS ON)
  5. DARK (NO ST. LIGHTS)
  6. DARK (ST. LIGHTS OFF)
  7. OTHER
- ROAD SURFACE**
1. DRY
  2. WET
  3. SNOW/SLUSH-SANDED
  4. ICE/PACKED SNOW-SANDED
  5. MUDDY
  6. DEBRIS
  7. OLY
  8. SNOW/SLUSH-NOT SANDED
  9. ICE-PKD. SNOW-NOT SANDED
  10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
1. NO IMPROPER ACTION
  2. FAIL TO YLD. RIGHT OF WAY
  3. ILLEGAL UNSAFE SPEED
  4. FOLLOW TOO CLOSE
  5. DISREGARD TRAFFIC CONTROL DEVICE
  6. DRIVING LEFT OF CENTER-NO PASSING
  7. IMPROPER PASS-OVERTAKING
  8. IMP. UNSAFE LANE CHANGE
  9. IMP. PARKING START/STOP
  10. IMPROPER TURN
  11. UNSAFE BACKING
  12. NO SIGNAL OR IMP. SIGNAL
  13. IMPEDING TRAFFIC
  14. DRIVER INATTENTION-DISTRACTION
  15. DRIVER INEXPERIENCE
  16. PEDEST. VIOLATION ERROR
  17. PHYSICAL IMPAIRMENT
  18. VISION OBSCURED-WINDSHIELD GLASS
  19. VISION OBSCURED-SUN/HEADLIGHTS
  20. OTHER VISION OBSCUREMENT
  30. OTHER HUMAN VIOLATION FACTOR
  31. HIT AND RUN
  51. UNKNOWN
- VEHICULAR**
41. DEFECTIVE BRAKES
  42. DEFECTIVE TIRE/FAILURE
  43. DEFECTIVE LIGHTS
  44. DEFECTIVE SUSPENSION OR FACTOR
  45. DEFECTIVE STEERING
  50. OTHER VEHICLE DEFECT
  51. UNKNOWN

- SYMBOLS**
- ANGLE: [Symbol] ANGLE
- BACKING: [Symbol] BACKING
- FIXED OBJECT: [Symbol] FIXED OBJECT
- HEAD ON: [Symbol] HEAD ON
- OVERTURN: [Symbol] OVERTURN
- PARKED VEHICLE: [Symbol] PARKED VEHICLE
- PEDESTRIAN: [Symbol] PEDESTRIAN
- REAR END: [Symbol] REAR END
- SIDE SWIPE: [Symbol] SIDE SWIPE
- TURNING MOVE: [Symbol] TURNING MOVE
- CHANGE LANE: [Symbol] CHANGE LANE
- OUT OF CONTROL: [Symbol] OUT OF CONTROL
- FATAL ACCIDENT: [Symbol] FATAL ACCIDENT
- VEHICLE (MOVING): [Symbol] VEHICLE (MOVING)
- BICYCLE: [Symbol] BICYCLE
- ANIMAL: [Symbol] ANIMAL
- SLED: [Symbol] SLED
- WEATHER**
- C = CLEAR  
SL = SLEET  
F = FOG  
S = SNOW  
R = RAIN  
CL = CLOUDY  
XW = CROSS WINDS
- INJURIES**
- K = FATAL  
A = INCAPACITATING  
B = NON-INCAPACITATING  
C = POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
18234	06.27.05	17:35			1		2	1	4	
23797	07.26.05	10:00					2	1	1	DOG RUNS INTO VI
37217	11.26.05	18:00					4	1	7	
11292	05.13.06	13:25					2	1	14,8	
17456	07.12.06	16:20			1		2	2	3,4	
18090	07.21.06	18:40					2	1	4,14	
20254	07.28.06	16:50					2	1	4,14	
20051	08.16.06	12:55					2	1	4,14	







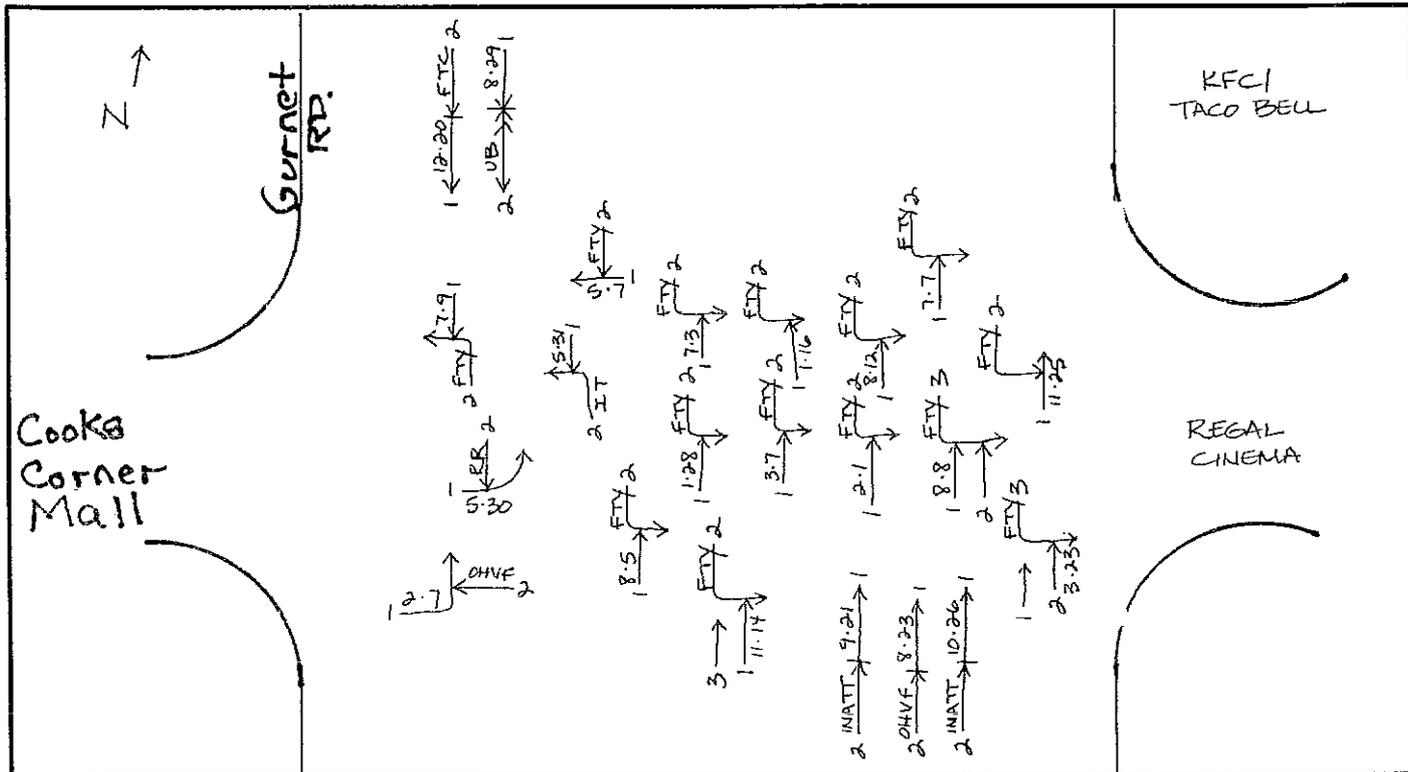
# COLLISION DIAGRAM

SHEET 1 OF 2

LOCATION GURNET ROAD AT KFC/TACO BELL AND REGAL CINEMA

TOWN BRUNSWICK, MAINE NODE NO(S) 19591

YEARS REVIEWED 2005 - 2007 DATE PREPARED 11/17/08



CRITICAL RATE FACTOR \_\_\_\_\_ EQUIV. PROP. DAMAGE ACC/YEAR \_\_\_\_\_ ACC/MEV \_\_\_\_\_

- LIGHT**
- 1. DAWN (MORNING)
  - 2. DAYLIGHT
  - 3. DUSK (EVENING)
  - 4. DARK (ST. LIGHTS ON)
  - 5. DARK (NO ST. LIGHTS)
  - 6. DARK (ST. LIGHTS OFF)
  - 7. OTHER
- ROAD SURFACE**
- 1. DRY
  - 2. WET
  - 3. SNOW/SLUSH-SANDED
  - 4. ICE/PACKED SNOW-SANDED
  - 5. MUDDY
  - 6. DEBRIS
  - 7. OILY
  - 8. SNOW/SLUSH-NOT SANDED
  - 9. ICE-PKD. SNOW-NOT SANDED
  - 10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
- 1. NO IMPROPER ACTION
  - 2. FAIL TO YLD. RIGHT OF WAY
  - 3. ILLEGAL UNSAFE SPEED
  - 4. FOLLOW TOO CLOSE
  - 5. DISREGARD TRAFFIC CONTROL DEVICE
  - 6. DRIVING LEFT OF CENTER-NO PASSING
  - 7. IMPROPER PASS-OVERTAKING
  - 8. IMP. UNSAFE LANE CHANGE
  - 9. IMP. PARKING START/STOP
  - 10. IMPROPER TURN
  - 11. UNSAFE BACKING
  - 12. NO SIGNAL OR IMP. SIGNAL
  - 13. IMPEDING TRAFFIC
  - 14. DRIVER INATTENTION-DISTRACTION
  - 15. DRIVER INEXPERIENCE
  - 16. PEDEST. VIOLATION ERROR
  - 17. PHYSICAL IMPAIRMENT
  - 18. VISION OBSCURED-WINDSHIELD GLASS
  - 19. VISION OBSCURED-SUN/HEADLIGHTS
  - 20. OTHER VISION OBSCUREMENT
  - 30. OTHER HUMAN VIOLATION FACTOR
  - 31. HIT AND RUN
  - 51. UNKNOWN
- VEHICULAR**
- 41. DEFECTIVE BRAKES
  - 42. DEFECTIVE TIRE/FAILURE
  - 43. DEFECTIVE LIGHTS
  - 44. DEFECTIVE SUSPENSION OR FACTOR
  - 45. DEFECTIVE STEERING
  - 50. OTHER VEHICLE DEFECT
  - 51. UNKNOWN

**SYMBOLS**

ANGLE		PEDESTRIAN		FATAL ACCIDENT	
BACKING		REAR END		VEHICLE (MOVING)	
FIXED OBJECT		SIDE SWIPE		BICYCLE	
HEAD ON		TURNING MOVE		ANIMAL	
OVERTURN		CHANGE LANE		SLED	
PARKED VEHICLE		OUT OF CONTROL			

**WEATHER**

C = CLEAR  
SL = SLEET  
F = FOG  
S = SNOW  
R = RAIN  
CL = CLOUDY  
XW = CROSS WINDS

**INJURIES**

K = FATAL  
A = INCAPACITATING  
B = NON-INCAPACITATING  
C = POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
03499	02-01-05	10:45				1	2	1	2	
07848	03-07-05	17:40				1	3	1	2, 14	
23835	08-12-05	21:00				1	4	2	4	
23852	08-23-05	19:50					4	1	30	1/2 DOZED OFF
25074	08-29-05	13:09					2	1	11, 14	
01142	01-16-06	19:15					4	2	2, 15	
02636	01-28-06	17:25				1	4	1	2	
13281	05-30-06	13:12				1	2	1	5, 2	



JN 2074 - Brunswick Naval Air Station  
 PM Peak Hour  
 May 22, 2009

*5-Year Projection Trip Distribution Totals for Reuse Scenario*

District	Primary Enter	Primary Exit	Primary Total	Pass-by Enter	Pass-by Exit	Pass-by Total	Diverted Enter	Diverted Exit	Diverted Total	Total Enter	Total Exit	GRAND TOTAL
Aviation District	42	147	189	0	0	0	0	0	0	42	147	189
Office District	0	0	0	0	0	0	0	0	0	0	0	0
Business and Technology District	35	113	148	2	3	5	3	4	7	40	120	160
Education District	46	40	86	0	0	0	0	0	0	46	40	86
Community Residential Mixed-Use District	63	34	97	0	0	0	0	0	0	63	34	97
Residential District	40	21	61	0	0	0	0	0	0	40	21	61
Community Non-Residential Mixed-Use District	70	117	187	19	24	43	27	33	60	116	174	290
<b>TOTAL</b>	<b>296</b>	<b>472</b>	<b>768</b>	<b>21</b>	<b>27</b>	<b>48</b>	<b>30</b>	<b>37</b>	<b>67</b>	<b>347</b>	<b>536</b>	<b>883</b>

JN 2074 - Brunswick Naval Air Station  
 PM Peak Hour  
 May 21, 2009

<i>10-Year Projection Trip Distribution Totals for Reuse Scenario</i>												
District	Primary Enter	Primary Exit	Primary Total	Pass-by Enter	Pass-by Exit	Pass-by Total	Diverted Enter	Diverted Exit	Diverted Total	Total Enter	Total Exit	GRAND TOTAL
Aviation District	73	264	337	0	0	0	0	0	0	73	264	337
Office District	61	167	228	5	5	10	6	8	14	72	180	252
Business and Technology District	81	271	352	5	7	12	8	9	17	94	287	381
Education District	90	75	165	0	0	0	0	0	0	90	75	165
Community Residential Mixed-Use District	144	77	221	0	0	0	0	0	0	144	77	221
Residential District	79	42	121	0	0	0	0	0	0	79	42	121
Community Non-Residential Mixed-Use District	157	263	420	42	51	93	59	71	130	258	385	643
<b>TOTAL</b>	<b>685</b>	<b>1159</b>	<b>1844</b>	<b>52</b>	<b>63</b>	<b>115</b>	<b>73</b>	<b>88</b>	<b>161</b>	<b>810</b>	<b>1310</b>	<b>2120</b>

JN 2074 - Brunswick Naval Air Station  
 PM Peak Hour  
 June 1, 2009

<i>15-Year Projection Trip Distribution Totals for Reuse Scenario</i>												
District	Primary Enter	Primary Exit	Primary Total	Pass-by Enter	Pass-by Exit	Pass-by Total	Diverted Enter	Diverted Exit	Diverted Total	Total Enter	Total Exit	GRAND TOTAL
Aviation District	195	741	936	0	0	0	0	0	0	195	741	936
Office District	122	333	455	9	11	20	13	15	28	144	359	503
Business and Technology District	143	489	632	9	11	20	13	15	28	165	515	680
Education District	90	75	165	0	0	0	0	0	0	90	75	165
Community Residential Mixed-Use District	319	171	490	0	0	0	0	0	0	319	171	490
Residential District	116	63	179	0	0	0	0	0	0	116	63	179
Community Non-Residential Mixed-Use District	246	418	664	59	73	132	83	101	184	388	592	980
<b>TOTAL</b>	<b>1231</b>	<b>2290</b>	<b>3521</b>	<b>77</b>	<b>95</b>	<b>172</b>	<b>109</b>	<b>131</b>	<b>240</b>	<b>1417</b>	<b>2516</b>	<b>3933</b>

JN 2074 - Brunswick Naval Air Station  
 PM Peak Hour  
 June 1, 2009

<i>20-Year Projection Trip Distribution Totals for Reuse Scenario</i>												
District	Primary Enter	Primary Exit	Primary Total	Pass-by Enter	Pass-by Exit	Pass-by Total	Diverted Enter	Diverted Exit	Diverted Total	Total Enter	Total Exit	GRAND TOTAL
Aviation District	308	1175	1483	0	0	0	0	0	0	308	1175	1483
Office District	245	667	912	18	23	41	26	31	57	289	721	1010
Business and Technology District	271	924	1195	17	20	37	23	29	52	311	973	1284
Education District	90	75	165	0	0	0	0	0	0	90	75	165
Community Residential Mixed-Use District	415	224	639	0	0	0	0	0	0	415	224	639
Residential District	155	84	239	0	0	0	0	0	0	155	84	239
Community Non-Residential Mixed-Use District	426	724	1150	95	115	210	132	161	293	653	1000	1653
<b>TOTAL</b>	<b>1910</b>	<b>3873</b>	<b>5783</b>	<b>130</b>	<b>158</b>	<b>288</b>	<b>181</b>	<b>221</b>	<b>402</b>	<b>2221</b>	<b>4252</b>	<b>6473</b>

PLEASANT STREET

MIDDLE STREET

EVERETT STREET

GREEN STREET

SCHOOL STREET

JORDAN AVE

MARKET LANE

MAPLE STREET



WADSWORTH ROAD

KATHERINE STREET

UNION STREET

ELM STREET

MAINE STREET

MAINE STREET STATION

ROTARY AREA

CLEVELAND STREET

FEDERAL STREET

BATH ROAD AT SILLS DRIVE (ROUTE 123) / FEDERAL STREET

- (INSTALL A QUEUE DETECTOR ON BATH ROAD FOR THE EASTBOUND APPROACH SO THAT THE QUEUE OF THE EASTBOUND TRAFFIC DOES NOT INTERFERE WITH THE FUNCTIONING OF THE ANTICIPATED "ROTARY" AREA TO THE WEST OF THE INTERSECTION.)
- EXTEND THE NORTHBOUND LEFT TURN LANE FROM APPROXIMATELY 150 FEET TO 350 FEET. APPLICABILITY: MARGINAL FOR 5 YEAR (HD), NEEDED FOR 10-20 YEAR (R/HD)
- CONSTRUCT WESTBOUND RIGHT TURN LANE APPLICABILITY: 20 YEAR (HD)

BATH ROAD AT JORDAN AVENUE (NOT SHOWN)

- (CONSTRUCT A WESTBOUND RIGHT TURN LANE. PROVIDE FOR SEPARATE LEFT AND RIGHT EXIT LANES (BACK TO RAILROAD TRACKS) OFF JORDAN AVENUE.)

WEYMOUTH STREET

NOBLE STREET

POTTER STREET

BATH ROAD (ROUTE 24)



PAGE STREET

MAINE STREET

PARK ROW

CAMPUS ROAD S

LEGEND



EXISTING SIGNAL



POTENTIAL SIGNAL

R =

RE-USE

HD =

HIGH DENSITY

THE MITIGATION SHOWN IN PARENTHESIS AND ITALICS (XX) IS MITIGATION THAT WAS PREVIOUSLY IDENTIFIED AS MOST LIKELY BEING NEEDED TO ADDRESS EXISTING DEFICIENCIES AND NORMAL TRAFFIC GROWTH, AND WOULD MOST LIKELY BE NEEDED EVEN IF THE NAVAL AIR STATION DID NOT PURSUE THE RE-USE OF HIGH DENSITY ALTERNATIVE.

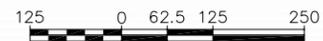
MCKEEN STREET

STUDY AREA FOR CLOSURE AND REUSE OF PROPERTY AT NAVAL AIR STATION - BRUNSWICK, MAINE

2006 Aerial Photography as provided by the Town of Brunswick Public Works

Potential Mitigation

JUNE 2009



**ROUTE ONE CONNECTOR**

- A FULL MOVEMENT CONNECTOR WOULD BE CONSTRUCTED DIRECTLY FROM THE SITE TO ROUTE 1. THIS CONNECTOR IS CRITICAL TO THIS PROJECT FOR BOTH ALTERNATIVES SINCE OVER 90% OF THE SITE GENERATED TRAFFIC IS ANTICIPATED TO USE THIS CONNECTOR. THIS CONNECTOR IS GRADE SEPARATED FROM BATH ROAD AND THE PARALLEL TRAIN TRACKS ALONG BATH ROAD. APPLICABILITY: 5-20 YEAR (R/HD).

**BATH ROAD AT MERRY MEETING PLAZA / RELOCATED SITE DRIVE**

- A 175 FOOT LONG WESTBOUND LEFT TURN LANE WAS ASSUMED AS PART OF THE RELOCATION OF THIS DRIVEWAY FROM THE EXISTING MAIN GATE LOCATION TO ACROSS FROM THE PLAZA. THE 175 FEET WAS ADEQUATE FOR ALTERNATIVE 1 BUT NEEDS TO BE EXTENDED TO 350 FEET TO ACCOMMODATE ALTERNATIVE 2. APPLICABILITY: 20 YEAR (HD)

**SIGNAL CHANGES**

- THE EXISTING SIGNALIZED INTERSECTIONS OF BATH ROAD AT: MERRY MEETING PLAZA, NAVAL AIR STATION MAIN GATE, AND THE COOK'S CORNER MALL CURRENTLY OPERATE OFF OF ONE CONTROLLER. IN RELOCATING THE MAIN GATE ACCESS TO ACROSS FROM MERRY MEETING PLAZA AND REMOVING THE MAIN GATE SIGNAL, EACH INTERSECTION WOULD OPERATE OFF ITS OWN CONTROLLER. APPLICABILITY: 5-20 YEAR (R/HD).

**BATH ROAD AT GURNET ROAD (COOK'S CORNER)**

- (EXTEND THE NORTHBOUND DUAL LEFT TURN LANES FROM APPROXIMATELY 150 FEET TO APPROXIMATELY 250 FEET. THIS WILL INCLUDE THE REMOVAL OF SOME RAISED MEDIAN.)
- EXTEND THE EASTBOUND DUAL LEFT TURN LANES FROM APPROXIMATELY 300 FEET TO 375 FEET. APPLICABILITY: 20 YEAR (HD).

**BATH ROAD FROM COOKS CORNER TO OLD BATH ROAD**

- (WIDEN BATH ROAD AS NEEDED TO PROVIDE FOR TWO LANES IN EACH DIRECTION)

**NEW ACCESS (NOT SHOWN)**

- PROVIDE A NEW ACCESS DRIVE FROM THE SITE ONTO BATH ROAD APPROXIMATELY 1,300 FEET EAST OF THE BATH ROAD / JORDAN AVENUE INTERSECTION. FOR THE PURPOSE OF THIS REPORT, THE FOLLOWING MITIGATION WAS UTILIZED:
  - > THE EXIT FROM THE SITE WOULD INCLUDE SEPARATE LEFT AND RIGHT EXIT LANES
  - > A FORMAL 100 FOOT LONG LEFT TURN LANE ON THE BATH ROAD
  - > A FORMAL 200 FOOT LONG RIGHT TURN LANE ON THE BATH ROAD
  - > THE INTERSECTION IS SIGNALIZED, ALTHOUGH CONSIDERATION SHOULD ALSO BE GIVEN TO A ROUNDABOUT AT THIS LOCATION

APPLICABILITY: 15-20 YEAR (R/HD).

**BATH ROAD FROM NAVAL AIR STATION MAIN GATE TO WEST OF MERRY MEETING PLAZA**

- (PROVIDE TWO EASTBOUND AND TWO WESTBOUND THROUGH LANES FROM THE EXISTING MAIN GATE TO APPROXIMATELY 1,000 FEET WEST OF THE MERRY MEETING PLAZA INTERSECTION.)

**GURNET ROAD / FORRESTAL DRIVE**

- THE ACCESS TO FORRESTAL DRIVE WOULD BECOME ONE OF THE PRIMARY ACCESSES TO THE SITE. ALTHOUGH A FORMAL SIGNAL WARRANT ANALYSIS WILL BE REQUIRED BEFORE A SIGNAL CAN BE INSTALLED, IT APPEARS FROM THE VOLUMES AT THIS INTERSECTION THAT SIGNALIZATION WOULD BE NOT ONLY BE WARRANTED, BUT NECESSARY FOR THE INTERSECTION TO FUNCTION. APPLICABILITY: 5-20 YEAR (R/HD).
- ALTHOUGH IT DOES NOT APPEAR TO BE NEEDED FOR CAPACITY, A SOUTHBOUND RIGHT TURN LANE AND SEPARATE LEFT/THRU AND RIGHT EXIT LANES FROM FORRESTAL DRIVE MAY BE REQUIRED TO MAINTAIN PROPER OPERATIONS. APPLICABILITY: 5-20 YEAR (R/HD).
- UNDER THIS SCENARIO, THE SOUTHBOUND LEFT TURNS ON GURNET ROAD ARE FORECAST TO QUEUE FROM THE FORMAL LEFT TURN LANE BACK INTO THE CENTER-TWO-WAY-LEFT-TURN LANE (CTWLTL). THERE IS A POTENTIAL THAT THE MUNICIPALITY OR MAINEDOT WOULD REQUIRE CONVERSION OF SOME OF THE CTWLTL TO FORMAL LEFT TURN LANE AND THAT A RAISED MEDIAN BE CONSTRUCTED ON GURNET ROAD TO PROHIBIT LEFT TURNS TO/FROM ADJACENT DRIVEWAYS. IT DOES APPEAR THAT DRIVEWAYS POTENTIALLY PROHIBITED FROM LEFTS TO/FROM THEIR DRIVEWAY CAN BE ACCOMMODATED THROUGH OTHER ACCESSSES. APPLICABILITY: 20 YEAR (R/HD).

**MAIN GATE**

- RELOCATE THE NAVAL AIR STATION MAIN GATE ACCESS FROM THE EXISTING SIGNALIZED LOCATION TO THE EXISTING SIGNALIZED INTERSECTION WITH MERRY MEETING PLAZA. THIS WOULD ALSO INCLUDE THE REMOVAL OF THE EXISTING SIGNAL AT THE EXISTING MAIN GATE ACCESS. FOR THE PURPOSE OF THIS REPORT, THE FOLLOWING MITIGATION WAS UTILIZED:
  - > THE EXIT FROM THE SITE WOULD INCLUDE SEPARATE LEFT/THROUGH AND RIGHT EXIT LANES
  - > A FORMAL 175 FOOT LONG LEFT TURN LANE ON THE BATH ROAD
  - > A FORMAL 100 FOOT LONG RIGHT TURN LANE ON THE BATH ROAD

APPLICABILITY: 5-20 YEAR (R/HD).

THE MITIGATION SHOWN IN PARENTHESIS AND ITALICS (XX) IS MITIGATION THAT WAS PREVIOUSLY IDENTIFIED AS MOST LIKELY BEING NEEDED TO ADDRESS EXISTING DEFICIENCIES AND NORMAL TRAFFIC GROWTH, AND WOULD MOST LIKELY BE NEEDED EVEN IF THE NAVAL AIR STATION DID NOT PURSUE THE RE-USE OR HIGH DENSITY ALTERNATIVES.

STUDY AREA FOR CLOSURE AND REUSE OF PROPERTY AT NAVAL AIR STATION - BRUNSWICK, MAINE

2006 Aerial Photography as provided by the Town of Brunswick Public Works

**Potential Mitigation**

JUNE 2009

**LEGEND**

-  EXISTING SIGNAL
-  POTENTIAL SIGNAL
- R = RE-USE
- HD = HIGH DENSITY

## **Appendix D**

### **D.1 Raw Turning Movement Counts**

*Appendix D*  
Raw Turning Movement Counts

**GORRILL-PALMER  
CONSULTING ENGINEERS, INC.**

P.O. Box 1237  
GRAY, MAINE 04039  
(207) 657-6910  
FAX (207) 657-6912

JOB \_\_\_\_\_

SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_

CALCULATED BY RED DATE 10/3/03

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE \_\_\_\_\_

	345-7M	TEV	415-4M	730-7M
Maine/Bath	(1716)	1699	1692	1674
Bath/No Name	(1386)	1344	1366	1342
Bath/Federal	2201	2171	2221	(2225)
	(5303)	4725	5279	5241

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FAX (207) 657-6912

JOB \_\_\_\_\_  
SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
CALCULATED BY RET DATE 10/2/08  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
SCALE \_\_\_\_\_

	T.E.V.				
Merry Meeting	1766	1798	1827	1880	1893
Main Ent	2070	2192	2240	2256	2105
Gurnet Rd	3707	3889	3977	3982	3758
Wal Mart	2189	2229	2227	2181	1988
Lowes (Old Bath)	1954	1913	1927	1861	1664
	11,686	12,051	12,198	12,140	11,408



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

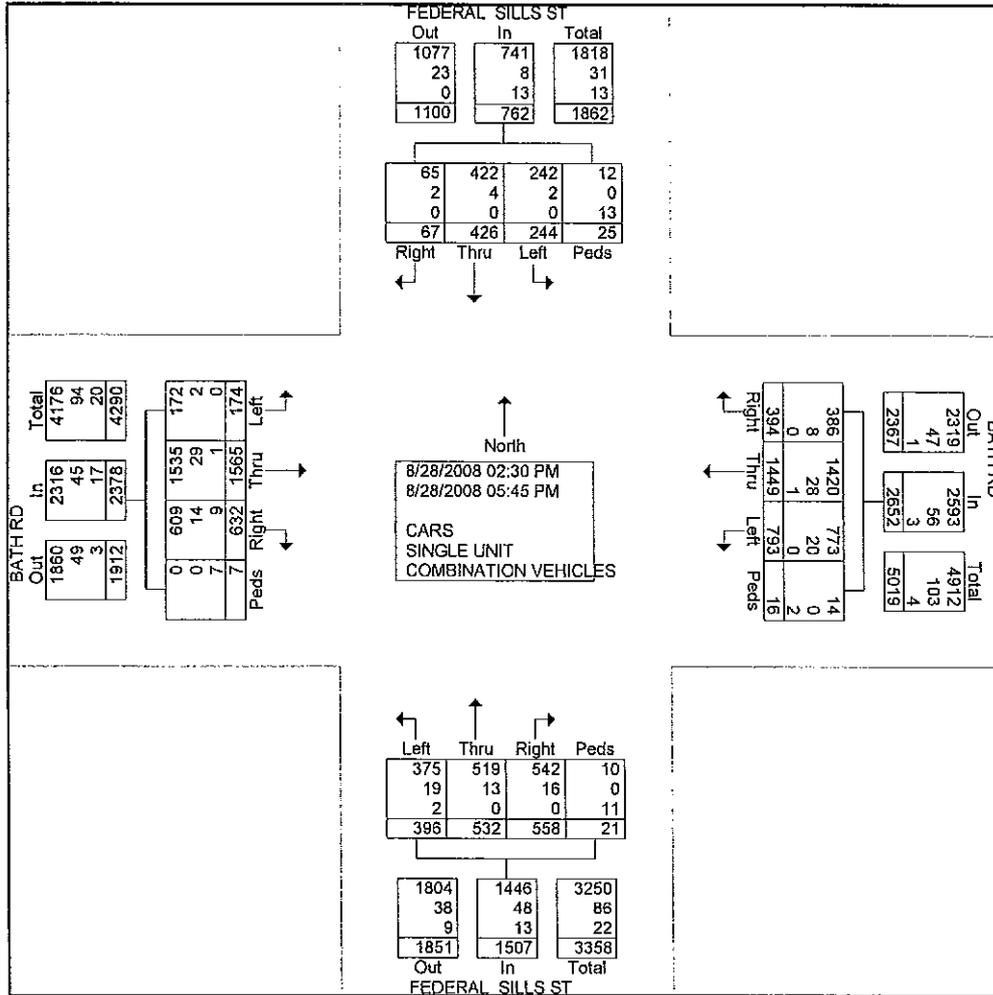
(207) 657-6910

File Name : FEDERAL @ BATH RD\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 2



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

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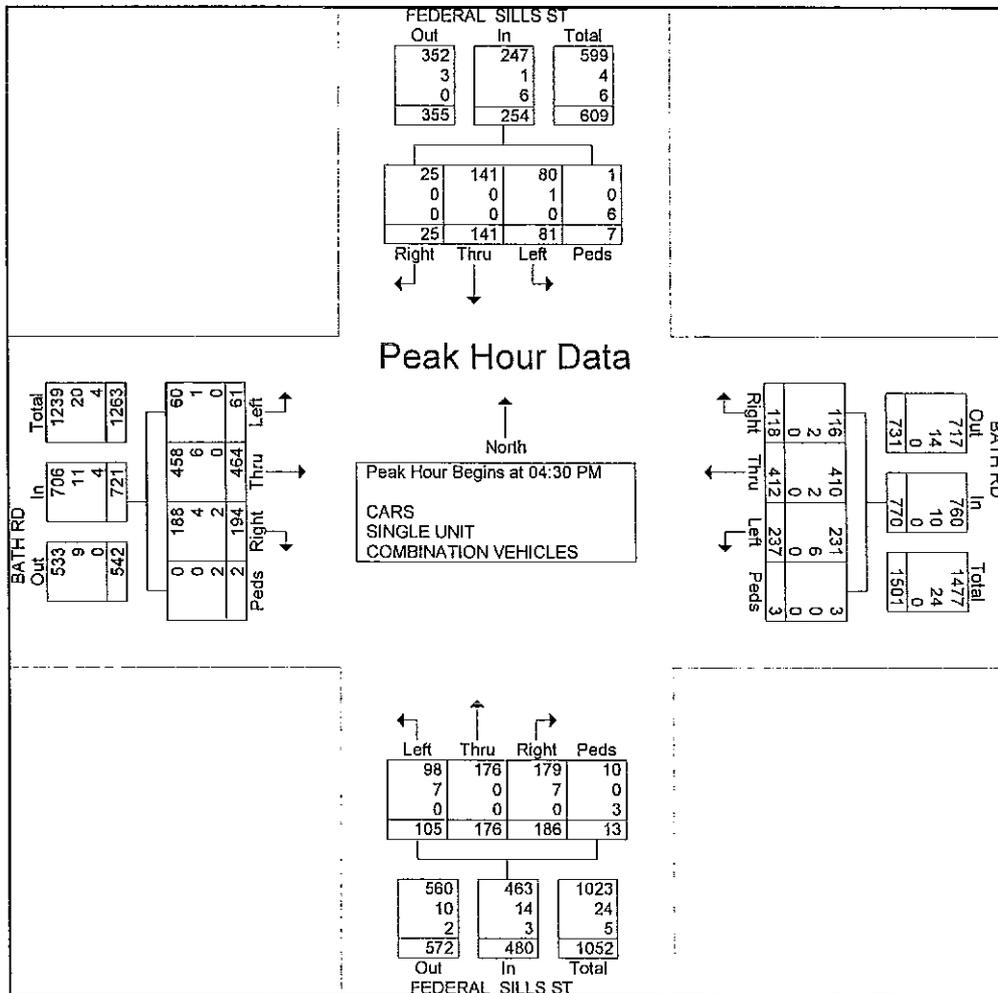
File Name : FEDERAL @ BATH RD\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 3

Start Time	FEDERAL SILLS ST From North					BATH RD From East					FEDERAL SILLS ST From South					BATH RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	25	38	2	1	66	62	115	21	0	198	31	48	65	7	151	22	112	45	2	181	596
04:45 PM	13	33	4	1	51	65	99	30	1	195	20	41	35	4	100	13	103	50	0	166	512
05:00 PM	19	44	11	5	79	61	91	36	0	188	27	47	52	1	127	15	120	51	0	186	580
05:15 PM	24	26	8	0	58	49	107	31	2	189	27	40	34	1	102	11	129	48	0	188	537
Total Volume	81	141	25	7	254	237	412	118	3	770	105	176	186	13	480	61	464	194	2	721	2225
% App. Total	31.9	55.5	9.8	2.8		30.8	53.5	15.3	0.4		21.9	36.7	38.8	2.7		8.5	64.4	26.9	0.3		
PHF	.810	.801	.568	.350	.804	.912	.896	.819	.375	.972	.847	.917	.715	.464	.795	.693	.899	.951	.250	.959	.933
CARS	80	141	25	1	247	231	410	116	3	760	98	176	179	10	463	60	458	188	0	706	2176
% CARS	98.8	100	100	14.3	97.2	97.5	99.5	98.3	100	98.7	93.3	100	96.2	76.9	96.5	98.4	98.7	96.9	0	97.9	97.8
SINGLE UNIT																					
% SINGLE UNIT	1.2	0	0	0	0.4	2.5	0.5	1.7	0	1.3	6.7	0	3.8	0	2.9	1.6	1.3	2.1	0	1.5	1.6
COMBINATION VEHICLES	0	0	0	6	6	0	0	0	0	0	0	0	0	3	3	0	0	2	2	4	13
% COMBINATION VEHICLES	0	0	0	85.7	2.4	0	0	0	0	0	0	0	0	23.1	0.6	0	0	1.0	100	0.6	0.6



# Gorrill-Palmer Consulting Engineers, Inc.

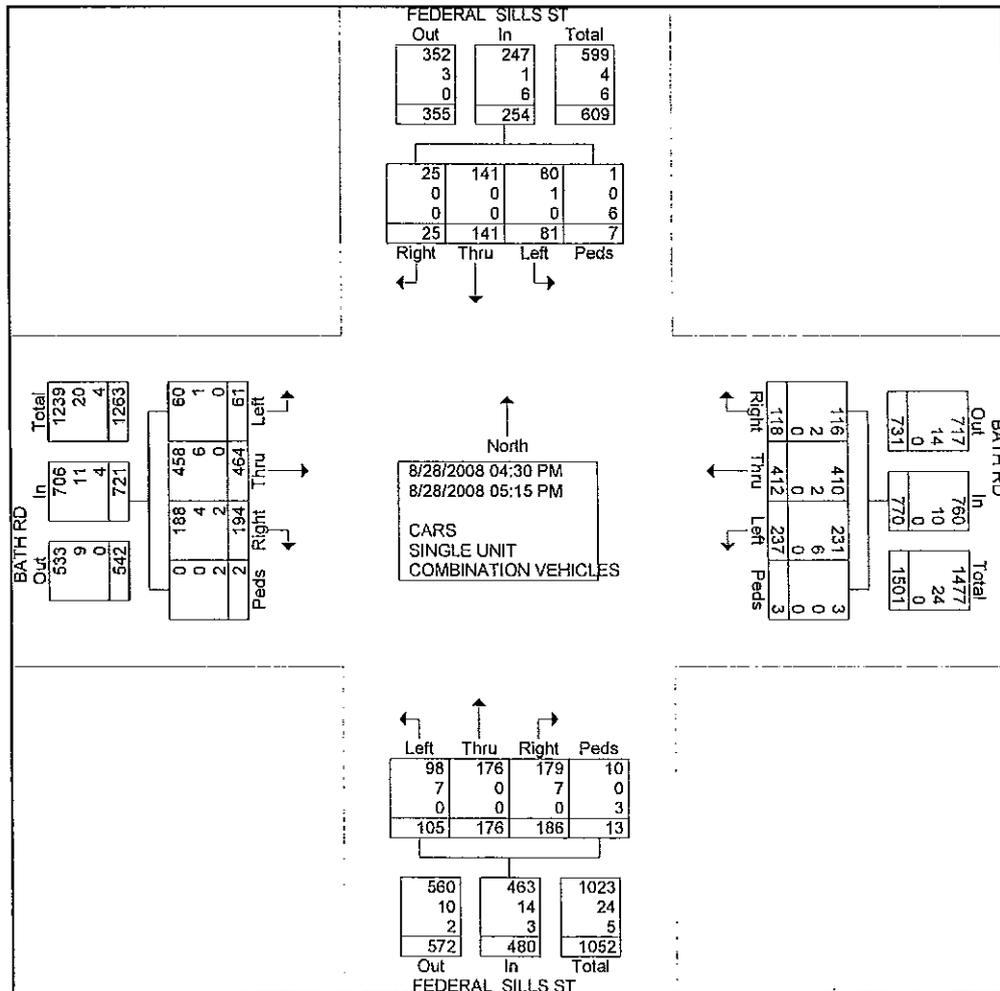
15 Shaker Road, P.O. Box 1237  
Gray, Maine 04039  
(207) 657-6910

Location: Brunswick  
Counter: MP  
DB-400: GP6  
Weather: Clear

File Name : FEDERAL @ BATH RD\_PM  
Site Code : 2074  
Start Date : 8/28/2008  
Page No : 1

### Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	FEDERAL SILLS ST From North					BATH RD From East					FEDERAL SILLS ST From South					BATH RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:30 PM	25	38	2	1	66	62	115	21	0	198	31	48	65	7	151	22	112	45	2	181	596
04:45 PM	13	33	4	1	51	65	99	30	1	195	20	41	35	4	100	13	103	50	0	166	512
<b>Total</b>	<b>38</b>	<b>71</b>	<b>6</b>	<b>2</b>	<b>117</b>	<b>127</b>	<b>214</b>	<b>51</b>	<b>1</b>	<b>393</b>	<b>51</b>	<b>89</b>	<b>100</b>	<b>11</b>	<b>251</b>	<b>35</b>	<b>215</b>	<b>95</b>	<b>2</b>	<b>347</b>	<b>1108</b>
05:00 PM	19	44	11	5	79	61	91	36	0	188	27	47	52	1	127	15	120	51	0	186	580
05:15 PM	24	26	8	0	58	49	107	31	2	189	27	40	34	1	102	11	129	48	0	188	537
<b>Grand Total</b>	<b>81</b>	<b>141</b>	<b>25</b>	<b>7</b>	<b>254</b>	<b>237</b>	<b>412</b>	<b>118</b>	<b>3</b>	<b>770</b>	<b>105</b>	<b>176</b>	<b>186</b>	<b>13</b>	<b>480</b>	<b>61</b>	<b>464</b>	<b>194</b>	<b>2</b>	<b>721</b>	<b>2225</b>
<b>Apprch %</b>	<b>31.9</b>	<b>55.5</b>	<b>9.8</b>	<b>2.8</b>		<b>30.8</b>	<b>53.5</b>	<b>15.3</b>	<b>0.4</b>		<b>21.9</b>	<b>36.7</b>	<b>38.8</b>	<b>2.7</b>		<b>8.5</b>	<b>64.4</b>	<b>26.9</b>	<b>0.3</b>		
<b>Total %</b>	<b>3.6</b>	<b>6.3</b>	<b>1.1</b>	<b>0.3</b>	<b>11.4</b>	<b>10.7</b>	<b>18.5</b>	<b>5.3</b>	<b>0.1</b>	<b>34.6</b>	<b>4.7</b>	<b>7.9</b>	<b>8.4</b>	<b>0.6</b>	<b>21.6</b>	<b>2.7</b>	<b>20.9</b>	<b>8.7</b>	<b>0.1</b>	<b>32.4</b>	
<b>CARS</b>	<b>80</b>	<b>141</b>	<b>25</b>	<b>1</b>	<b>247</b>	<b>231</b>	<b>410</b>	<b>116</b>	<b>3</b>	<b>760</b>	<b>98</b>	<b>176</b>	<b>179</b>	<b>10</b>	<b>463</b>	<b>60</b>	<b>458</b>	<b>188</b>	<b>0</b>	<b>706</b>	<b>2176</b>
<b>% CARS</b>	<b>98.8</b>	<b>100</b>	<b>100</b>	<b>14.3</b>	<b>97.2</b>	<b>97.5</b>	<b>99.5</b>	<b>98.3</b>	<b>100</b>	<b>98.7</b>	<b>93.3</b>	<b>100</b>	<b>96.2</b>	<b>76.9</b>	<b>96.5</b>	<b>98.4</b>	<b>98.7</b>	<b>96.9</b>	<b>0</b>	<b>97.9</b>	<b>97.8</b>
<b>SINGLE UNIT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>36</b>
<b>% SINGLE UNIT</b>	<b>1.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>2.5</b>	<b>0.5</b>	<b>1.7</b>	<b>0</b>	<b>1.3</b>	<b>6.7</b>	<b>0</b>	<b>3.8</b>	<b>0</b>	<b>2.9</b>	<b>1.6</b>	<b>1.3</b>	<b>2.1</b>	<b>0</b>	<b>1.5</b>	<b>1.6</b>
<b>COMBINATION VEHICLES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>13</b>
<b>% COMBINATION VEHICLES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85.7</b>	<b>2.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>0.6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0.6</b>	<b>0.6</b>



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: JJB

DB-400: GP5

Weather: Clear

File Name : BATH RD @ NO NAME RD\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	CONNECTOR From North					BATH From East					CONNECTOR From South					BATH From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	133	2	135	0	0	0	0	0	11	178	0	3	192	327
02:45 PM	0	0	0	0	0	0	0	142	0	142	0	1	0	1	2	12	183	0	7	202	346
Total	0	0	0	0	0	0	0	275	2	277	0	1	0	1	2	23	361	0	10	394	673
03:00 PM	0	0	0	0	0	0	5	131	1	137	0	0	0	0	0	14	186	0	0	200	337
03:15 PM	0	0	0	0	0	0	0	151	0	151	0	1	0	0	1	7	149	0	2	158	310
03:30 PM	0	0	0	0	0	0	0	146	0	146	0	0	0	1	1	18	150	0	5	173	320
03:45 PM	0	0	0	0	0	0	0	163	0	163	0	0	0	0	0	17	169	0	3	189	352
Total	0	0	0	0	0	0	5	591	1	597	0	1	0	1	2	56	654	0	10	720	1319
04:00 PM	0	0	0	1	1	0	0	158	0	158	0	0	0	0	0	10	152	0	3	165	324
04:15 PM	0	0	0	0	0	0	0	151	0	151	0	1	0	1	2	24	181	0	4	209	362
04:30 PM	0	0	0	0	0	0	0	147	0	147	0	0	0	3	3	13	177	0	8	198	348
04:45 PM	0	0	0	0	0	0	0	124	0	124	0	0	0	2	2	7	174	0	3	184	310
Total	0	0	0	1	1	0	0	580	0	580	0	1	0	6	7	54	684	0	18	756	1344
05:00 PM	0	0	0	0	0	0	0	144	0	144	0	0	0	0	0	19	173	0	10	202	346
05:15 PM	0	0	0	0	0	0	0	137	1	138	0	0	0	0	0	9	190	0	1	200	338
05:30 PM	0	0	0	0	0	0	0	117	0	117	0	0	0	0	0	13	144	0	7	164	281
05:45 PM	0	0	0	0	0	0	0	103	0	103	0	0	0	0	0	5	138	0	2	145	248
Total	0	0	0	0	0	0	0	501	1	502	0	0	0	0	0	46	645	0	20	711	1213
Grand Total	0	0	0	1	1	0	5	1947	4	1956	0	3	0	8	11	179	2344	0	58	2581	4549
Apprch %	0	0	0	100		0	0.3	99.5	0.2		0	27.3	0	72.7		6.9	90.8	0	2.2		
Total %	0	0	0	0	0	0	0.1	42.8	0.1	43	0	0.1	0	0.2	0.2	3.9	51.5	0	1.3	56.7	
CARS	0	0	0	1	1	0	5	1903	3	1911	0	3	0	6	9	176	2290	0	46	2512	4433
% CARS	0	0	0	100	100	0	100	97.7	75	97.7	0	100	0	75	81.8	98.3	97.7	0	79.3	97.3	97.4
SINGLE UNIT	0	0	0	0	0	0	0	41	0	41	0	0	0	2	2	3	45	0	12	60	103
% SINGLE UNIT	0	0	0	0	0	0	0	2.1	0	2.1	0	0	0	25	18.2	1.7	1.9	0	20.7	2.3	2.3
COMBINATION VEHICLES	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	9	0	0	9	13
% COMBINATION VEHICLES	0	0	0	0	0	0	0	0.2	25	0.2	0	0	0	0	0	0	0.4	0	0	0.3	0.3

# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

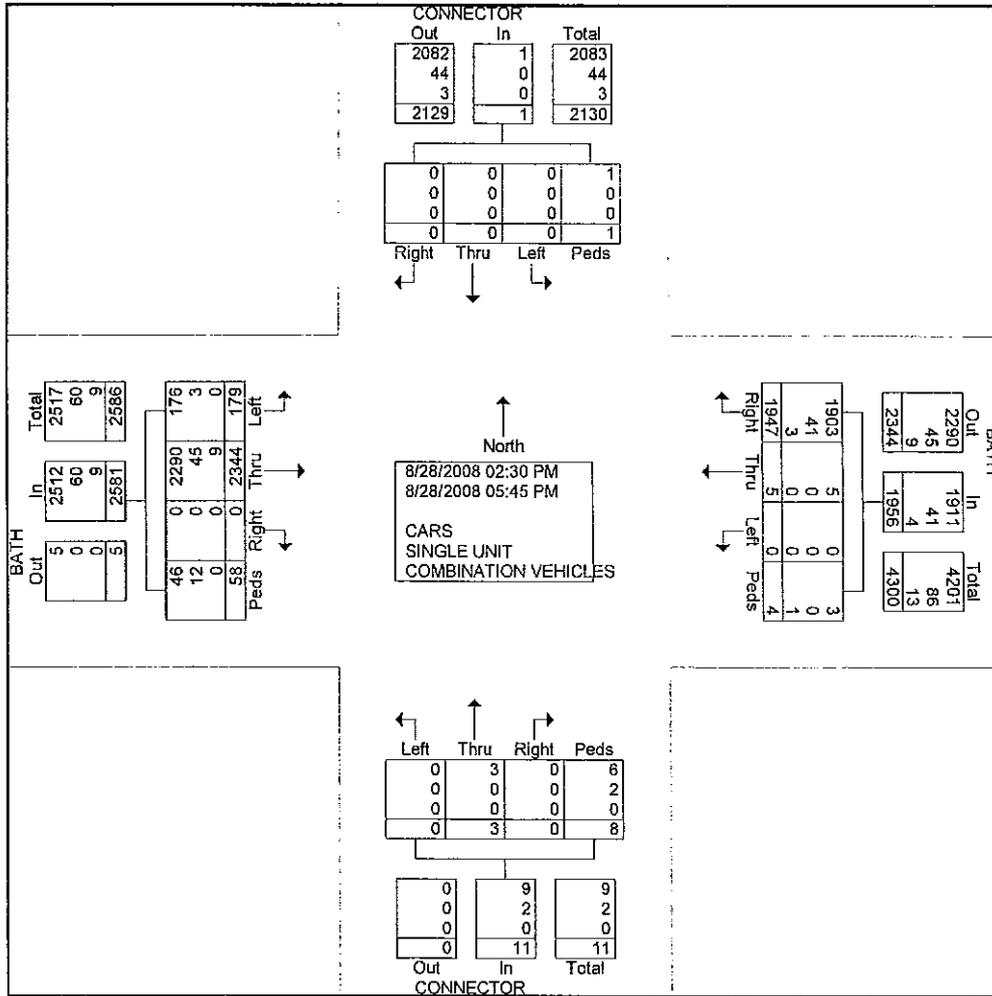
(207) 657-6910

File Name : BATH RD @ NO NAME RD\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 2



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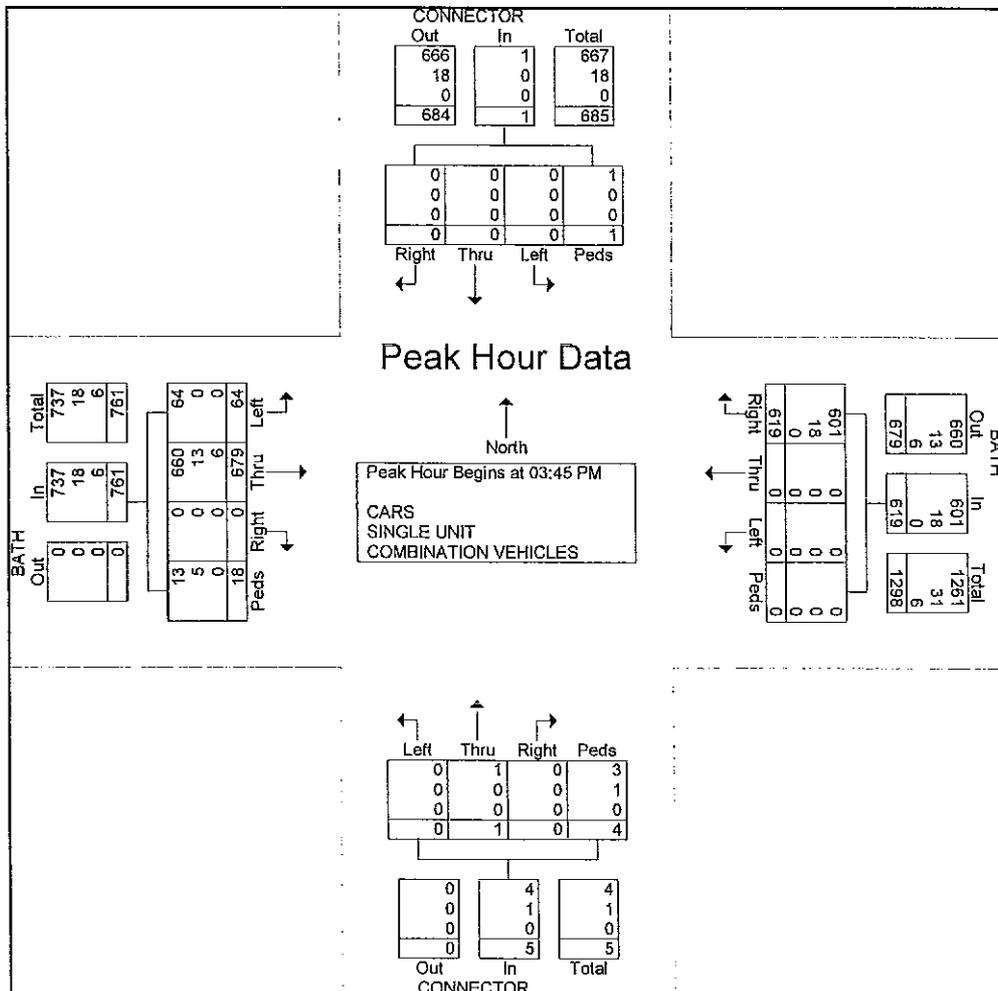
File Name : BATH RD @ NO NAME RD\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 3

Start Time	CONNECTOR From North					BATH From East					CONNECTOR From South					BATH From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	163	0	163	0	0	0	0	0	17	169	0	3	189	352
04:00 PM	0	0	0	1	1	0	0	158	0	158	0	0	0	0	0	10	152	0	3	165	324
04:15 PM	0	0	0	0	0	0	0	151	0	151	0	1	0	1	2	24	181	0	4	209	362
04:30 PM	0	0	0	0	0	0	0	147	0	147	0	0	0	3	3	13	177	0	8	198	348
Total Volume	0	0	0	1	1	0	0	619	0	619	0	1	0	4	5	64	679	0	18	761	1386
% App. Total	0	0	0	100	100	0	0	100	0	100	0	20	0	80	100	8.4	89.2	0	2.4	100	
PHF	.000	.000	.000	.250	.250	.000	.000	.949	.000	.949	.000	.250	.000	.333	.417	.667	.938	.000	.563	.910	.957
CARS	0	0	0	1	1	0	0	601	0	601	0	1	0	3	4	64	660	0	13	737	1343
% CARS	0	0	0	100	100	0	0	97.1	0	97.1	0	100	0	75.0	80.0	100	97.2	0	72.2	96.8	96.9
SINGLE UNIT	0	0	0	0	0	0	0	2.9	0	2.9	0	0	0	25.0	20.0	0	1.9	0	27.8	2.4	2.7
% SINGLE UNIT	0	0	0	0	0	0	0	2.9	0	2.9	0	0	0	25.0	20.0	0	1.9	0	27.8	2.4	2.7
COMBINATION VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
% COMBINATION VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0.8	0.4



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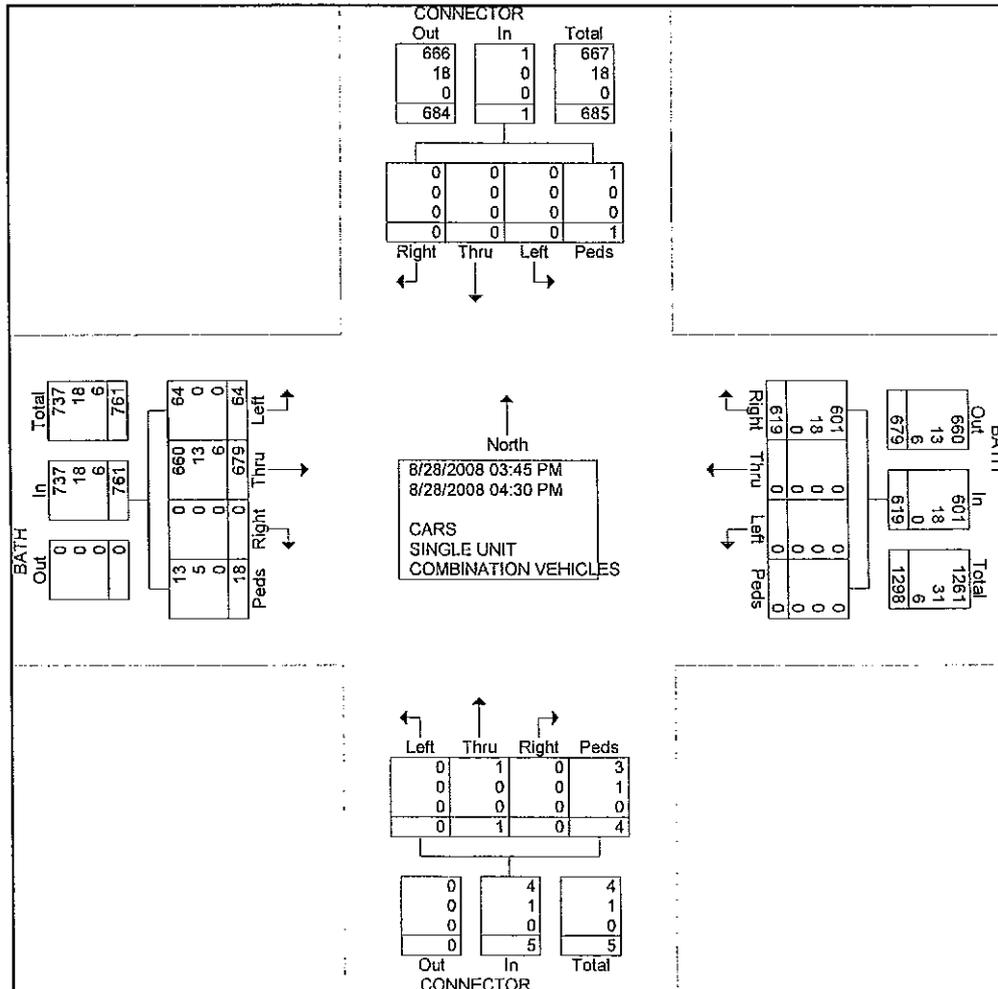
15 Shaker Road, P.O. Box 1237  
Gray, Maine 04039  
(207) 657-6910

Location: Brunswick  
Counter: JJB  
DB-400: GP5  
Weather: Clear

File Name : BATH RD @ NO NAME RD\_PM  
Site Code : 2074  
Start Date : 8/28/2008  
Page No : 1

### Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	CONNECTOR From North					BATH From East					CONNECTOR From South					BATH From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:45 PM	0	0	0	0	0	0	0	163	0	163	0	0	0	0	0	17	169	0	3	189	
<b>Total</b>	0	0	0	0	0	0	0	163	0	163	0	0	0	0	0	17	169	0	3	189	352
04:00 PM	0	0	0	1	1	0	0	158	0	158	0	0	0	0	0	10	152	0	3	165	324
04:15 PM	0	0	0	0	0	0	0	151	0	151	0	1	0	1	2	24	181	0	4	209	362
04:30 PM	0	0	0	0	0	0	0	147	0	147	0	0	0	3	3	13	177	0	8	198	348
Grand Total	0	0	0	1	1	0	0	619	0	619	0	1	0	4	5	64	679	0	18	761	1386
Approch %	0	0	0	100		0	0	100	0		0	20	0	80		8.4	89.2	0	2.4		
Total %	0	0	0	0.1	0.1	0	0	44.7	0	44.7	0	0.1	0	0.3	0.4	4.6	49	0	1.3	54.9	
CARS	0	0	0	1	1	0	0	601	0	601	0	1	0	3	4	64	660	0	13	737	1343
% CARS	0	0	0	100	100	0	0	97.1	0	97.1	0	100	0	75	80	100	97.2	0	72.2	96.8	96.9
SINGLE UNIT	0	0	0	0	0	0	0	18	0	18	0	0	0	1	1	0	13	0	5	18	37
% SINGLE UNIT	0	0	0	0	0	0	0	2.9	0	2.9	0	0	0	25	20	0	1.9	0	27.8	2.4	2.7
COMBINATION VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
% COMBINATION VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0.8	0.4



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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: MP

DB-400: Board 1

Weather: Clear

File Name : BATH RD @ MAINE ST\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 1

*Cleveland*

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	MAINE ST From North					GUMBERLAND From East					MAINE ST From South					NOBLE From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	155	89	8	0	252	23	14	2	0	39	1	57	34	0	92	0	0	0	0	0	383
02:45 PM	164	96	9	0	269	29	14	0	0	43	1	79	38	0	118	0	0	0	0	0	430
<b>Total</b>	<b>319</b>	<b>185</b>	<b>17</b>	<b>0</b>	<b>521</b>	<b>52</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>2</b>	<b>136</b>	<b>72</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>813</b>
03:00 PM	155	73	6	0	234	29	18	0	0	47	2	69	42	0	113	0	0	0	0	0	394
03:15 PM	127	98	5	0	230	30	15	0	0	45	0	67	31	0	98	0	0	0	0	0	373
03:30 PM	139	81	9	0	229	36	15	0	0	51	0	69	32	0	101	0	0	0	0	0	381
03:45 PM	145	116	9	0	270	35	11	1	0	47	0	63	40	0	103	0	0	0	0	0	420
<b>Total</b>	<b>566</b>	<b>368</b>	<b>29</b>	<b>0</b>	<b>963</b>	<b>130</b>	<b>59</b>	<b>1</b>	<b>0</b>	<b>190</b>	<b>2</b>	<b>268</b>	<b>145</b>	<b>0</b>	<b>415</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1568</b>
04:00 PM	140	128	8	0	276	39	17	0	0	56	0	59	25	0	84	0	0	0	0	0	416
04:15 PM	154	138	5	0	297	29	7	0	0	36	0	72	46	0	118	0	0	0	0	0	451
04:30 PM	138	101	4	0	243	38	22	0	0	60	0	75	51	0	126	0	0	0	0	0	429
04:45 PM	141	112	5	0	258	32	14	0	0	46	0	56	43	0	99	0	0	0	0	0	403
<b>Total</b>	<b>573</b>	<b>479</b>	<b>22</b>	<b>0</b>	<b>1074</b>	<b>138</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>198</b>	<b>0</b>	<b>262</b>	<b>165</b>	<b>0</b>	<b>427</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1699</b>
05:00 PM	139	89	3	0	231	42	11	0	0	53	0	80	41	4	125	0	0	0	0	0	409
05:15 PM	161	109	3	1	274	51	19	0	0	70	0	51	38	0	89	0	0	0	0	0	433
05:30 PM	123	103	4	0	230	33	9	0	0	42	0	68	23	0	91	0	0	0	0	0	363
05:45 PM	105	64	7	0	176	35	10	1	0	46	3	70	42	0	115	0	0	0	0	0	337
<b>Total</b>	<b>528</b>	<b>365</b>	<b>17</b>	<b>1</b>	<b>911</b>	<b>161</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>211</b>	<b>3</b>	<b>269</b>	<b>144</b>	<b>4</b>	<b>420</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1542</b>
<b>Grand Total</b>	<b>1986</b>	<b>1397</b>	<b>85</b>	<b>1</b>	<b>3469</b>	<b>481</b>	<b>196</b>	<b>4</b>	<b>0</b>	<b>681</b>	<b>7</b>	<b>935</b>	<b>526</b>	<b>4</b>	<b>1472</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5622</b>
<b>Apprch %</b>	<b>57.2</b>	<b>40.3</b>	<b>2.5</b>	<b>0</b>		<b>70.6</b>	<b>28.8</b>	<b>0.6</b>	<b>0</b>		<b>0.5</b>	<b>63.5</b>	<b>35.7</b>	<b>0.3</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total %</b>	<b>35.3</b>	<b>24.8</b>	<b>1.5</b>	<b>0</b>	<b>61.7</b>	<b>8.6</b>	<b>3.5</b>	<b>0.1</b>	<b>0</b>	<b>12.1</b>	<b>0.1</b>	<b>16.6</b>	<b>9.4</b>	<b>0.1</b>	<b>26.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>CARS</b>	<b>1953</b>	<b>1380</b>	<b>85</b>	<b>1</b>	<b>3419</b>	<b>477</b>	<b>196</b>	<b>4</b>	<b>0</b>	<b>677</b>	<b>6</b>	<b>924</b>	<b>521</b>	<b>4</b>	<b>1455</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5551</b>
<b>% CARS</b>	<b>98.3</b>	<b>98.8</b>	<b>100</b>	<b>100</b>	<b>98.6</b>	<b>99.2</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>99.4</b>	<b>85.7</b>	<b>98.8</b>	<b>99</b>	<b>100</b>	<b>98.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98.7</b>
<b>SINGLE UNIT</b>	<b>24</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
<b>% SINGLE UNIT</b>	<b>1.2</b>	<b>0.9</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>14.3</b>	<b>0.9</b>	<b>0.4</b>	<b>0</b>	<b>0.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.9</b>
<b>COMBINATION VEHICLES</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>% COMBINATION VEHICLES</b>	<b>0.5</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0.6</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.3</b>

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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

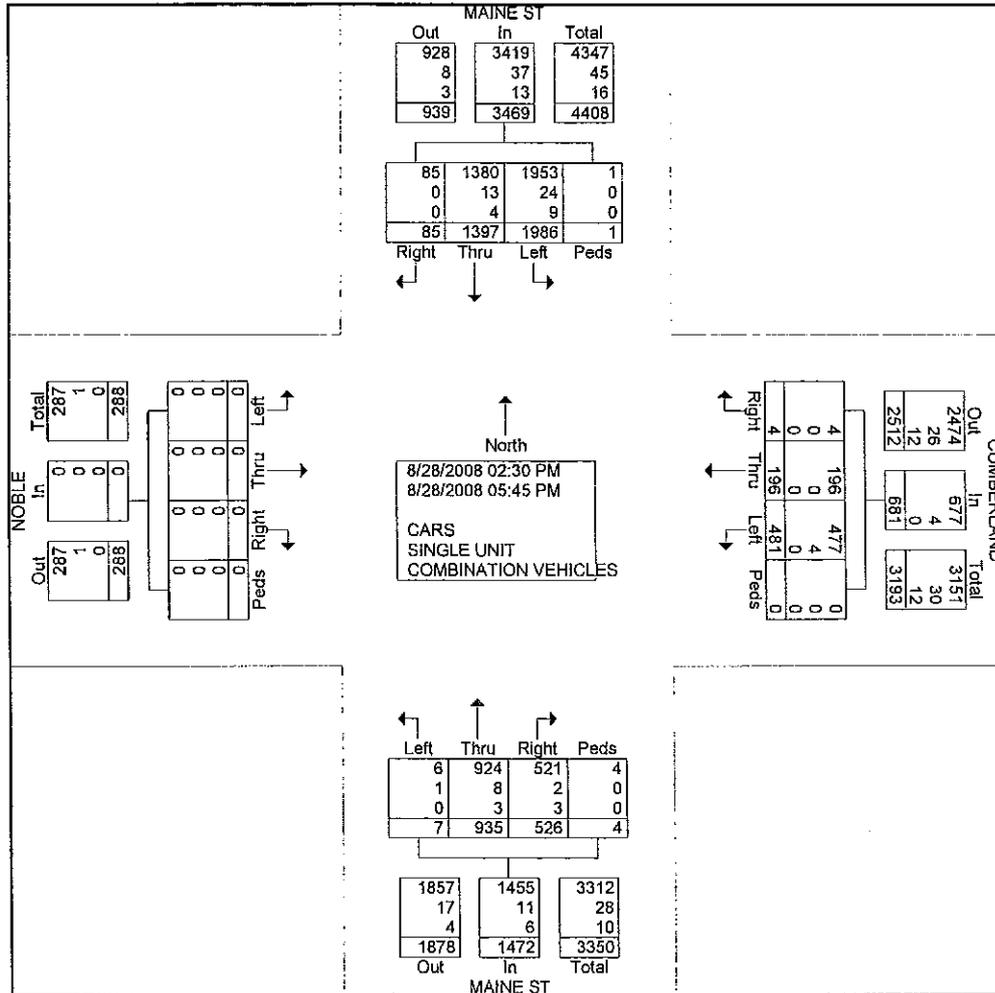
(207) 657-6910

File Name : BATH RD @ MAINE ST\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 2



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15 Shaker Road, P.O. Box 1237  
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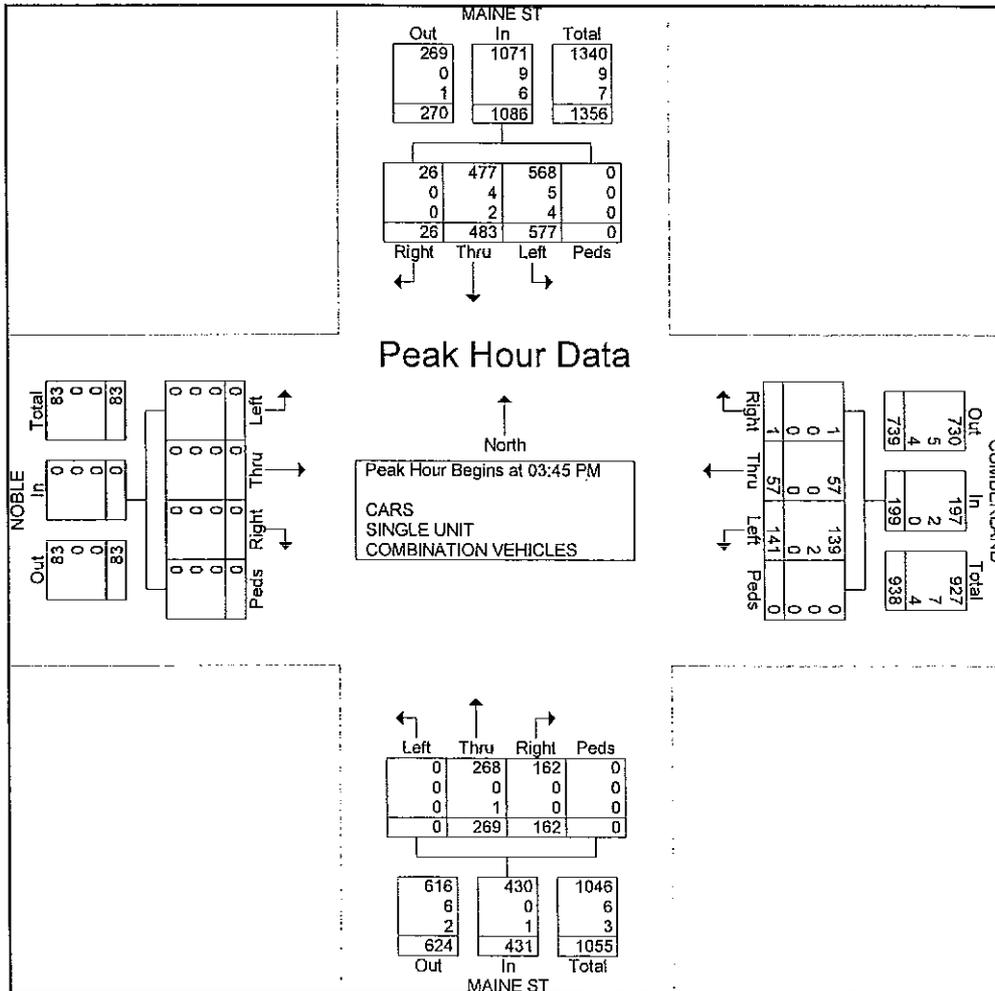
File Name : BATH RD @ MAINE ST\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 3

Start Time	MAINE ST From North					CUMBERLAND From East					MAINE ST From South					NOBLE From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	145	116	9	0	270	35	11	1	0	47	0	63	40	0	103	0	0	0	0	0	420
04:00 PM	140	128	8	0	276	39	17	0	0	56	0	59	25	0	84	0	0	0	0	0	416
04:15 PM	154	138	5	0	297	29	7	0	0	36	0	72	46	0	118	0	0	0	0	0	451
04:30 PM	138	101	4	0	243	38	22	0	0	60	0	75	51	0	126	0	0	0	0	0	429
Total Volume	577	483	26	0	1086	141	57	1	0	199	0	269	162	0	431	0	0	0	0	0	1716
% App. Total	53.1	44.5	2.4	0		70.9	28.6	0.5	0		0	62.4	37.6	0		0	0	0	0	0	
PHF	.937	.875	.722	.000	.914	.904	.648	.250	.000	.829	.000	.897	.794	.000	.855	.000	.000	.000	.000	.000	.951
CARS	568	477	26	0	1071	139	57	1	0	197	0	268	162	0	430	0	0	0	0	0	1698
% CARS	98.4	98.8	100	0	98.6	98.6	100	100	0	99.0	0	99.6	100	0	99.8	0	0	0	0	0	99.0
SINGLE UNIT																					
% SINGLE UNIT	0.9	0.8	0	0	0.8	1.4	0	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0.6
COMBINATION VEHICLES	4	2	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
% COMBINATION VEHICLES	0.7	0.4	0	0	0.6	0	0	0	0	0	0	0.4	0	0	0.2	0	0	0	0	0	0.4



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: MP

DB-400: Board 1

Weather: Clear

File Name : BATH RD @ MAINE ST\_PM

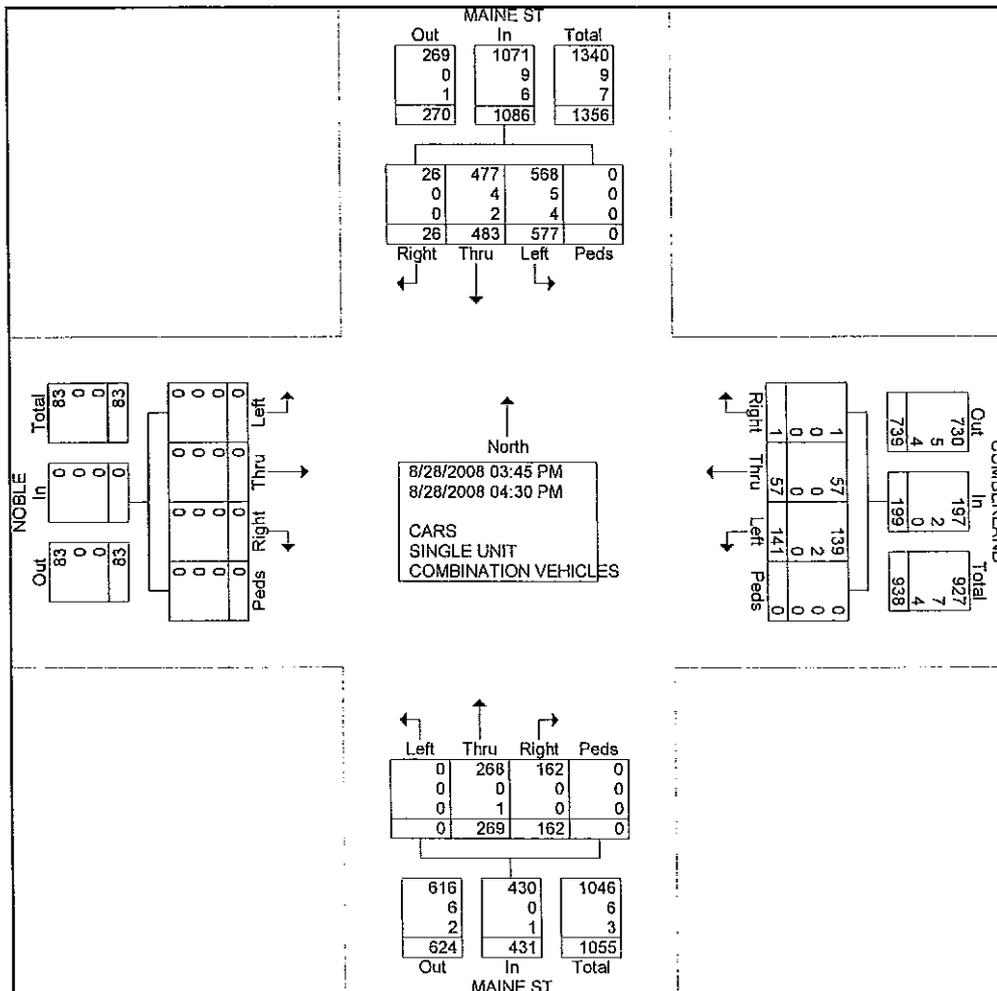
Site Code : 2074

Start Date : 8/28/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	MAINE ST From North					CUMBERLAND From East					MAINE ST From South					NOBLE From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:45 PM	145	116	9	0	270	35	11	1	0	47	0	63	40	0	103	0	0	0	0	0	420
Total	145	116	9	0	270	35	11	1	0	47	0	63	40	0	103	0	0	0	0	0	420
04:00 PM	140	128	8	0	276	39	17	0	0	56	0	59	25	0	84	0	0	0	0	0	416
04:15 PM	154	138	5	0	297	29	7	0	0	36	0	72	46	0	118	0	0	0	0	0	451
04:30 PM	138	101	4	0	243	38	22	0	0	60	0	75	51	0	126	0	0	0	0	0	429
Grand Total	577	483	26	0	1086	141	57	1	0	199	0	269	162	0	431	0	0	0	0	0	1716
Apprch %	53.1	44.5	2.4	0		70.9	28.6	0.5	0		0	62.4	37.6	0		0	0	0	0	0	
Total %	33.6	28.1	1.5	0	63.3	8.2	3.3	0.1	0	11.6	0	15.7	9.4	0	25.1	0	0	0	0	0	
CARS	568	477	26	0	1071	139	57	1	0	197	0	268	162	0	430	0	0	0	0	0	1698
% CARS	98.4	98.8	100	0	98.6	98.6	100	100	0	99	0	99.6	100	0	99.8	0	0	0	0	0	99
SINGLE UNIT	5	4	0	0	9	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	11
% SINGLE UNIT	0.9	0.8	0	0	0.8	1.4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.6
COMBINATION VEHICLES	4	2	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
% COMBINATION VEHICLES	0.7	0.4	0	0	0.6	0	0	0	0	0	0	0.4	0	0	0.2	0	0	0	0	0	0.4



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: ZRJ

DB-400: GP2

Weather: Clear

File Name : BATH RD @ WAL-MART\_PM

Site Code : 947.01

Start Date : 8/27/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	BATH ROAD From North					WAL*MART From East					BATH ROAD From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	8	156	0	0	164	33	0	18	0	51	0	171	77	1	249	0	0	0	0	0	464
02:45 PM	4	176	0	0	180	70	0	18	0	88	0	166	91	0	257	0	0	0	0	0	525
<b>Total</b>	<b>12</b>	<b>332</b>	<b>0</b>	<b>0</b>	<b>344</b>	<b>103</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>139</b>	<b>0</b>	<b>337</b>	<b>168</b>	<b>1</b>	<b>506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>989</b>
03:00 PM	6	218	0	0	224	65	0	10	1	76	0	183	71	2	256	0	0	0	0	0	556
03:15 PM	12	179	0	0	191	66	0	19	1	86	0	180	72	0	252	0	0	0	0	0	529
03:30 PM	9	203	0	0	212	85	0	23	0	108	8	165	86	0	259	0	0	0	0	0	579
03:45 PM	11	188	0	0	199	84	0	24	0	108	0	175	83	0	258	0	0	0	0	0	565
<b>Total</b>	<b>38</b>	<b>788</b>	<b>0</b>	<b>0</b>	<b>826</b>	<b>300</b>	<b>0</b>	<b>76</b>	<b>2</b>	<b>378</b>	<b>8</b>	<b>703</b>	<b>312</b>	<b>2</b>	<b>1025</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2229</b>
04:00 PM	5	201	0	0	206	76	0	14	0	90	1	177	90	0	268	0	0	0	0	0	564
04:15 PM	13	162	0	0	175	81	0	17	0	98	0	131	69	0	200	0	0	0	0	0	473
04:30 PM	5	168	0	0	173	72	0	23	0	95	0	166	69	0	235	0	0	0	0	0	503
04:45 PM	5	160	0	0	165	70	0	14	0	84	0	167	73	0	240	0	0	0	0	0	489
<b>Total</b>	<b>28</b>	<b>691</b>	<b>0</b>	<b>0</b>	<b>719</b>	<b>299</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>367</b>	<b>1</b>	<b>641</b>	<b>301</b>	<b>0</b>	<b>943</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2029</b>
05:00 PM	6	188	0	0	194	67	0	15	0	82	0	150	90	0	240	0	0	0	0	0	516
05:15 PM	10	171	0	0	181	84	0	21	0	105	0	142	79	0	221	0	0	0	0	0	507
05:30 PM	5	151	0	0	156	60	0	13	1	74	0	183	63	0	246	0	0	0	0	0	476
05:45 PM	6	108	0	0	114	73	0	16	0	89	0	127	55	0	182	0	0	0	0	0	385
<b>Total</b>	<b>27</b>	<b>618</b>	<b>0</b>	<b>0</b>	<b>645</b>	<b>284</b>	<b>0</b>	<b>65</b>	<b>1</b>	<b>350</b>	<b>0</b>	<b>602</b>	<b>287</b>	<b>0</b>	<b>889</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1884</b>
<b>Grand Total</b>	<b>105</b>	<b>2429</b>	<b>0</b>	<b>0</b>	<b>2534</b>	<b>986</b>	<b>0</b>	<b>245</b>	<b>3</b>	<b>1234</b>	<b>9</b>	<b>2283</b>	<b>1088</b>	<b>3</b>	<b>3363</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7131</b>
<b>Apprch %</b>	<b>4.1</b>	<b>95.9</b>	<b>0</b>	<b>0</b>		<b>79.9</b>	<b>0</b>	<b>19.9</b>	<b>0.2</b>		<b>0.3</b>	<b>67.9</b>	<b>31.8</b>	<b>0.1</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total %</b>	<b>1.5</b>	<b>34.1</b>	<b>0</b>	<b>0</b>	<b>35.5</b>	<b>13.8</b>	<b>0</b>	<b>3.4</b>	<b>0</b>	<b>17.3</b>	<b>0.1</b>	<b>32</b>	<b>15</b>	<b>0</b>	<b>47.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>CARS</b>	<b>102</b>	<b>2374</b>	<b>0</b>	<b>0</b>	<b>2476</b>	<b>977</b>	<b>0</b>	<b>243</b>	<b>3</b>	<b>1223</b>	<b>9</b>	<b>2229</b>	<b>1059</b>	<b>3</b>	<b>3300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6999</b>
<b>% CARS</b>	<b>97.1</b>	<b>97.7</b>	<b>0</b>	<b>0</b>	<b>97.7</b>	<b>99.1</b>	<b>0</b>	<b>99.2</b>	<b>100</b>	<b>99.1</b>	<b>100</b>	<b>97.6</b>	<b>99.2</b>	<b>100</b>	<b>98.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98.1</b>
<b>SINGLE UNIT</b>	<b>2</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>7</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>
<b>% SINGLE UNIT</b>	<b>1.9</b>	<b>2.1</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>0.4</b>	<b>0</b>	<b>0.8</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>0</b>	<b>1.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.6</b>
<b>COMBINATION VEHICLES</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
<b>% COMBINATION VEHICLES</b>	<b>1</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0.4</b>	<b>0.2</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.3</b>

# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

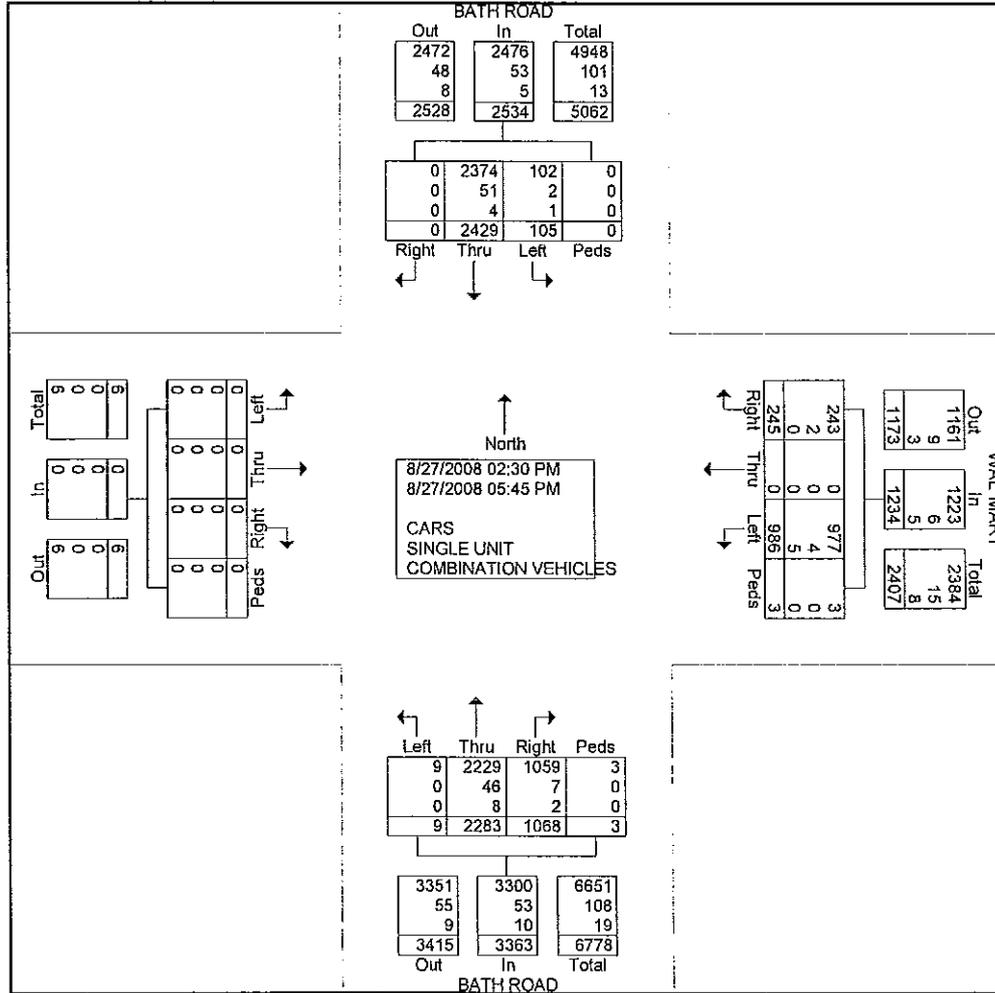
(207) 657-6910

File Name : BATH RD @ WAL-MART\_PM

Site Code : 947.01

Start Date : 8/27/2008

Page No : 2



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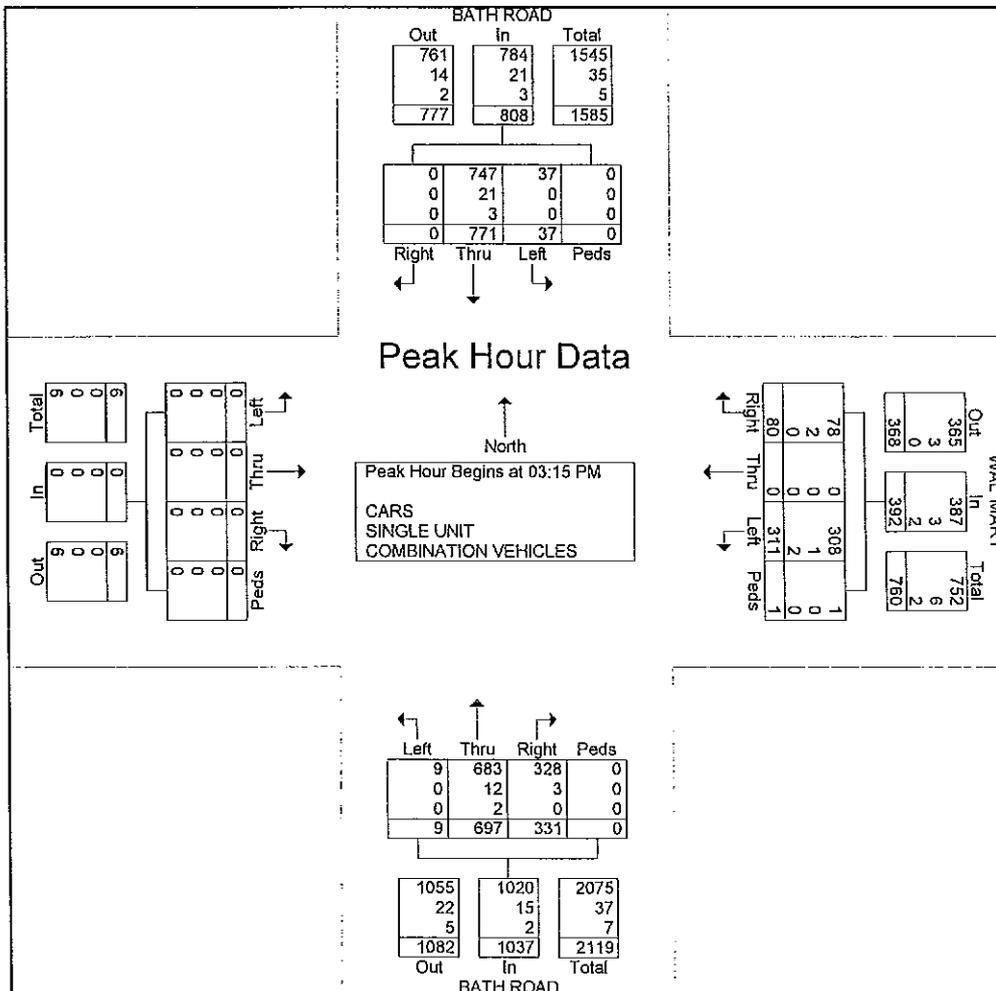
File Name : BATH RD @ WAL-MART\_PM

Site Code : 947.01

Start Date : 8/27/2008

Page No : 3

Start Time	BATH ROAD From North					WAL*MART From East					BATH ROAD From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	12	179	0	0	191	66	0	19	1	86	0	180	72	0	252	0	0	0	0	0	529
03:30 PM	9	203	0	0	212	85	0	23	0	108	8	165	86	0	259	0	0	0	0	0	579
03:45 PM	11	188	0	0	199	84	0	24	0	108	0	175	83	0	258	0	0	0	0	0	565
04:00 PM	5	201	0	0	206	76	0	14	0	90	1	177	90	0	268	0	0	0	0	0	564
Total Volume	37	771	0	0	808	311	0	80	1	392	9	697	331	0	1037	0	0	0	0	0	2237
% App. Total	4.6	95.4	0	0		79.3	0	20.4	0.3		0.9	67.2	31.9	0		0	0	0	0	0	
PHF	.771	.950	.000	.000	.953	.915	.000	.833	.250	.907	.281	.968	.919	.000	.967	.000	.000	.000	.000	.000	.966
CARS	37	747	0	0	784	308	0	78	1	387	9	683	328	0	1020	0	0	0	0	0	2191
% CARS	100	96.9	0	0	97.0	99.0	0	97.5	100	98.7	100	98.0	99.1	0	98.4	0	0	0	0	0	97.9
SINGLE UNIT	0	2.7	0	0	2.6	0.3	0	2.5	0	0.8	0	1.7	0.9	0	1.4	0	0	0	0	0	1.7
COMBINATION VEHICLES	0	3	0	0	3	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	7
% COMBINATION VEHICLES	0	0.4	0	0	0.4	0.6	0	0	0	0.5	0	0.3	0	0	0.2	0	0	0	0	0	0.3



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: ZRJ

DB-400: GP2

Weather: Clear

File Name : BATH RD @ WAL-MART\_PM

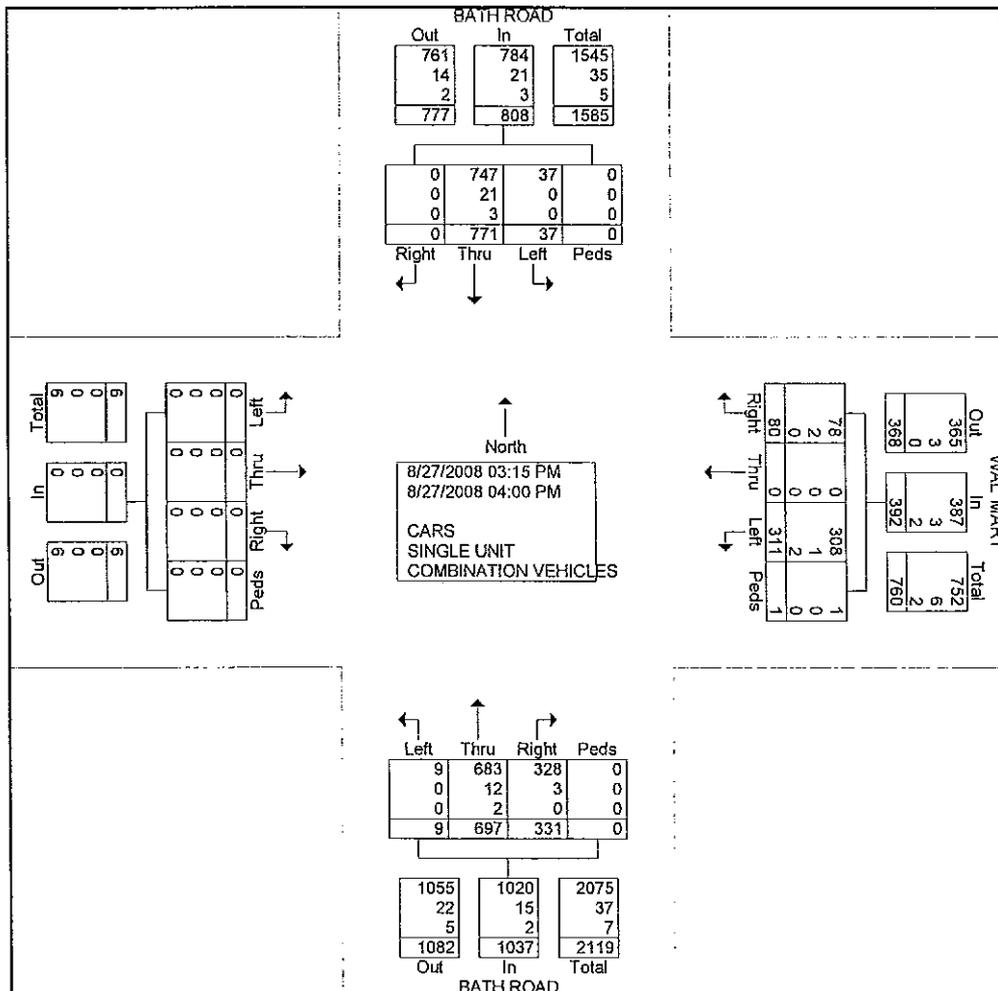
Site Code : 947.01

Start Date : 8/27/2008

Page No : 1

### Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	BATH ROAD From North					WAL*MART From East					BATH ROAD From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:15 PM	12	179	0	0	191	66	0	19	1	86	0	180	72	0	252	0	0	0	0	0	529
03:30 PM	9	203	0	0	212	85	0	23	0	108	8	165	86	0	259	0	0	0	0	0	579
03:45 PM	11	188	0	0	199	84	0	24	0	108	0	175	83	0	258	0	0	0	0	0	565
<b>Total</b>	<b>32</b>	<b>570</b>	<b>0</b>	<b>0</b>	<b>602</b>	<b>235</b>	<b>0</b>	<b>66</b>	<b>1</b>	<b>302</b>	<b>8</b>	<b>520</b>	<b>241</b>	<b>0</b>	<b>769</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1673</b>
04:00 PM	5	201	0	0	206	76	0	14	0	90	1	177	90	0	268	0	0	0	0	0	564
<b>Grand Total</b>	<b>37</b>	<b>771</b>	<b>0</b>	<b>0</b>	<b>808</b>	<b>311</b>	<b>0</b>	<b>80</b>	<b>1</b>	<b>392</b>	<b>9</b>	<b>697</b>	<b>331</b>	<b>0</b>	<b>1037</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2237</b>
Approch %	4.6	95.4	0	0		79.3	0	20.4	0.3		0.9	67.2	31.9	0		0	0	0	0	0	
Total %	1.7	34.5	0	0	36.1	13.9	0	3.6	0	17.5	0.4	31.2	14.8	0	46.4	0	0	0	0	0	
CARS	37	747	0	0	784	308	0	78	1	387	9	683	328	0	1020	0	0	0	0	0	2191
% CARS	100	96.9	0	0	97	99	0	97.5	100	98.7	100	98	99.1	0	98.4	0	0	0	0	0	97.9
SINGLE UNIT	0	21	0	0	21	1	0	2	0	3	0	12	3	0	15	0	0	0	0	0	39
% SINGLE UNIT	0	2.7	0	0	2.6	0.3	0	2.5	0	0.8	0	1.7	0.9	0	1.4	0	0	0	0	0	1.7
COMBINATION VEHICLES	0	3	0	0	3	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	7
% COMBINATION VEHICLES	0	0.4	0	0	0.4	0.6	0	0	0	0.5	0	0.3	0	0	0.2	0	0	0	0	0	0.3

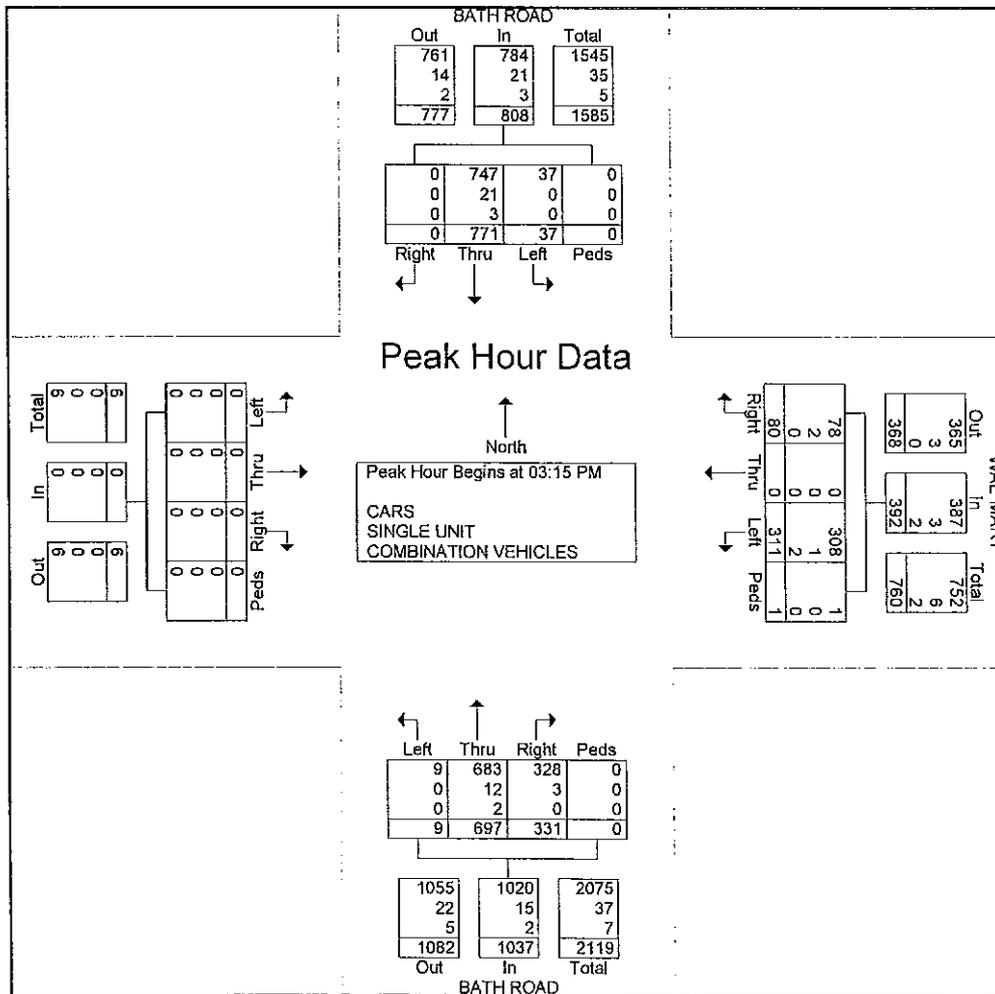


# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237  
Gray, Maine 04039  
(207) 657-6910

File Name : BATH RD @ WAL-MART\_PM  
Site Code : 947.01  
Start Date : 8/27/2008  
Page No : 2

Start Time	BATH ROAD From North					WAL*MART From East					BATH ROAD From South					From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	12	179	0	0	191	66	0	19	1	86	0	180	72	0	252	0	0	0	0	0	529
03:30 PM	9	203	0	0	212	86	0	23	0	108	8	165	86	0	259	0	0	0	0	0	579
03:45 PM	11	188	0	0	199	84	0	24	0	108	0	175	83	0	258	0	0	0	0	0	565
04:00 PM	5	201	0	0	206	76	0	14	0	90	1	177	90	0	268	0	0	0	0	0	564
Total Volume	37	771	0	0	808	311	0	80	1	392	9	697	331	0	1037	0	0	0	0	0	2237
% App. Total	4.6	95.4	0	0		79.3	0	20.4	0.3		0.9	67.2	31.9	0		0	0	0	0	0	
PHF	.771	.950	.000	.000	.953	.915	.000	.833	.250	.907	.281	.968	.919	.000	.967	.000	.000	.000	.000	.000	.966
CARS	37	747	0	0	784	308	0	78	1	387	9	683	328	0	1020	0	0	0	0	0	2191
% CARS	100	96.9	0	0	97.0	99.0	0	97.5	100	98.7	100	98.0	99.1	0	98.4	0	0	0	0	0	97.9
SINGLE UNIT	0	2.7	0	0	2.6	0.3	0	2.5	0	0.8	0	1.7	0.9	0	1.4	0	0	0	0	0	1.7
% SINGLE UNIT	0	2.7	0	0	2.6	0.3	0	2.5	0	0.8	0	1.7	0.9	0	1.4	0	0	0	0	0	1.7
COMBINATION VEHICLES	0	3	0	0	3	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	7
% COMBINATION VEHICLES	0	0.4	0	0	0.4	0.6	0	0	0	0.5	0	0.3	0	0	0.2	0	0	0	0	0	0.3





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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

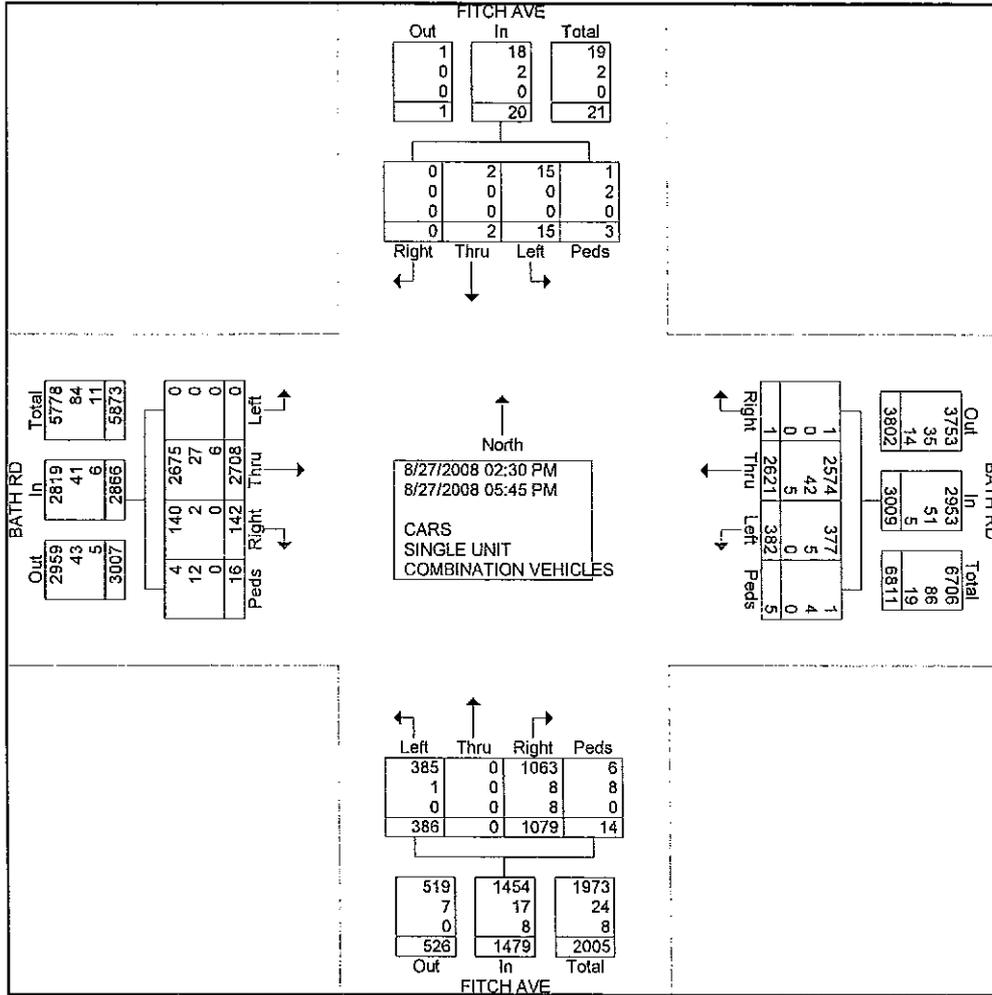
(207) 657-6910

File Name : BATH RD @ FITCH AVE (MAIN GATE)\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 2





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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

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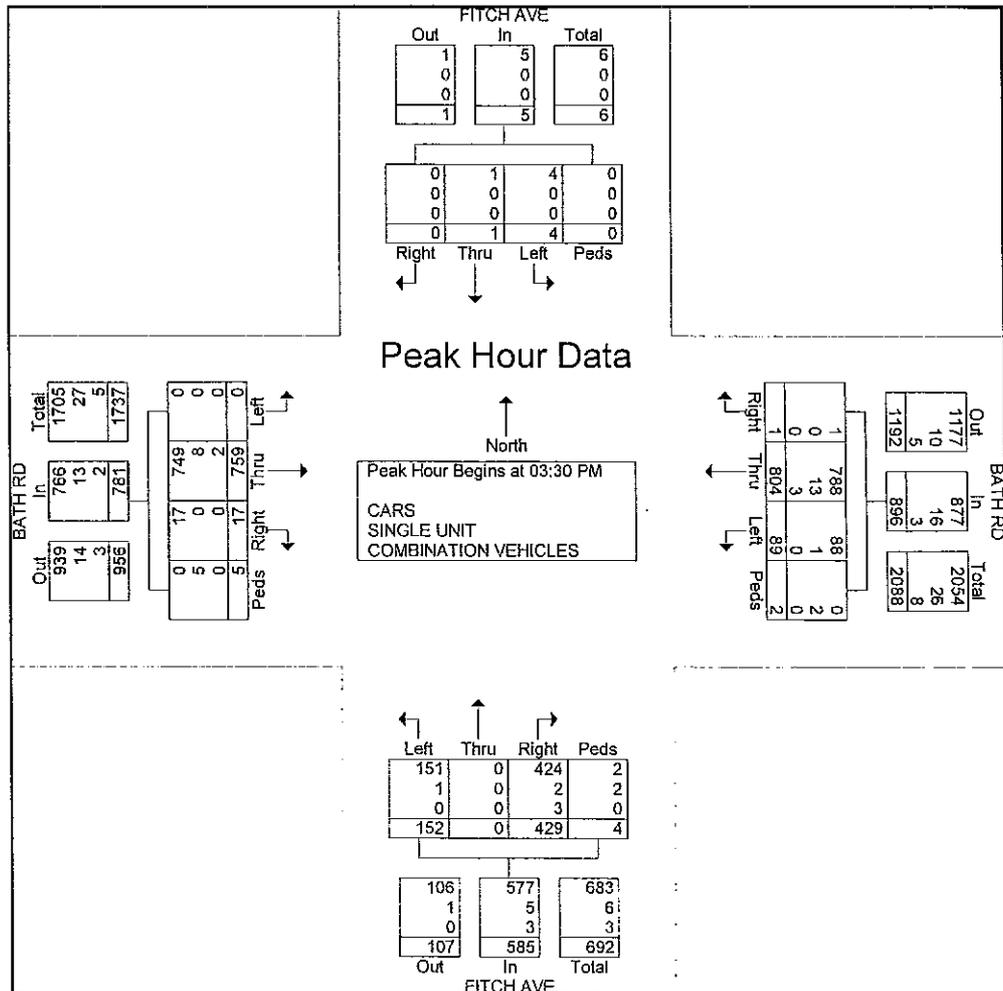
File Name : BATH RD @ FITCH AVE (MAIN GATE)\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 3

Start Time	FITCH AVE From North					BATH RD From East					FITCH AVE From South					BATH RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	14	201	0	0	215	29	0	102	1	132	0	203	6	2	211	558
03:45 PM	2	0	0	0	2	22	209	0	1	232	41	0	129	1	171	0	185	4	0	189	594
04:00 PM	1	0	0	0	1	29	188	0	1	218	43	0	103	1	147	0	186	2	0	188	554
04:15 PM	1	1	0	0	2	24	206	1	0	231	39	0	95	1	135	0	185	5	3	193	561
Total Volume	4	1	0	0	5	89	804	1	2	896	152	0	429	4	585	0	759	17	5	781	2267
% App. Total	80	20	0	0		9.9	89.7	0.1	0.2		26	0	73.3	0.7		0	97.2	2.2	0.6		
PHF	.500	.250	.000	.000	.625	.767	.982	.250	.500	.966	.884	.000	.831	1.000							
CARS	4	1	0	0	5	88	788	1	0	877	151	0	424	2	577	0	749	17	0	766	2225
% CARS	100	100	0	0	100	98.9	98.0	100	0	97.9	99.3	0	98.8	50.0	98.6	0	98.7	100	0	98.1	98.1
SINGLE UNIT	0	0	0	0	0	1	13	0	2	16	1	0	2	2	5	0	8	0	5	13	34
% SINGLE UNIT	0	0	0	0	0	1.1	1.6	0	100	1.8	0.7	0	0.5	50.0	0.9	0	1.1	0	100	1.7	1.5
COMBINATION VEHICLES	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	0	2	0	0	2	8
% COMBINATION VEHICLES	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0.7	0	0.5	0	0.3	0	0	0.3	0.4





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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

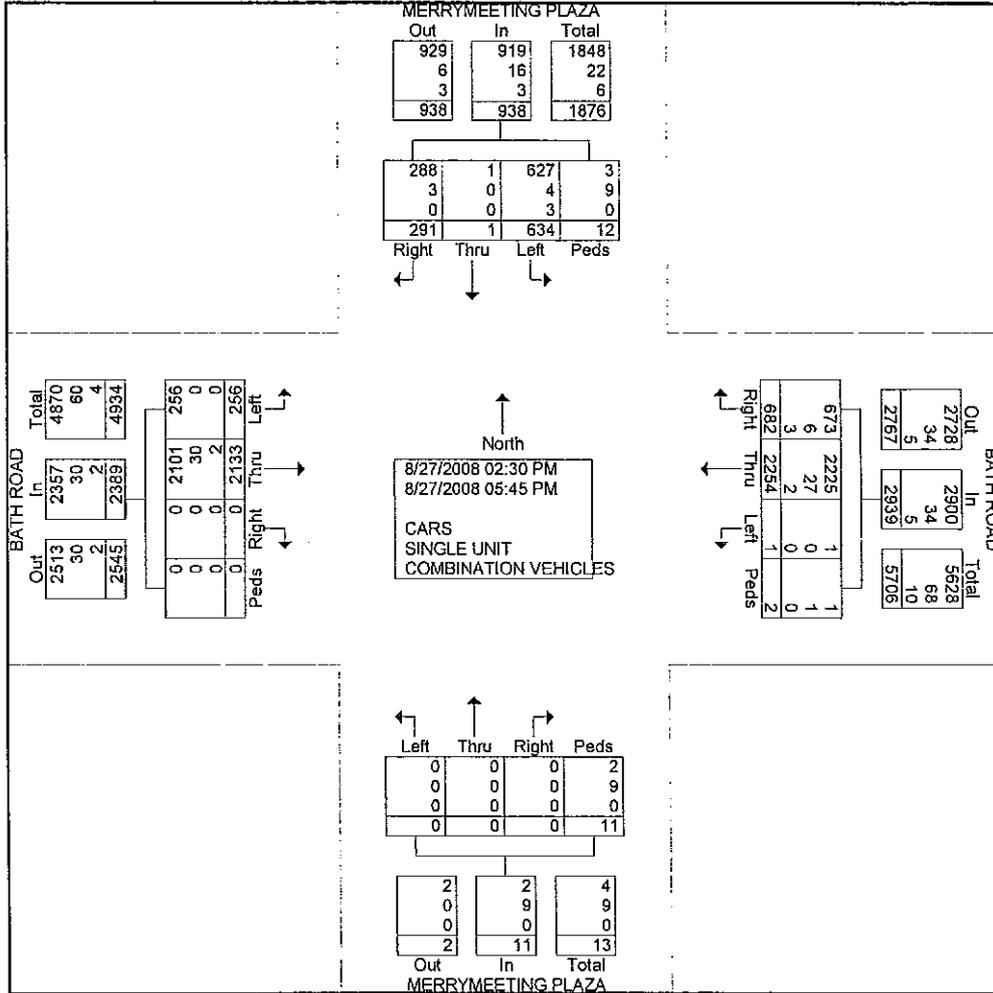
(207) 657-6910

File Name : BATH RD @ MERRYMEETING PLAZA\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 2



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: JJM

DB-400: GP1

Weather: Clear

File Name : BATH RD @ MERRYMEETING PLAZA\_PM

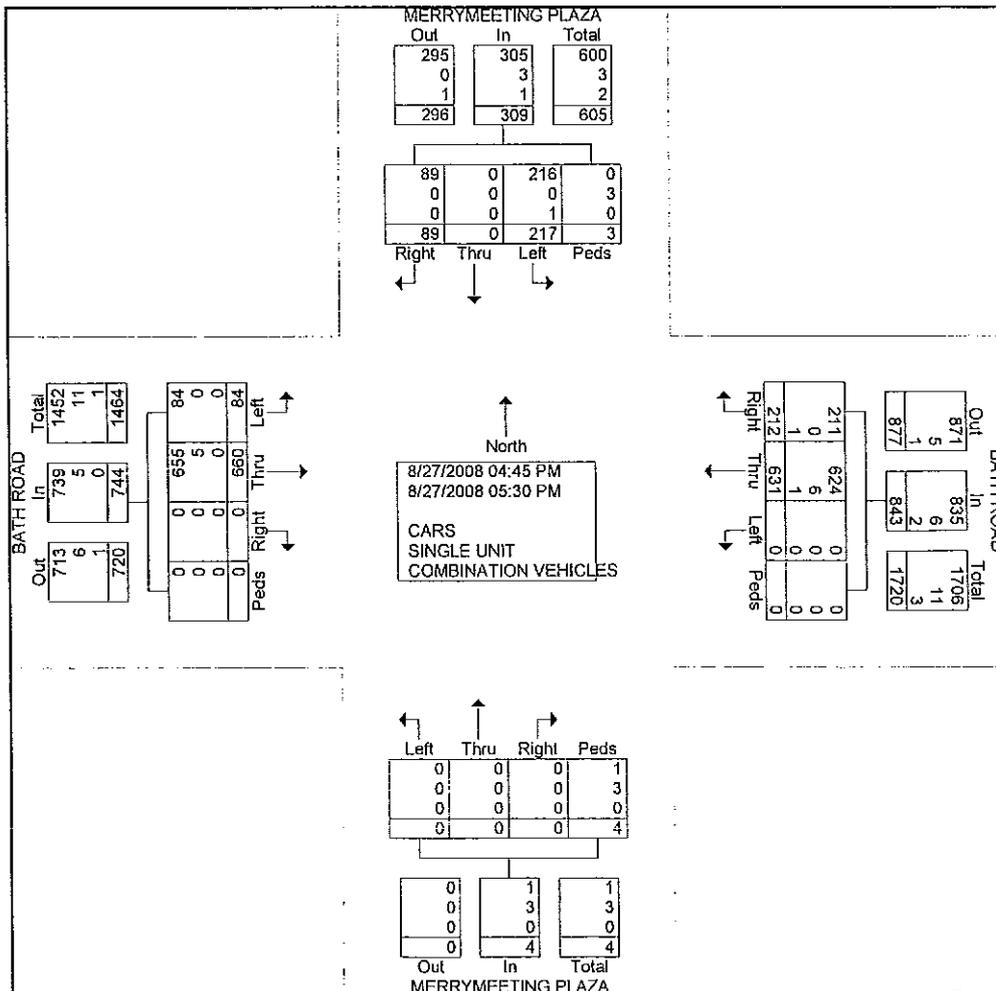
Site Code : 2074

Start Date : 8/27/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	MERRYMEETING PLAZA From North					BATH ROAD From East					MERRYMEETING PLAZA From South					BATH ROAD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:45 PM	58	0	18	1	77	0	163	52	0	215	0	0	0	1	1	17	152	0	0	169	462
Total	58	0	18	1	77	0	163	52	0	215	0	0	0	1	1	17	152	0	0	169	462
05:00 PM	54	0	26	1	81	0	158	61	0	219	0	0	0	2	2	20	151	0	0	171	473
05:15 PM	60	0	19	1	80	0	165	51	0	216	0	0	0	1	1	23	169	0	0	192	489
05:30 PM	45	0	26	0	71	0	145	48	0	193	0	0	0	0	0	24	188	0	0	212	476
Grand Total	217	0	89	3	309	0	631	212	0	843	0	0	0	4	4	84	660	0	0	744	1900
Apprch %	70.2	0	28.8	1		0	74.9	25.1	0		0	0	0	100		11.3	88.7	0	0		
Total %	11.4	0	4.7	0.2	16.3	0	33.2	11.2	0	44.4	0	0	0	0.2	0.2	4.4	34.7	0	0	39.2	
CARS	216	0	89	0	305	0	624	211	0	835	0	0	0	1	1	84	655	0	0	739	1880
% CARS	99.5	0	100	0	98.7	0	98.9	99.5	0	99.1	0	0	0	25	25	100	99.2	0	0	99.3	98.9
SINGLE UNIT	0	0	0	3	3	0	6	0	0	6	0	0	0	3	3	0	5	0	0	5	17
% SINGLE UNIT	0	0	0	100	1	0	1	0	0	0.7	0	0	0	75	75	0	0.8	0	0	0.7	0.9
COMBINATION VEHICLES	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
% COMBINATION VEHICLES	0.5	0	0	0	0.3	0	0.2	0.5	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2



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Gray, Maine 04039

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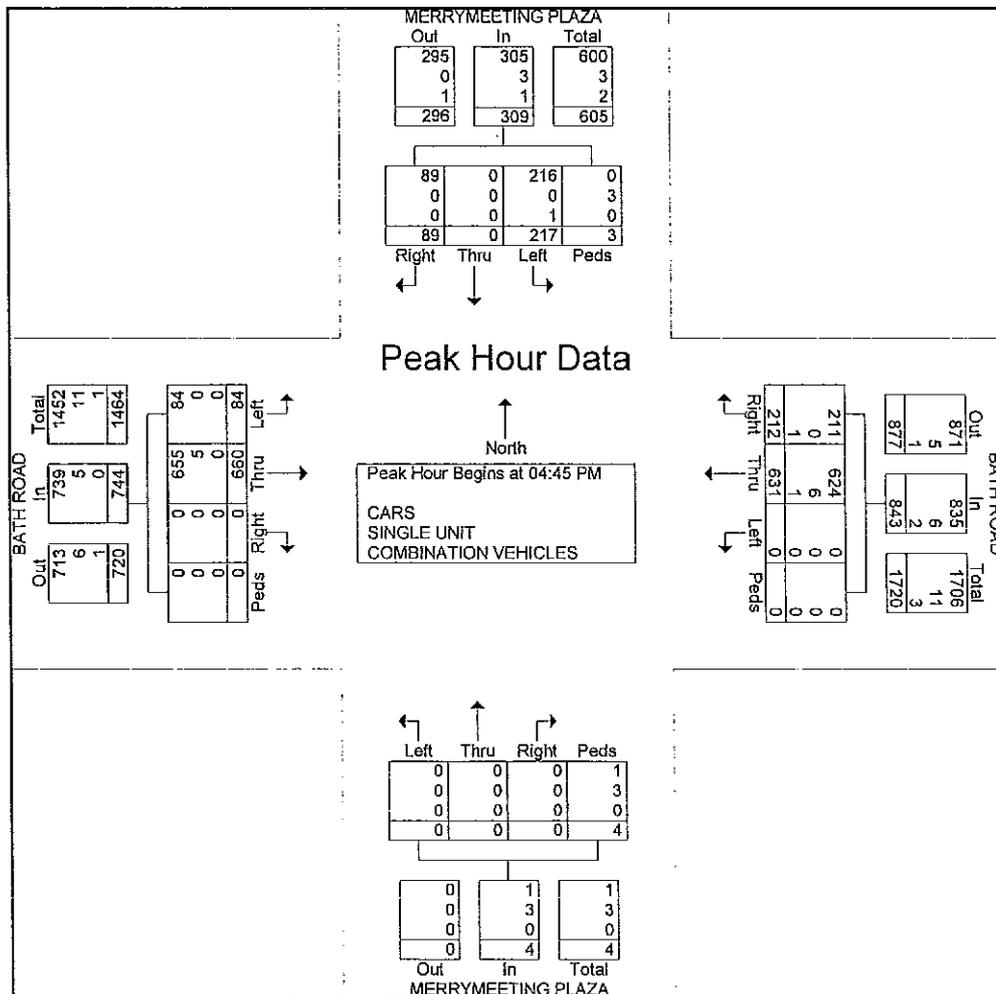
File Name : BATH RD @ MERRYMEETING PLAZA\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 2

Start Time	MERRYMEETING PLAZA From North					BATH ROAD From East					MERRYMEETING PLAZA From South					BATH ROAD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	58	0	18	1	77	0	163	52	0	215	0	0	0	1	1	17	152	0	0	169	462
05:00 PM	54	0	26	1	81	0	158	61	0	219	0	0	0	2	2	20	151	0	0	171	473
05:15 PM	60	0	19	1	80	0	165	51	0	216	0	0	0	1	1	23	169	0	0	192	489
05:30 PM	45	0	26	0	71	0	145	48	0	193	0	0	0	0	0	24	188	0	0	212	476
Total Volume	217	0	89	3	309	0	631	212	0	843	0	0	0	4	4	84	660	0	0	744	1900
% App. Total	70.2	0	28.8	1		0	74.9	25.1	0		0	0	0	100		11.3	88.7	0	0		
PHF	.904	.000	.856	.750	.954	.000	.956	.869	.000	.962	.000	.000	.000	.500	.500	.875	.878	.000	.000	.877	.971
CARS	216	0	89	0	305	0	624	211	0	835	0	0	0	1	1	84	655	0	0	739	1880
% CARS	99.5	0	100	0	98.7	0	98.9	99.5	0	99.1	0	0	0	25.0	25.0	100	99.2	0	0	99.3	98.9
SINGLE UNIT	0	0	0	100	1.0	0	1.0	0	0	0.7	0	0	0	75.0	75.0	0	0.8	0	0	0.7	0.9
% SINGLE UNIT	0	0	0	100	1.0	0	1.0	0	0	0.7	0	0	0	75.0	75.0	0	0.8	0	0	0.7	0.9
COMBINATION VEHICLES	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
% COMBINATION VEHICLES	0.5	0	0	0	0.3	0	0.2	0.5	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2





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Gray, Maine 04039

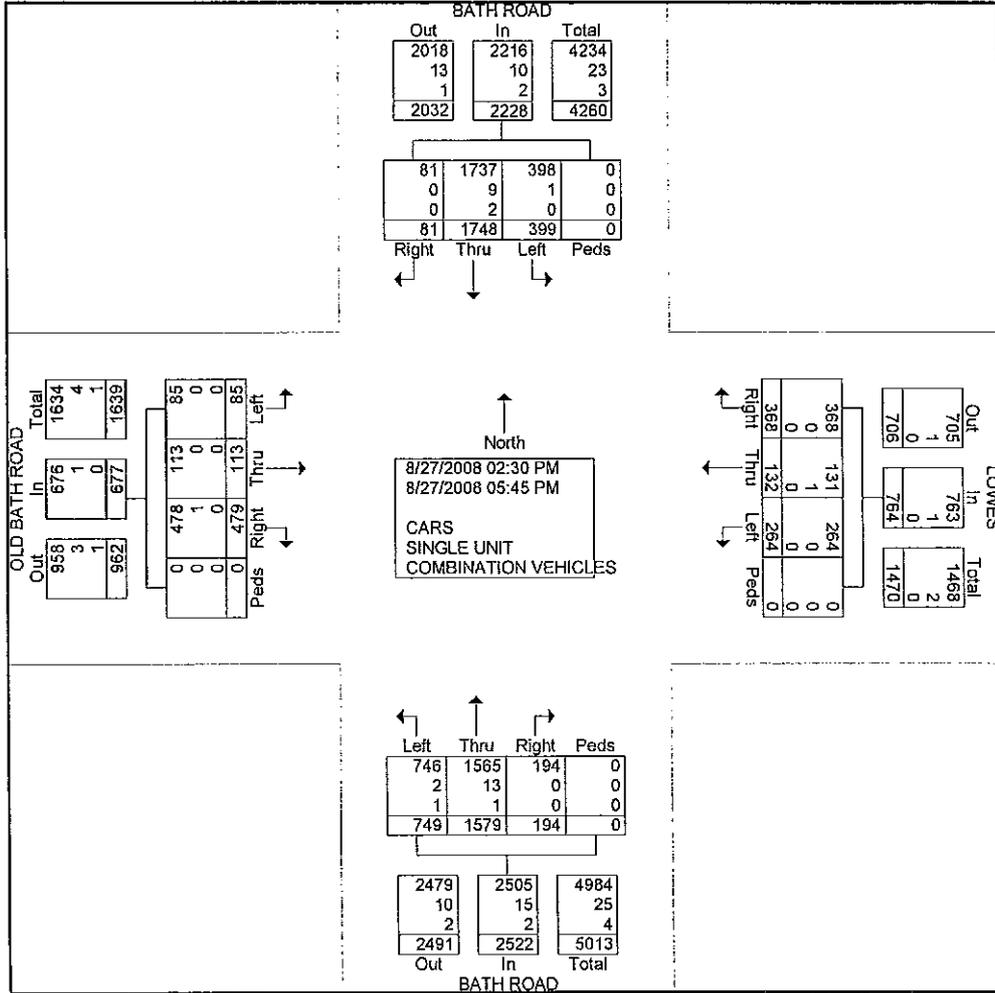
(207) 657-6910

File Name : BATH RD @ OLD BATH ROAD\_PM

Site Code : 947.01

Start Date : 8/27/2008

Page No : 2



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

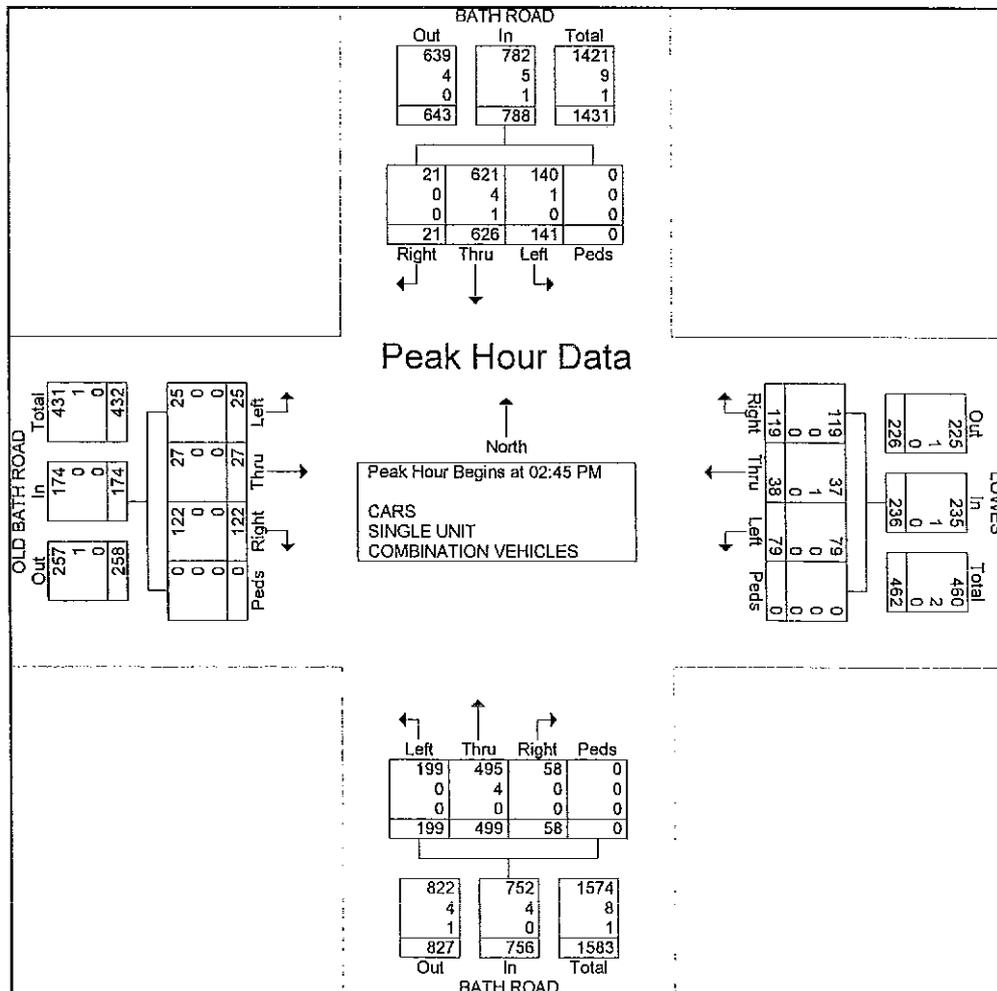
File Name : BATH RD @ OLD BATH ROAD\_PM

Site Code : 947.01

Start Date : 8/27/2008

Page No : 3

Start Time	BATH ROAD From North					LOWES From East					BATH ROAD From South					OLD BATH ROAD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	31	152	9	0	192	19	12	27	0	58	51	122	11	0	184	4	3	31	0	38	472
03:00 PM	41	164	4	0	209	22	5	34	0	61	46	122	15	0	183	9	11	27	0	47	500
03:15 PM	27	138	3	0	168	24	14	24	0	62	46	148	17	0	211	5	6	31	0	42	483
03:30 PM	42	172	5	0	219	14	7	34	0	55	56	107	15	0	178	7	7	33	0	47	499
Total Volume	141	626	21	0	788	79	38	119	0	236	199	499	58	0	756	25	27	122	0	174	1954
% App. Total	17.9	79.4	2.7	0		33.5	16.1	50.4	0		26.3	66	7.7	0		14.4	15.5	70.1	0		
PHF	.839	.910	.583	.000	.900	.823	.679	.875	.000	.952	.888	.843	.853	.000	.896	.694	.614	.924	.000	.926	.977
CARS	140	621	21	0	782	79	37	119	0	235	199	495	58	0	752	25	27	122	0	174	1943
% CARS	99.3	99.2	100	0	99.2	100	97.4	100	0	99.6	100	99.2	100	0	99.5	100	100	100	0	100	99.4
SINGLE UNIT																					
% SINGLE UNIT	0.7	0.6	0	0	0.6	0	2.6	0	0	0.4	0	0.8	0	0	0.5	0	0	0	0	0	0.5
COMBINATION VEHICLES	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% COMBINATION VEHICLES	0	0.2	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1



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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: MP

DB-400: Board 1

Weather: Clear

File Name : BATH RD @ OLD BATH ROAD\_PM

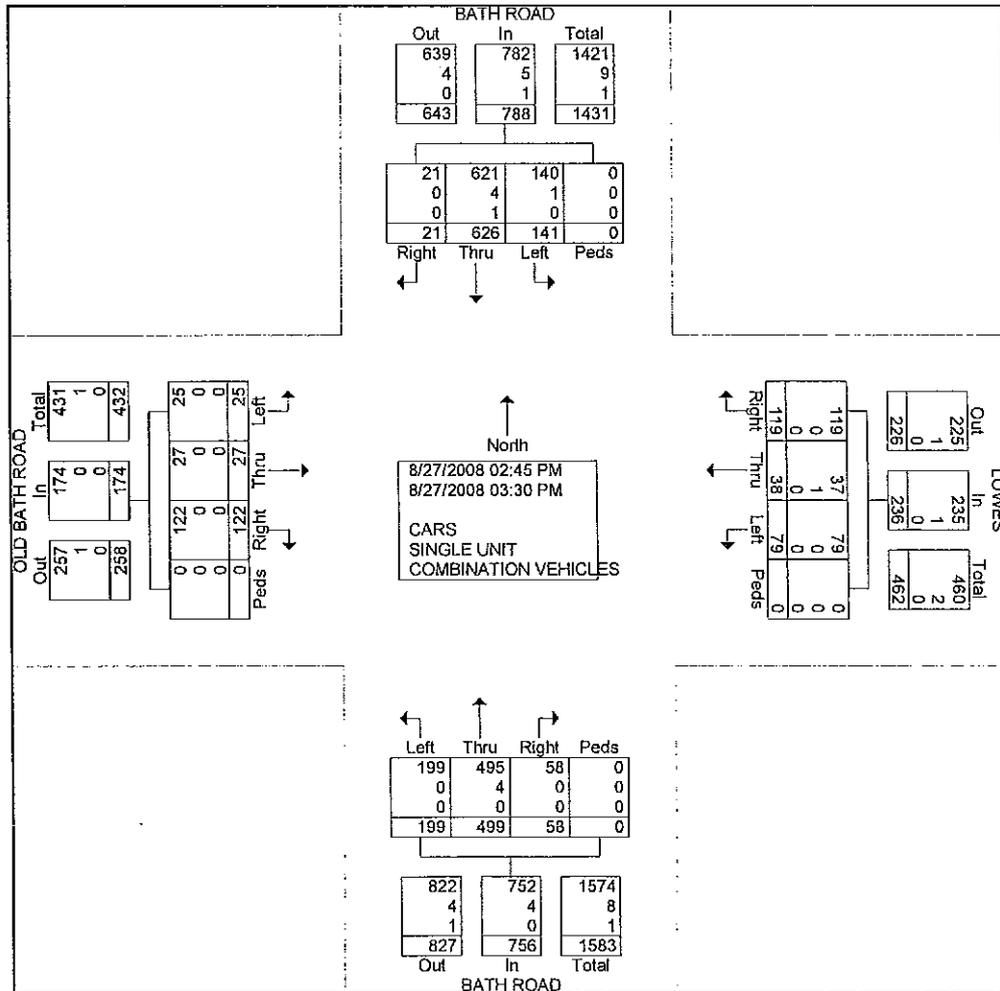
Site Code : 947.01

Start Date : 8/27/2008

Page No : 1

### Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	BATH ROAD From North					LOWES From East					BATH ROAD From South					OLD BATH ROAD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:45 PM	31	152	9	0	192	19	12	27	0	58	51	122	11	0	184	4	3	31	0	38	472
Total	31	152	9	0	192	19	12	27	0	58	51	122	11	0	184	4	3	31	0	38	472
03:00 PM	41	164	4	0	209	22	5	34	0	61	46	122	15	0	183	9	11	27	0	47	500
03:15 PM	27	138	3	0	168	24	14	24	0	62	46	148	17	0	211	5	6	31	0	42	483
03:30 PM	42	172	5	0	219	14	7	34	0	55	56	107	15	0	178	7	7	33	0	47	499
Grand Total	141	626	21	0	788	79	38	119	0	236	199	499	58	0	756	25	27	122	0	174	1954
Apprch %	17.9	79.4	2.7	0		33.5	16.1	50.4	0		26.3	66	7.7	0		14.4	15.5	70.1	0		
Total %	7.2	32	1.1	0	40.3	4	1.9	6.1	0	12.1	10.2	25.5	3	0	38.7	1.3	1.4	6.2	0	8.9	
CARS	140	621	21	0	782	79	37	119	0	235	199	495	58	0	752	25	27	122	0	174	1943
% CARS	99.3	99.2	100	0	99.2	100	97.4	100	0	99.6	100	99.2	100	0	99.5	100	100	100	0	100	99.4
SINGLE UNIT	1	4	0	0	5	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	10
% SINGLE UNIT	0.7	0.6	0	0	0.6	0	2.6	0	0	0.4	0	0.8	0	0	0.5	0	0	0	0	0	0.5
COMBINATION VEHICLES	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% COMBINATION VEHICLES	0	0.2	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1



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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

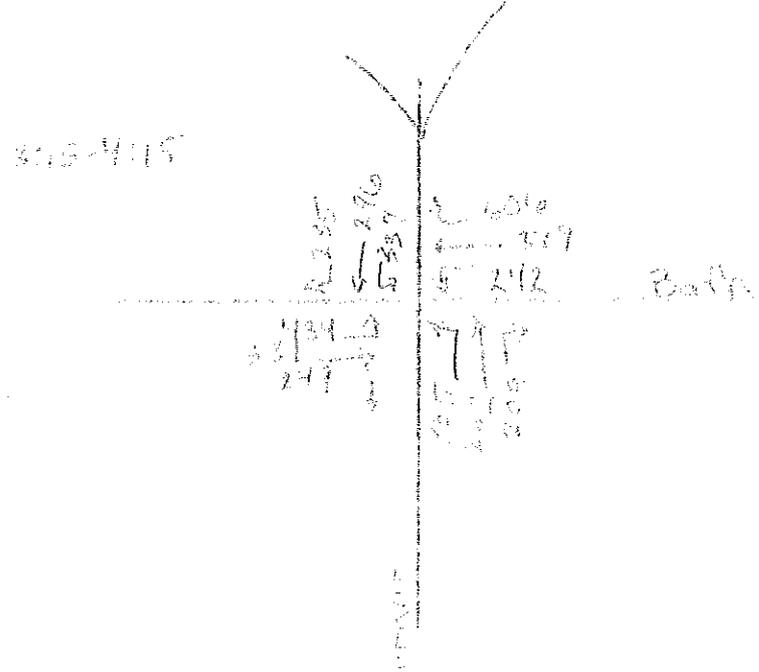
(207) 657-6910

Location: Brunswick  
 Counter: EB  
 DB-400: GP4  
 Weather: Clear

File Name : BATH RD @ GURNET RD\_PM  
 Site Code : 2074  
 Start Date : 8/27/2008  
 Page No : 1

### Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	GURNET RD From North					BATH RD From East					GURNET RD From South					BATH RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	81	85	55	0	221	41	71	99	0	211	56	63	48	0	167	85	128	41	0	254	853
02:45 PM	84	63	56	0	203	49	79	148	0	276	31	62	45	2	140	84	133	41	0	258	877
<b>Total</b>	<b>165</b>	<b>148</b>	<b>111</b>	<b>0</b>	<b>424</b>	<b>90</b>	<b>150</b>	<b>247</b>	<b>0</b>	<b>487</b>	<b>87</b>	<b>125</b>	<b>93</b>	<b>2</b>	<b>307</b>	<b>169</b>	<b>261</b>	<b>82</b>	<b>0</b>	<b>512</b>	<b>1730</b>
03:00 PM	82	73	47	0	202	50	76	160	0	286	40	62	68	0	170	103	115	51	0	269	927
03:15 PM	84	63	54	0	201	64	90	147	1	302	43	37	60	3	143	82	134	60	0	276	922
03:30 PM	70	73	52	0	195	58	107	165	1	331	37	68	45	1	151	111	137	56	0	304	981
03:45 PM	105	88	65	0	258	62	85	154	3	304	45	92	55	0	192	117	118	68	2	305	1059
<b>Total</b>	<b>341</b>	<b>297</b>	<b>218</b>	<b>0</b>	<b>856</b>	<b>234</b>	<b>358</b>	<b>626</b>	<b>5</b>	<b>1223</b>	<b>165</b>	<b>259</b>	<b>228</b>	<b>4</b>	<b>656</b>	<b>413</b>	<b>504</b>	<b>235</b>	<b>2</b>	<b>1154</b>	<b>3889</b>
04:00 PM	78	72	64	0	214	58	97	140	1	296	60	65	49	0	174	124	142	65	0	331	1015
04:15 PM	68	79	61	0	208	47	103	112	0	262	55	83	44	0	182	117	103	63	0	283	935
04:30 PM	91	114	69	0	274	40	96	120	0	256	38	64	46	1	149	87	117	61	1	266	945
04:45 PM	81	83	63	0	227	53	77	102	1	233	66	73	57	2	198	88	107	81	1	277	935
<b>Total</b>	<b>318</b>	<b>348</b>	<b>257</b>	<b>0</b>	<b>923</b>	<b>198</b>	<b>373</b>	<b>474</b>	<b>2</b>	<b>1047</b>	<b>219</b>	<b>285</b>	<b>196</b>	<b>3</b>	<b>703</b>	<b>416</b>	<b>469</b>	<b>270</b>	<b>2</b>	<b>1157</b>	<b>3830</b>
05:00 PM	80	73	67	0	220	44	92	122	1	259	45	73	59	0	177	99	132	58	0	289	945
05:15 PM	72	97	68	0	237	74	115	99	0	288	43	70	47	0	160	70	110	82	0	262	947
05:30 PM	88	69	56	0	213	52	100	95	0	247	50	86	55	0	191	78	110	91	1	280	931
05:45 PM	85	94	70	3	252	43	78	80	0	201	35	54	44	0	133	61	81	53	2	197	783
<b>Total</b>	<b>325</b>	<b>333</b>	<b>261</b>	<b>3</b>	<b>922</b>	<b>213</b>	<b>385</b>	<b>396</b>	<b>1</b>	<b>995</b>	<b>173</b>	<b>283</b>	<b>205</b>	<b>0</b>	<b>661</b>	<b>308</b>	<b>433</b>	<b>284</b>	<b>3</b>	<b>1028</b>	<b>3606</b>
<b>Grand Total</b>	<b>1149</b>	<b>1126</b>	<b>847</b>	<b>3</b>	<b>3125</b>	<b>735</b>	<b>1266</b>	<b>1743</b>	<b>8</b>	<b>3752</b>	<b>644</b>	<b>952</b>	<b>722</b>	<b>9</b>	<b>2327</b>	<b>1306</b>	<b>1667</b>	<b>871</b>	<b>7</b>	<b>3851</b>	<b>13055</b>
<b>Apprch %</b>	<b>36.8</b>	<b>36</b>	<b>27.1</b>	<b>0.1</b>		<b>19.6</b>	<b>33.7</b>	<b>46.5</b>	<b>0.2</b>		<b>27.7</b>	<b>40.9</b>	<b>31</b>	<b>0.4</b>		<b>33.9</b>	<b>43.3</b>	<b>22.6</b>	<b>0.2</b>		
<b>Total %</b>	<b>8.8</b>	<b>8.6</b>	<b>6.5</b>	<b>0</b>	<b>23.9</b>	<b>5.6</b>	<b>9.7</b>	<b>13.4</b>	<b>0.1</b>	<b>28.7</b>	<b>4.9</b>	<b>7.3</b>	<b>5.5</b>	<b>0.1</b>	<b>17.8</b>	<b>10</b>	<b>12.8</b>	<b>6.7</b>	<b>0.1</b>	<b>29.5</b>	
<b>CARS</b>	<b>1110</b>	<b>1082</b>	<b>832</b>	<b>3</b>	<b>3027</b>	<b>730</b>	<b>1237</b>	<b>1714</b>	<b>4</b>	<b>3685</b>	<b>634</b>	<b>916</b>	<b>707</b>	<b>8</b>	<b>2265</b>	<b>1283</b>	<b>1645</b>	<b>866</b>	<b>1</b>	<b>3795</b>	<b>12772</b>
<b>% CARS</b>	<b>96.6</b>	<b>96.1</b>	<b>98.2</b>	<b>100</b>	<b>96.9</b>	<b>99.3</b>	<b>97.7</b>	<b>98.3</b>	<b>50</b>	<b>98.2</b>	<b>98.4</b>	<b>96.2</b>	<b>97.9</b>	<b>88.9</b>	<b>97.3</b>	<b>98.2</b>	<b>98.7</b>	<b>99.4</b>	<b>14.3</b>	<b>98.5</b>	<b>97.8</b>
<b>SINGLE UNIT</b>	<b>36</b>	<b>40</b>	<b>13</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>29</b>	<b>23</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>33</b>	<b>15</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>240</b>
<b>% SINGLE UNIT</b>	<b>3.1</b>	<b>3.6</b>	<b>1.5</b>	<b>0</b>	<b>2.8</b>	<b>0.7</b>	<b>2.3</b>	<b>1.3</b>	<b>0</b>	<b>1.5</b>	<b>1.1</b>	<b>3.5</b>	<b>2.1</b>	<b>0</b>	<b>2.4</b>	<b>1</b>	<b>1.3</b>	<b>0.6</b>	<b>0</b>	<b>1</b>	<b>1.8</b>
<b>COMBINATION VEHICLES</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>17</b>	<b>43</b>
<b>% COMBINATION VEHICLES</b>	<b>0.3</b>	<b>0.4</b>	<b>0.2</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>50</b>	<b>0.3</b>	<b>0.5</b>	<b>0.3</b>	<b>0</b>	<b>11.1</b>	<b>0.3</b>	<b>0.8</b>	<b>0.1</b>	<b>0</b>	<b>85.7</b>	<b>0.4</b>	<b>0.3</b>



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

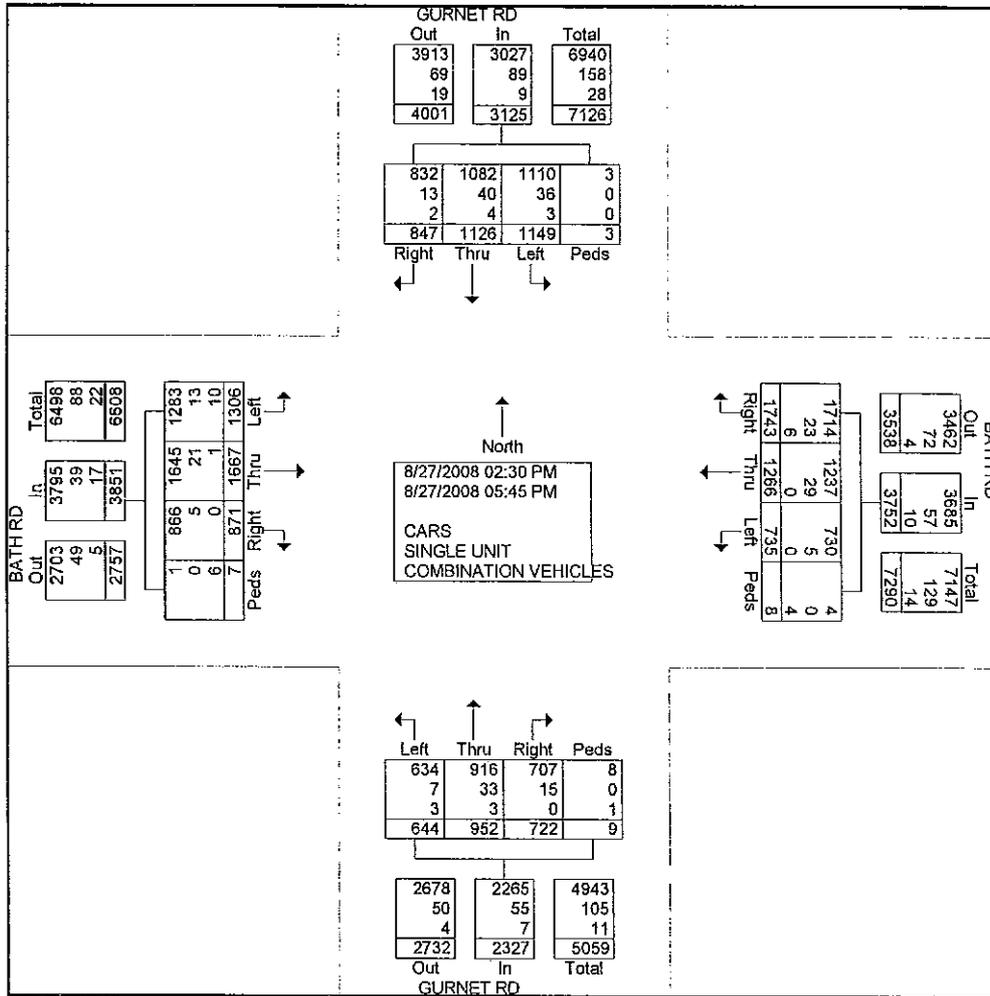
(207) 657-6910

File Name : BATH RD @ GURNET RD\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 2



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

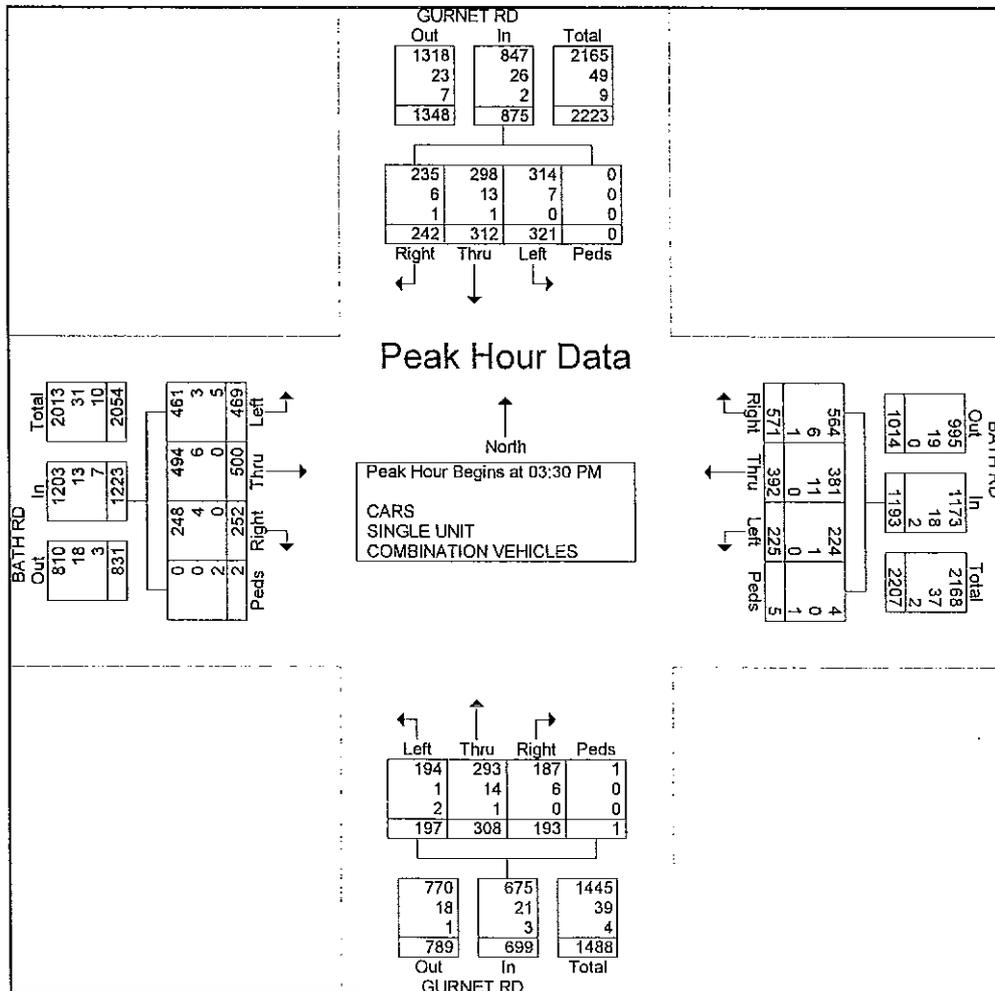
File Name : BATH RD @ GURNET RD\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 3

Start Time	GURNET RD From North					BATH RD From East					GURNET RD From South					BATH RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	70	73	52	0	195	58	107	165	1	331	37	68	45	1	151	111	137	56	0	304	981
03:45 PM	105	88	65	0	258	62	85	154	3	304	45	92	55	0	192	117	118	68	2	305	1059
04:00 PM	78	72	64	0	214	58	97	140	1	296	60	65	49	0	174	124	142	65	0	331	1015
04:15 PM	68	79	61	0	208	47	103	112	0	262	55	83	44	0	182	117	103	63	0	283	935
Total Volume	321	312	242	0	875	225	392	571	5	1193	197	308	193	1	699	469	500	252	2	1223	3990
% App. Total	36.7	35.7	27.7	0		18.9	32.9	47.9	0.4		28.2	44.1	27.6	0.1		38.3	40.9	20.6	0.2		
PHF	.764	.886	.931	.000	.848	.907	.916	.865	.417	.901	.821	.837	.877	.250	.910	.946	.880	.926	.250	.924	.942
CARS	314	298	235	0	847	224	381	564	4	1173	194	293	187	1	675	461	494	248	0	1203	3898
% CARS	97.8	95.5	97.1	0	96.8	99.6	97.2	98.8	80.0	98.3	98.5	95.1	96.9	100	96.6	98.3	98.8	98.4	0	98.4	97.7
SINGLE UNIT																					
% SINGLE UNIT	2.2	4.2	2.5	0	3.0	0.4	2.8	1.1	0	1.5	0.5	4.5	3.1	0	3.0	0.6	1.2	1.6	0	1.1	2.0
COMBINATION VEHICLES	0	1	1	0	2	0	0	1	1	2	2	1	0	0	3	5	0	0	2	7	14
% COMBINATION VEHICLES	0	0.3	0.4	0	0.2	0	0	0.2	20.0	0.2	1.0	0.3	0	0	0.4	1.1	0	0	100	0.6	0.4



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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: EB

DB-400: GP4

Weather: Clear

File Name : BATH RD @ GURNET RD\_PM

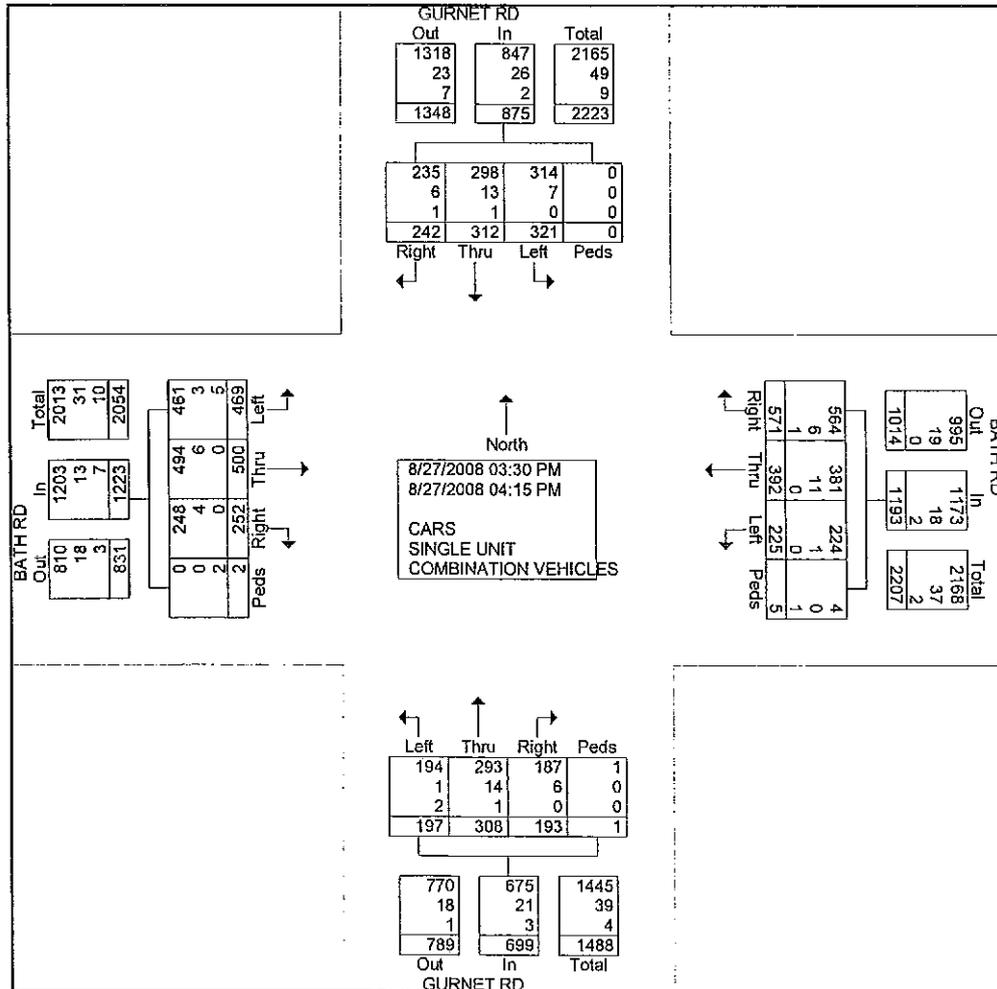
Site Code : 2074

Start Date : 8/27/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	GURNET RD From North					BATH RD From East					GURNET RD From South					BATH RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:30 PM	70	73	52	0	195	58	107	165	1	331	37	68	45	1	151	111	137	56	0	304	981
03:45 PM	105	88	65	0	258	62	85	154	3	304	45	92	55	0	192	117	118	68	2	305	1059
<b>Total</b>	<b>175</b>	<b>161</b>	<b>117</b>	<b>0</b>	<b>453</b>	<b>120</b>	<b>192</b>	<b>319</b>	<b>4</b>	<b>635</b>	<b>82</b>	<b>160</b>	<b>100</b>	<b>1</b>	<b>343</b>	<b>228</b>	<b>255</b>	<b>124</b>	<b>2</b>	<b>609</b>	<b>2040</b>
04:00 PM	78	72	64	0	214	58	97	140	1	296	60	65	49	0	174	124	142	65	0	331	1015
04:15 PM	68	79	61	0	208	47	103	112	0	262	55	83	44	0	182	117	103	63	0	283	935
Grand Total	321	312	242	0	875	225	392	571	5	1193	197	308	193	1	699	469	500	252	2	1223	3990
Apprch %	36.7	35.7	27.7	0		18.9	32.9	47.9	0.4		28.2	44.1	27.6	0.1		38.3	40.9	20.6	0.2		
Total %	8	7.8	6.1	0	21.9	5.6	9.8	14.3	0.1	29.9	4.9	7.7	4.8	0	17.5	11.8	12.5	6.3	0.1	30.7	
CARS	314	298	235	0	847	224	381	564	4	1173	194	293	187	1	675	461	494	248	0	1203	3898
% CARS	97.8	95.5	97.1	0	96.8	99.6	97.2	98.8	80	98.3	98.5	95.1	96.9	100	96.6	98.3	98.8	98.4	0	98.4	97.7
SINGLE UNIT	7	13	6	0	26	1	11	6	0	18	1	14	6	0	21	3	6	4	0	13	78
% SINGLE UNIT	2.2	4.2	2.5	0	3	0.4	2.8	1.1	0	1.5	0.5	4.5	3.1	0	3	0.6	1.2	1.6	0	1.1	2
COMBINATION VEHICLES	0	1	1	0	2	0	0	1	1	2	2	1	0	0	3	5	0	0	2	7	14
% COMBINATION VEHICLES	0	0.3	0.4	0	0.2	0	0	0.2	20	0.2	1	0.3	0	0	0.4	1.1	0	0	100	0.6	0.4



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: BRUNSWICK

Counter: LMC

DB-400: GP3

Weather: Clear

File Name : RTE 24 @ COOMBS RD-SOUTH\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	GURNET From North					COOMBS RD (SOUTH) From East					GURNET From South					COOMBS RD (SOUTH) From West					Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total						
02:45 PM	0	67	0	0	67	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	0	0	0	0	134
Total	0	67	0	0	67	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	0	0	0	0	134
03:00 PM	0	80	2	0	82	0	0	0	0	0	1	82	0	0	83	2	0	1	0	3	0	0	0	0	0	168
03:15 PM	0	79	1	0	80	0	0	0	0	0	0	90	0	0	90	0	0	1	0	1	0	0	0	0	0	171
03:30 PM	0	67	0	0	67	0	0	0	0	0	0	67	0	0	67	1	0	1	0	2	0	0	0	0	0	136
03:45 PM	0	87	2	0	89	0	0	0	1	1	3	107	0	0	110	1	0	2	0	3	0	0	0	0	0	203
Total	0	313	5	0	318	0	0	0	1	1	4	346	0	0	350	4	0	5	0	9	0	0	0	0	0	678
04:00 PM	0	80	0	0	80	0	0	0	1	1	1	58	0	0	59	1	0	2	0	3	0	0	0	0	0	143
04:15 PM	0	101	0	0	101	0	0	0	0	0	1	68	0	0	69	0	0	0	0	0	0	0	0	0	0	170
04:30 PM	0	83	1	0	84	0	0	0	1	1	1	78	0	0	79	0	0	2	0	2	0	0	0	0	0	166
04:45 PM	0	77	0	0	77	0	0	0	1	1	0	83	0	0	83	1	0	0	0	1	0	0	0	0	0	162
Total	0	341	1	0	342	0	0	0	3	3	3	287	0	0	290	2	0	4	0	6	0	0	0	0	0	641
05:00 PM	0	74	1	0	75	0	0	0	0	0	0	85	0	0	85	0	0	1	0	1	0	0	0	0	0	161
05:15 PM	0	97	0	0	97	0	0	0	1	1	0	87	0	0	87	0	0	1	0	1	0	0	0	0	0	186
05:30 PM	0	94	1	0	95	0	0	0	0	0	1	65	0	0	66	0	0	0	0	0	0	0	0	0	0	161
05:45 PM	0	84	1	0	85	0	0	0	0	0	0	48	0	0	48	0	0	0	1	1	0	0	0	0	0	134
Total	0	349	3	0	352	0	0	0	1	1	1	285	0	0	286	0	0	2	1	3	0	0	0	0	0	642
Grand Total	0	1070	9	0	1079	0	0	0	5	5	8	985	0	0	993	6	0	11	1	18	0	0	0	0	0	2095
Apprch %	0	99.2	0.8	0		0	0	0	100		0.8	99.2	0	0		33.3	0	61.1	5.6							
Total %	0	51.1	0.4	0	51.5	0	0	0	0.2	0.2	0.4	47	0	0	47.4	0.3	0	0.5	0	0.9						
CARS	0	1044	9	0	1053	0	0	0	1	1	8	954	0	0	962	6	0	11	0	17	0	0	0	0	0	2033
% CARS	0	97.6	100	0	97.6	0	0	0	20	20	100	96.9	0	0	96.9	100	0	100	0	94.4						97
SINGLE UNIT	0	25	0	0	25	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	53
% SINGLE UNIT	0	2.3	0	0	2.3	0	0	0	0	0	0	2.8	0	0	2.8	0	0	0	0	0						2.5
COMBINATION VEHICLES	0	1	0	0	1	0	0	0	4	4	0	3	0	0	3	0	0	0	1	1	0	0	0	0	0	9
% COMBINATION VEHICLES	0	0.1	0	0	0.1	0	0	0	80	80	0	0.3	0	0	0.3	0	0	0	100	5.6						0.4



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

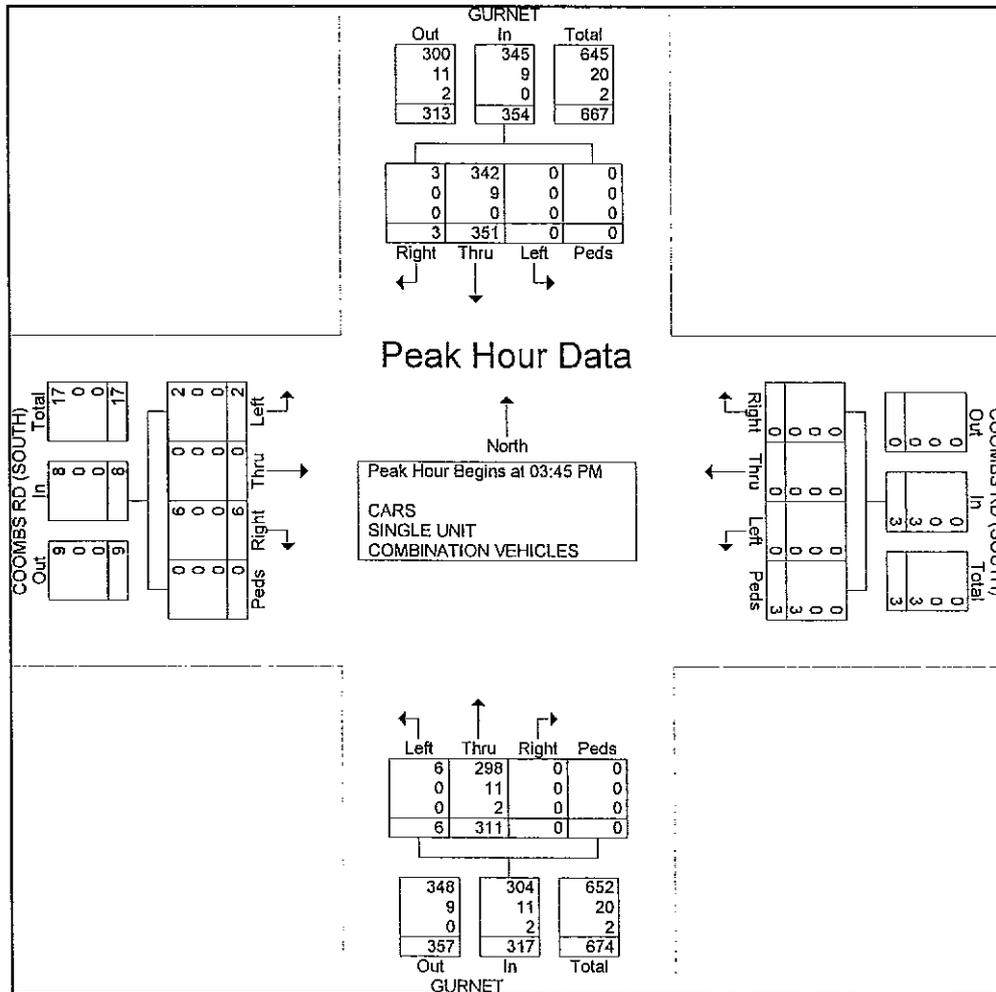
File Name : RTE 24 @ COOMBS RD-SOUTH\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 3

Start Time	GURNET From North					COOMBS RD (SOUTH) From East					GURNET From South					COOMBS RD (SOUTH) From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	87	2	0	89	0	0	0	1	1	3	107	0	0	110	1	0	2	0	3	203
04:00 PM	0	80	0	0	80	0	0	0	1	1	1	58	0	0	59	1	0	2	0	3	143
04:15 PM	0	101	0	0	101	0	0	0	0	0	1	68	0	0	69	0	0	0	0	0	170
04:30 PM	0	83	1	0	84	0	0	0	1	1	1	78	0	0	79	0	0	2	0	2	166
Total Volume	0	351	3	0	354	0	0	0	3	3	6	311	0	0	317	2	0	6	0	8	682
% App. Total	0	99.2	0.8	0		0	0	0	100	100	1.9	98.1	0	0		25	0	75	0		
PHF	.000	.869	.375	.000	.876	.000	.000	.000	.750	.750	.500	.727	.000	.000	.720	.500	.000	.750	.000	.667	.840
CARS	0	342	3	0	345	0	0	0	0	0	6	298	0	0	304	2	0	6	0	8	657
% CARS	0	97.4	100	0	97.5	0	0	0	0	0	100	95.8	0	0	95.9	100	0	100	0	100	96.3
SINGLE UNIT																					
% SINGLE UNIT	0	2.6	0	0	2.5	0	0	0	0	0	0	3.5	0	0	3.5	0	0	0	0	0	2.9
COMBINATION VEHICLES	0	0	0	0	0	0	0	0	3	3	0	2	0	0	2	0	0	0	0	0	5
% COMBINATION VEHICLES	0	0	0	0	0	0	0	0	100	100	0	0.6	0	0	0.6	0	0	0	0	0	0.7





# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: JJB

DB-400: GP2

Weather: Clear

File Name : RTE 24 @ COOMBS RD-NORTH\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	24 From North					COOMBS From East					24 From South					COOMBS From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	0	57	0	0	57	0	0	0	0	0	0	93	0	0	93	2	0	1	0	3	153
02:45 PM	0	64	2	0	66	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	130
<b>Total</b>	<b>0</b>	<b>121</b>	<b>2</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>283</b>
03:00 PM	0	91	3	0	94	0	0	0	0	0	0	84	0	0	84	4	0	0	0	4	182
03:15 PM	0	76	3	0	79	0	0	0	0	0	0	92	0	0	92	4	0	0	0	4	175
03:30 PM	0	72	2	0	74	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	149
03:45 PM	0	96	5	0	101	0	0	0	1	1	1	116	0	0	117	2	0	0	0	2	221
<b>Total</b>	<b>0</b>	<b>335</b>	<b>13</b>	<b>0</b>	<b>348</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>367</b>	<b>0</b>	<b>0</b>	<b>368</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>727</b>
04:00 PM	0	77	2	0	79	0	0	0	2	2	0	58	0	0	58	3	0	0	0	3	142
04:15 PM	0	101	0	0	101	0	0	0	0	0	0	73	0	0	73	3	0	0	0	3	177
04:30 PM	0	83	4	0	87	0	0	0	0	0	0	72	0	0	72	1	0	0	0	1	160
04:45 PM	0	80	3	0	83	0	0	0	1	1	0	83	0	0	83	1	0	0	1	2	169
<b>Total</b>	<b>0</b>	<b>341</b>	<b>9</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>286</b>	<b>0</b>	<b>0</b>	<b>286</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>648</b>
05:00 PM	0	77	2	0	79	0	0	0	0	0	0	80	0	0	80	1	0	0	0	1	160
05:15 PM	0	101	3	0	104	0	0	0	0	0	0	96	0	0	96	4	0	0	0	4	204
05:30 PM	0	103	1	0	104	0	0	0	1	1	0	67	0	0	67	3	0	0	1	4	176
05:45 PM	0	88	0	0	88	0	0	0	0	0	0	51	0	0	51	0	0	0	1	1	140
<b>Total</b>	<b>0</b>	<b>369</b>	<b>6</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>294</b>	<b>0</b>	<b>0</b>	<b>294</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>680</b>
<b>Grand Total</b>	<b>0</b>	<b>1166</b>	<b>30</b>	<b>0</b>	<b>1196</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1104</b>	<b>0</b>	<b>0</b>	<b>1105</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>32</b>	<b>2338</b>
<b>Apprch %</b>	<b>0</b>	<b>97.5</b>	<b>2.5</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>		<b>0.1</b>	<b>99.9</b>	<b>0</b>	<b>0</b>		<b>87.5</b>	<b>0</b>	<b>3.1</b>	<b>9.4</b>		
<b>Total %</b>	<b>0</b>	<b>49.9</b>	<b>1.3</b>	<b>0</b>	<b>51.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>0.2</b>	<b>0</b>	<b>47.2</b>	<b>0</b>	<b>0</b>	<b>47.3</b>	<b>1.2</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>1.4</b>	
<b>CARS</b>	<b>0</b>	<b>1138</b>	<b>30</b>	<b>0</b>	<b>1168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1050</b>	<b>0</b>	<b>0</b>	<b>1051</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>2251</b>
<b>% CARS</b>	<b>0</b>	<b>97.6</b>	<b>100</b>	<b>0</b>	<b>97.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>100</b>	<b>95.1</b>	<b>0</b>	<b>0</b>	<b>95.1</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>33.3</b>	<b>93.8</b>	<b>96.3</b>
<b>SINGLE UNIT</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>82</b>
<b>% SINGLE UNIT</b>	<b>0</b>	<b>2.3</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>60</b>	<b>0</b>	<b>4.5</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>6.2</b>	<b>3.5</b>
<b>COMBINATION VEHICLES</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>% COMBINATION VEHICLES</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>

# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

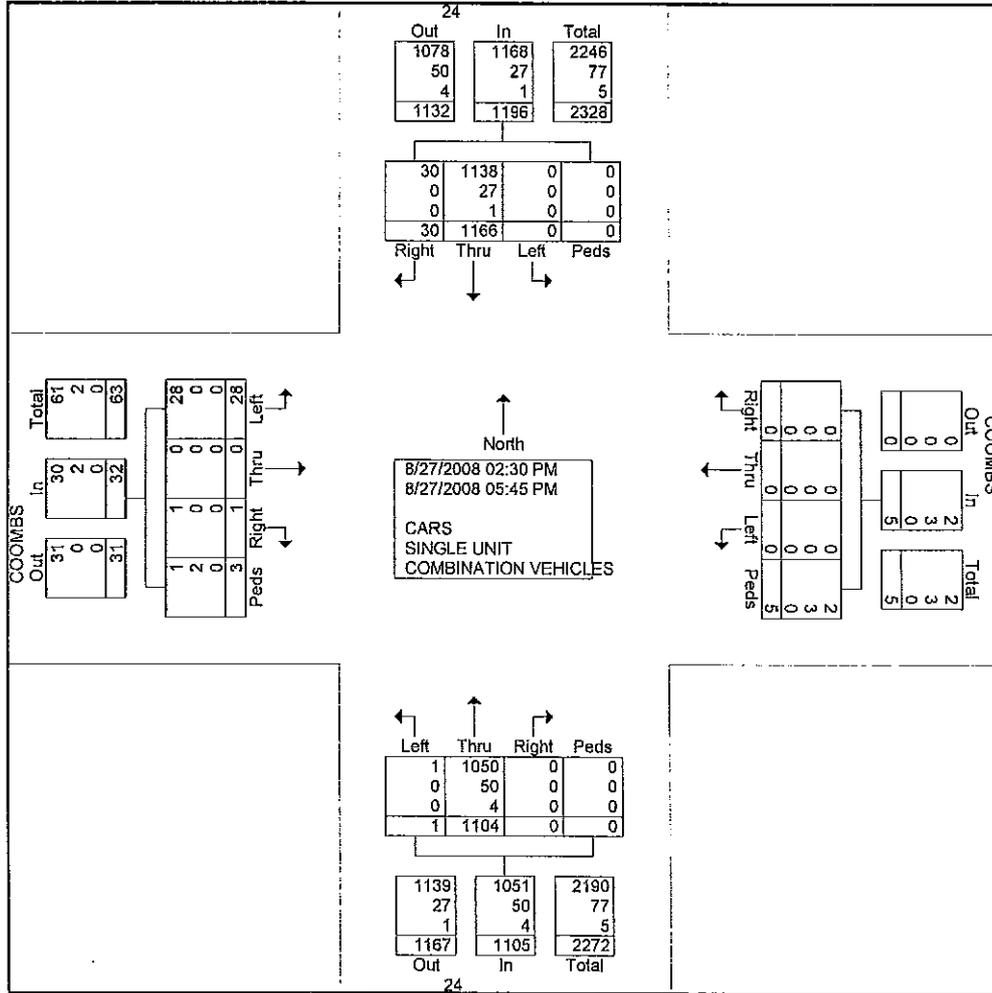
(207) 657-6910

File Name : RTE 24 @ COOMBS RD-NORTH\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 2



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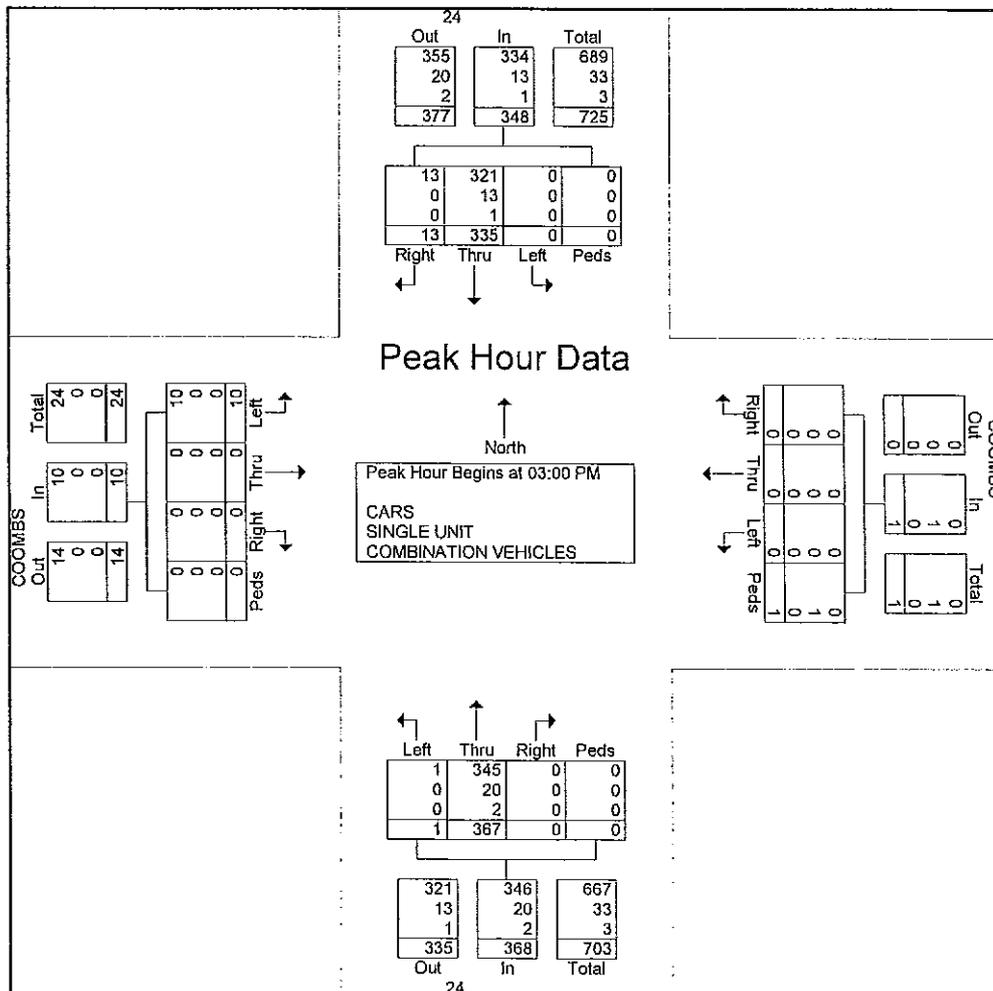
File Name : RTE 24 @ COOMBS RD-NORTH\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 3

Start Time	24 From North					COOMBS From East					24 From South					COOMBS From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	91	3	0	94	0	0	0	0	0	0	84	0	0	84	4	0	0	0	4	182
03:15 PM	0	76	3	0	79	0	0	0	0	0	0	92	0	0	92	4	0	0	0	4	175
03:30 PM	0	72	2	0	74	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	149
03:45 PM	0	96	5	0	101	0	0	0	1	1	1	116	0	0	117	2	0	0	0	2	221
Total Volume	0	335	13	0	348	0	0	0	1	1	1	367	0	0	368	10	0	0	0	10	727
% App. Total	0	96.3	3.7	0		0	0	0	100		0.3	99.7	0	0		100	0	0	0		
PHF	.000	.872	.650	.000	.861	.000	.000	.000	.250	.250	.250	.791	.000	.000	.786	.625	.000	.000	.000	.625	.822
CARS	0	321	13	0	334	0	0	0	0	0	1	345	0	0	346	10	0	0	0	10	690
% CARS	0	95.8	100	0	96.0	0	0	0	0	0	100	94.0	0	0	94.0	100	0	0	0	100	94.9
SINGLE UNIT	0	3.9	0	0	3.7	0	0	0	100	100	0	5.4	0	0	5.4	0	0	0	0	0	4.7
COMBINATION VEHICLES	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% COMBINATION VEHICLES	0	0.3	0	0	0.3	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.4



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: JJB

DB-400: GP2

Weather: Clear

File Name : RTE 24 @ COOMBS RD-NORTH\_PM

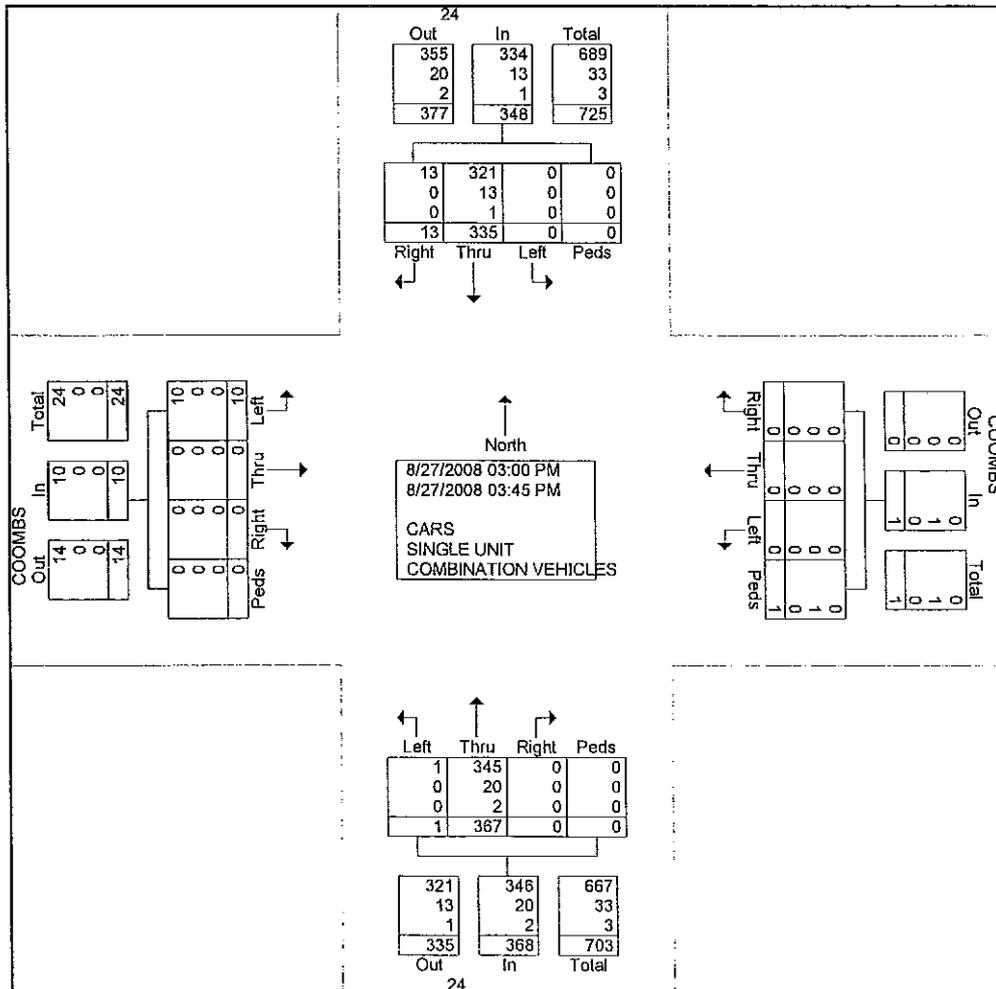
Site Code : 2074

Start Date : 8/27/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	24 From North					COOMBS From East					24 From South					COOMBS From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:00 PM	0	91	3	0	94	0	0	0	0	0	0	84	0	0	84	4	0	0	0	4	182
03:15 PM	0	76	3	0	79	0	0	0	0	0	0	92	0	0	92	4	0	0	0	4	175
03:30 PM	0	72	2	0	74	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	149
03:45 PM	0	96	5	0	101	0	0	0	1	1	1	116	0	0	117	2	0	0	0	2	221
<b>Total</b>	<b>0</b>	<b>335</b>	<b>13</b>	<b>0</b>	<b>348</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>367</b>	<b>0</b>	<b>0</b>	<b>368</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>727</b>
<b>Grand Total</b>	<b>0</b>	<b>335</b>	<b>13</b>	<b>0</b>	<b>348</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>367</b>	<b>0</b>	<b>0</b>	<b>368</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>727</b>
<b>Apprch %</b>	<b>0</b>	<b>96.3</b>	<b>3.7</b>	<b>0</b>	<b>96.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0.3</b>	<b>99.7</b>	<b>0</b>	<b>0</b>	<b>99.7</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>99.9</b>
<b>Total %</b>	<b>0</b>	<b>46.1</b>	<b>1.8</b>	<b>0</b>	<b>47.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>50.5</b>	<b>0</b>	<b>0</b>	<b>50.6</b>	<b>1.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>94.9</b>
<b>CARS</b>	<b>0</b>	<b>321</b>	<b>13</b>	<b>0</b>	<b>334</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>345</b>	<b>0</b>	<b>0</b>	<b>346</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>690</b>
<b>% CARS</b>	<b>0</b>	<b>95.8</b>	<b>100</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>94.9</b>
<b>SINGLE UNIT</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>% SINGLE UNIT</b>	<b>0</b>	<b>3.9</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>5.4</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4.7</b>
<b>COMBINATION VEHICLES</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>% COMBINATION VEHICLES</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: PDO

DB-400: 6A

Weather: Clear

File Name : RTE 24 @ FORESTAL DR\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	GURNET RD From North					LEE'S TIRE From East					GURNET RD From South					FORESTAL DR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	3	95	5	0	103	0	0	6	0	6	0	107	0	0	107	4	0	0	0	4	220
02:45 PM	6	104	5	0	115	1	0	5	0	6	0	87	1	0	88	3	0	1	0	4	213
<b>Total</b>	<b>9</b>	<b>199</b>	<b>10</b>	<b>0</b>	<b>218</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>194</b>	<b>1</b>	<b>0</b>	<b>195</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>433</b>
03:00 PM	9	122	13	0	144	3	0	8	0	11	0	100	3	0	103	1	0	0	0	1	259
03:15 PM	10	115	14	0	139	1	0	5	0	6	1	115	1	0	117	1	0	0	0	1	263
03:30 PM	8	103	13	0	124	1	0	14	0	15	0	95	2	0	97	5	0	0	0	5	241
03:45 PM	5	124	17	0	146	3	0	6	0	9	1	119	3	0	123	4	0	0	0	4	282
<b>Total</b>	<b>32</b>	<b>464</b>	<b>57</b>	<b>0</b>	<b>553</b>	<b>8</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>41</b>	<b>2</b>	<b>429</b>	<b>9</b>	<b>0</b>	<b>440</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1045</b>
04:00 PM	11	101	12	0	124	0	1	7	0	8	0	98	0	0	98	9	0	0	0	9	239
04:15 PM	6	125	11	0	142	2	0	5	0	7	0	108	0	0	108	6	0	0	0	6	263
04:30 PM	5	129	19	0	153	1	0	7	0	8	0	100	2	0	102	5	0	0	0	5	268
04:45 PM	7	124	14	0	145	1	1	12	0	14	0	115	2	0	117	6	0	1	0	7	283
<b>Total</b>	<b>29</b>	<b>479</b>	<b>56</b>	<b>0</b>	<b>564</b>	<b>4</b>	<b>2</b>	<b>31</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>421</b>	<b>4</b>	<b>0</b>	<b>425</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>1053</b>
05:00 PM	5	114	15	0	134	1	0	11	0	12	0	104	0	0	104	7	0	0	0	7	257
05:15 PM	7	152	9	0	168	2	0	2	0	4	1	124	2	0	127	8	0	0	0	8	307
05:30 PM	4	140	12	0	156	2	0	5	0	7	0	103	0	0	103	12	0	0	0	12	278
05:45 PM	7	128	12	0	147	1	0	7	0	8	0	60	0	0	60	10	0	0	0	10	225
<b>Total</b>	<b>23</b>	<b>534</b>	<b>48</b>	<b>0</b>	<b>605</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>391</b>	<b>2</b>	<b>0</b>	<b>394</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1067</b>
<b>Grand Total</b>	<b>93</b>	<b>1676</b>	<b>171</b>	<b>0</b>	<b>1940</b>	<b>19</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>121</b>	<b>3</b>	<b>1435</b>	<b>16</b>	<b>0</b>	<b>1454</b>	<b>81</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>3598</b>
Approch %	4.8	86.4	8.8	0		15.7	1.7	82.6	0		0.2	98.7	1.1	0		97.6	0	2.4	0		
Total %	2.6	46.6	4.8	0	53.9	0.5	0.1	2.8	0	3.4	0.1	39.9	0.4	0	40.4	2.3	0	0.1	0	2.3	
CARS	36	1643	171	0	1850	12	1	59	0	72	3	1398	6	0	1407	81	0	2	0	83	3412
% CARS	38.7	98	100	0	95.4	63.2	50	59	0	59.5	100	97.4	37.5	0	96.8	100	0	100	0	100	94.8
SINGLE UNIT	0	32	0	0	32	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	66
% SINGLE UNIT	0	1.9	0	0	1.6	0	0	0	0	0	0	2.4	0	0	2.3	0	0	0	0	0	1.8
COMBINATION VEHICLES	57	1	0	0	58	7	1	41	0	49	0	3	10	0	13	0	0	0	0	0	120
% COMBINATION VEHICLES	61.3	0.1	0	0	3	36.8	50	41	0	40.5	0	0.2	62.5	0	0.9	0	0	0	0	0	3.3



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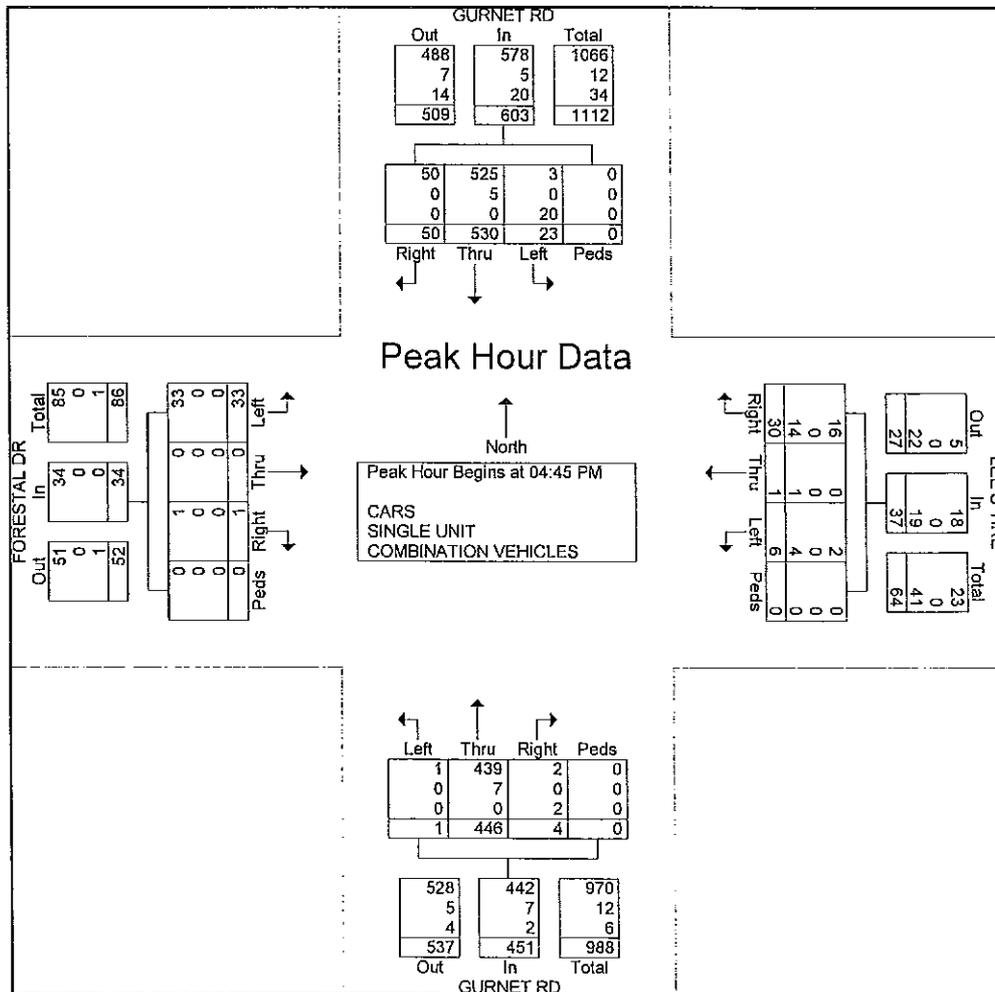
File Name : RTE 24 @ FORESTAL DR\_PM

Site Code : 2074

Start Date : 8/27/2008

Page No : 3

Start Time	GURNET RD From North					LEE'S TIRE From East					GURNET RD From South					FORESTAL DR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	7	124	14	0	145	1	1	12	0	14	0	115	2	0	117	6	0	1	0	7	283
05:00 PM	5	114	15	0	134	1	0	11	0	12	0	104	0	0	104	7	0	0	0	7	257
05:15 PM	7	152	9	0	168	2	0	2	0	4	1	124	2	0	127	8	0	0	0	8	307
05:30 PM	4	140	12	0	156	2	0	5	0	7	0	103	0	0	103	12	0	0	0	12	278
Total Volume	23	530	50	0	603	6	1	30	0	37	1	446	4	0	451	33	0	1	0	34	1125
% App. Total	3.8	87.9	8.3	0		16.2	2.7	81.1	0		0.2	98.9	0.9	0		97.1	0	2.9	0		
PHF	.821	.872	.833	.000	.897	.750	.250	.625	.000	.661	.250	.899	.500	.000	.888	.688	.000	.250	.000	.708	.916
CARS	3	525	50	0	578	2	0	18	0	18	1	439	2	0	442	33	0	1	0	34	1072
% CARS	13.0	99.1	100	0	95.9	33.3	0	53.3	0	48.6	100	98.4	50.0	0	98.0	100	0	100	0	100	95.3
SINGLE UNIT																					
% SINGLE UNIT	0	0.9	0	0	0.8	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	1.1
COMBINATION VEHICLES	20	0	0	0	20	4	1	14	0	19	0	0	2	0	2	0	0	0	0	0	41
% COMBINATION VEHICLES	87.0	0	0	0	3.3	66.7	100	46.7	0	51.4	0	0	50.0	0	0.4	0	0	0	0	0	3.6



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Weather: Clear

File Name : RTE 24 @ FORESTAL DR\_PM

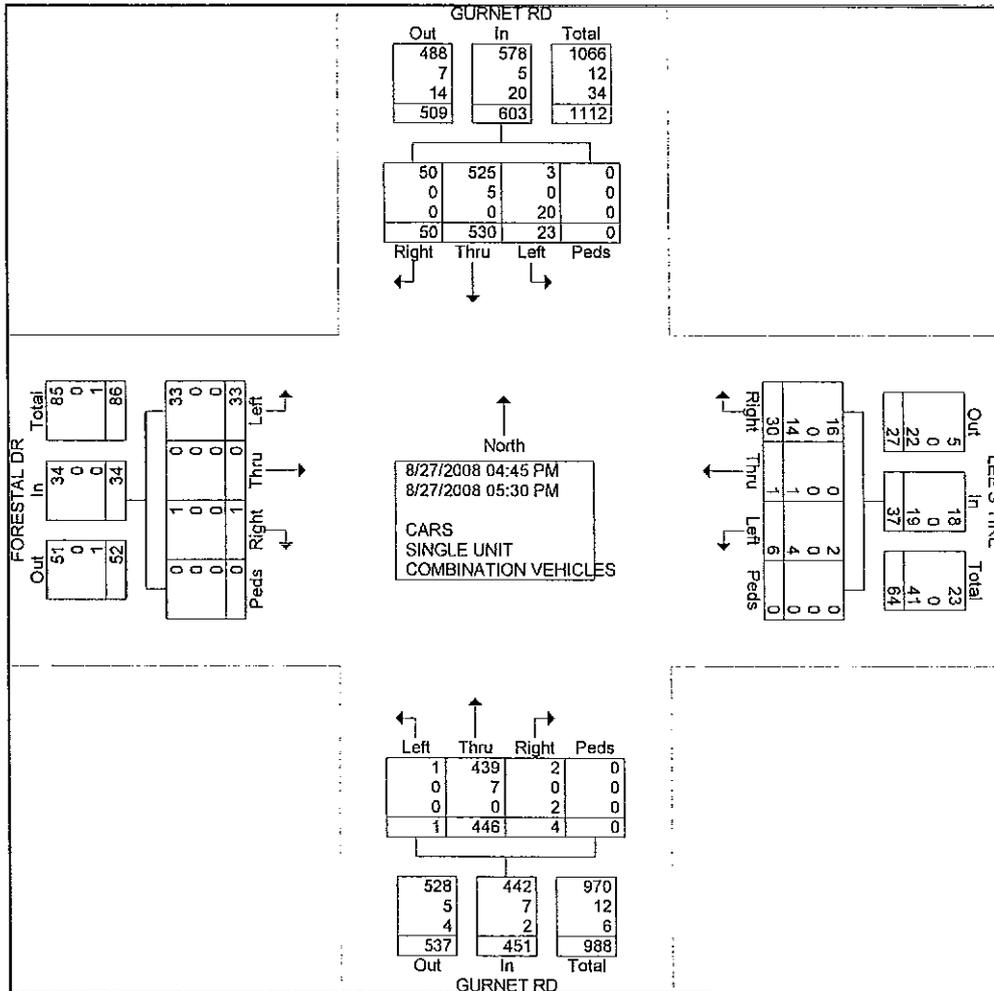
Site Code : 2074

Start Date : 8/27/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	GURNET RD From North					LEE'S TIRE From East					GURNET RD From South					FORESTAL DR From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:45 PM	7	124	14	0	145	1	1	12	0	14	0	115	2	0	117	6	0	1	0	7	283
Total	7	124	14	0	145	1	1	12	0	14	0	115	2	0	117	6	0	1	0	7	283
05:00 PM	5	114	15	0	134	1	0	11	0	12	0	104	0	0	104	7	0	0	0	7	257
05:15 PM	7	152	9	0	168	2	0	2	0	4	1	124	2	0	127	8	0	0	0	8	307
05:30 PM	4	140	12	0	156	2	0	5	0	7	0	103	0	0	103	12	0	0	0	12	278
Grand Total	23	530	50	0	603	6	1	30	0	37	1	446	4	0	451	33	0	1	0	34	1125
Apprch %	3.8	87.9	8.3	0		16.2	2.7	81.1	0		0.2	98.9	0.9	0		97.1	0	2.9	0		
Total %	2	47.1	4.4	0	53.6	0.5	0.1	2.7	0	3.3	0.1	39.6	0.4	0	40.1	2.9	0	0.1	0	3	
CARS	3	525	50	0	578	2	0	16	0	18	1	439	2	0	442	33	0	1	0	34	1072
% CARS	13	99.1	100	0	95.9	33.3	0	53.3	0	48.6	100	98.4	50	0	98	100	0	100	0	100	95.3
SINGLE UNIT	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
% SINGLE UNIT	0	0.9	0	0	0.8	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	1.1
COMBINATION VEHICLES	20	0	0	0	20	4	1	14	0	19	0	0	2	0	2	0	0	0	0	0	41
% COMBINATION VEHICLES	87	0	0	0	3.3	66.7	100	46.7	0	51.4	0	0	50	0	0.4	0	0	0	0	0	3.6



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Harpswell

Counter: LMC

DB-400: GP3

Weather: Clear

File Name : HARPSWELL RD @ MOUNTAIN RD\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	HARPSWELL RD From North					MOUNTAIN RD From East					HARPSWELL RD From South					RESTURANT From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	24	26	0	0	50	7	0	12	0	19	0	26	15	0	41	0	1	3	0	4	114
02:45 PM	25	33	0	0	58	19	0	20	0	39	0	24	20	0	44	0	0	3	0	3	144
<b>Total</b>	<b>49</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>26</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>258</b>
03:00 PM	21	36	0	0	57	10	0	10	1	21	0	21	19	0	40	0	0	0	0	0	118
03:15 PM	13	34	1	0	48	23	0	17	0	40	0	15	22	0	37	1	0	0	0	1	126
03:30 PM	24	29	0	0	53	16	0	21	0	37	0	27	18	0	45	0	0	0	0	0	135
03:45 PM	28	26	0	0	54	12	1	19	0	32	1	26	8	0	35	1	0	0	0	1	122
<b>Total</b>	<b>86</b>	<b>125</b>	<b>1</b>	<b>0</b>	<b>212</b>	<b>61</b>	<b>1</b>	<b>67</b>	<b>1</b>	<b>130</b>	<b>1</b>	<b>89</b>	<b>67</b>	<b>0</b>	<b>157</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>501</b>
04:00 PM	30	34	0	0	64	16	0	21	0	37	0	24	19	0	43	1	0	2	0	3	147
04:15 PM	26	37	0	1	64	12	0	23	0	35	0	18	16	0	34	0	0	0	0	0	133
04:30 PM	26	36	0	0	62	12	0	21	0	33	1	28	16	0	45	1	0	1	0	2	142
04:45 PM	34	28	0	0	62	14	0	11	0	25	1	30	11	0	42	0	0	0	0	0	129
<b>Total</b>	<b>116</b>	<b>135</b>	<b>0</b>	<b>1</b>	<b>252</b>	<b>54</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>130</b>	<b>2</b>	<b>100</b>	<b>62</b>	<b>0</b>	<b>164</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>551</b>
05:00 PM	29	31	0	0	60	11	0	18	0	29	1	18	11	0	30	0	0	0	0	0	119
05:15 PM	28	43	1	0	72	26	0	10	0	36	0	27	9	0	36	0	1	1	0	2	146
05:30 PM	32	45	0	0	77	10	0	10	0	20	2	15	14	0	31	1	0	0	0	1	129
05:45 PM	20	32	0	0	52	14	0	14	0	28	0	19	13	0	32	0	0	1	0	1	113
<b>Total</b>	<b>109</b>	<b>151</b>	<b>1</b>	<b>0</b>	<b>261</b>	<b>61</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>113</b>	<b>3</b>	<b>79</b>	<b>47</b>	<b>0</b>	<b>129</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>507</b>
<b>Grand Total</b>	<b>360</b>	<b>470</b>	<b>2</b>	<b>1</b>	<b>833</b>	<b>202</b>	<b>1</b>	<b>227</b>	<b>1</b>	<b>431</b>	<b>6</b>	<b>318</b>	<b>211</b>	<b>0</b>	<b>535</b>	<b>5</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>1817</b>
<b>Apprch %</b>	<b>43.2</b>	<b>56.4</b>	<b>0.2</b>	<b>0.1</b>		<b>46.9</b>	<b>0.2</b>	<b>52.7</b>	<b>0.2</b>		<b>1.1</b>	<b>59.4</b>	<b>39.4</b>	<b>0</b>		<b>27.8</b>	<b>11.1</b>	<b>61.1</b>	<b>0</b>		
<b>Total %</b>	<b>19.8</b>	<b>25.9</b>	<b>0.1</b>	<b>0.1</b>	<b>45.8</b>	<b>11.1</b>	<b>0.1</b>	<b>12.5</b>	<b>0.1</b>	<b>23.7</b>	<b>0.3</b>	<b>17.5</b>	<b>11.6</b>	<b>0</b>	<b>29.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.6</b>	<b>0</b>	<b>1</b>	
<b>CARS</b>	<b>356</b>	<b>463</b>	<b>2</b>	<b>0</b>	<b>821</b>	<b>197</b>	<b>1</b>	<b>221</b>	<b>1</b>	<b>420</b>	<b>6</b>	<b>304</b>	<b>210</b>	<b>0</b>	<b>520</b>	<b>5</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>18</b>	<b>1779</b>
<b>% CARS</b>	<b>98.9</b>	<b>98.5</b>	<b>100</b>	<b>0</b>	<b>98.6</b>	<b>97.5</b>	<b>100</b>	<b>97.4</b>	<b>100</b>	<b>97.4</b>	<b>100</b>	<b>95.6</b>	<b>99.5</b>	<b>0</b>	<b>97.2</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>97.9</b>
<b>SINGLE UNIT</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
<b>% SINGLE UNIT</b>	<b>0.8</b>	<b>1.5</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>2.5</b>	<b>0</b>	<b>2.6</b>	<b>0</b>	<b>2.6</b>	<b>0</b>	<b>4.1</b>	<b>0.5</b>	<b>0</b>	<b>2.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.9</b>
<b>COMBINATION VEHICLES</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>% COMBINATION VEHICLES</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>





# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Harpswell

Counter: LMC

DB-400: GP3

Weather: Clear

File Name : HARPSWELL RD @ MOUNTAIN RD\_PM

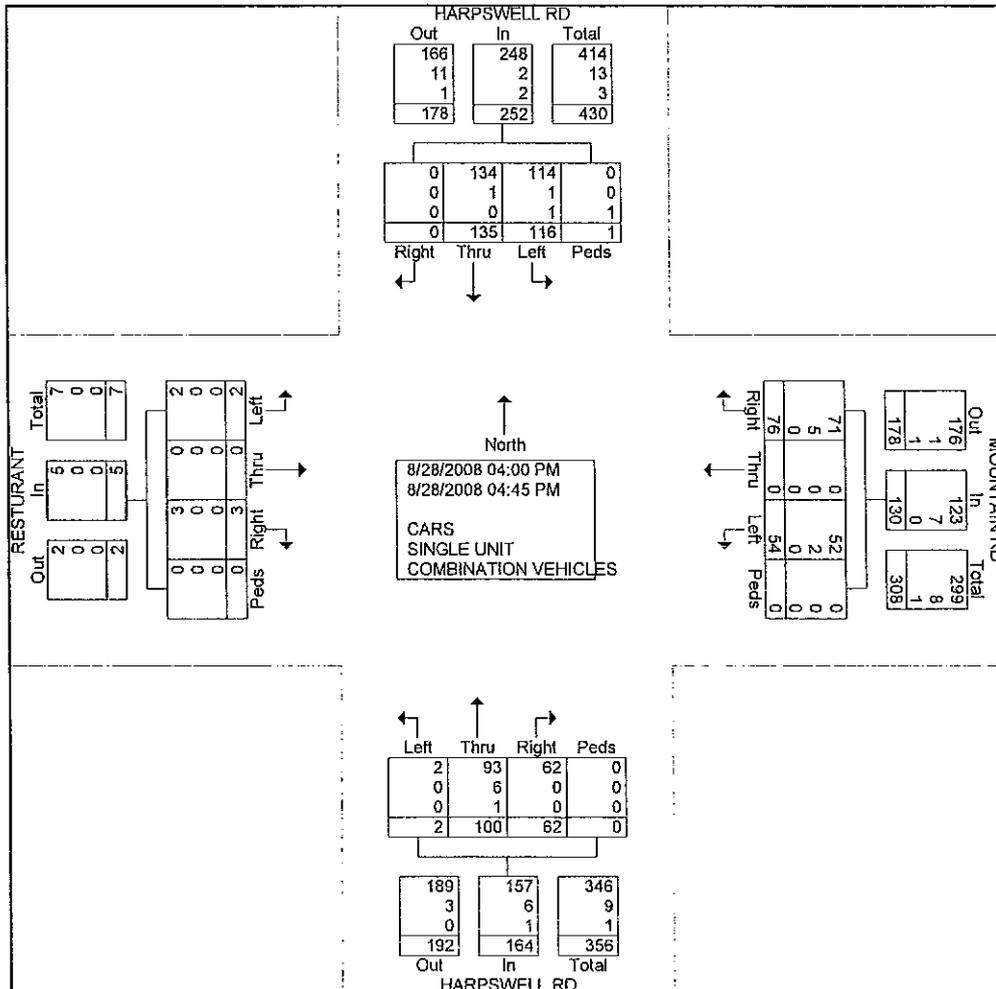
Site Code : 2074

Start Date : 8/28/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	HARPSWELL RD From North					MOUNTAIN RD From East					HARPSWELL RD From South					RESTURANT From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	30	34	0	0	64	16	0	21	0	37	0	24	19	0	43	1	0	2	0	3	147
04:15 PM	26	37	0	1	64	12	0	23	0	35	0	18	16	0	34	0	0	0	0	0	133
04:30 PM	26	36	0	0	62	12	0	21	0	33	1	28	16	0	45	1	0	1	0	2	142
04:45 PM	34	28	0	0	62	14	0	11	0	25	1	30	11	0	42	0	0	0	0	0	129
<b>Total</b>	<b>116</b>	<b>135</b>	<b>0</b>	<b>1</b>	<b>252</b>	<b>54</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>130</b>	<b>2</b>	<b>100</b>	<b>62</b>	<b>0</b>	<b>164</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>551</b>
<b>Grand Total</b>	<b>116</b>	<b>135</b>	<b>0</b>	<b>1</b>	<b>252</b>	<b>54</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>130</b>	<b>2</b>	<b>100</b>	<b>62</b>	<b>0</b>	<b>164</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>551</b>
Approch %	46	53.6	0	0.4		41.5	0	58.5	0		1.2	61	37.8	0		40	0	60	0		
Total %	21.1	24.5	0	0.2	45.7	9.8	0	13.8	0	23.6	0.4	18.1	11.3	0	29.8	0.4	0	0.5	0	0.9	
CARS	114	134	0	0	248	52	0	71	0	123	2	93	62	0	157	2	0	3	0	5	533
% CARS	98.3	99.3	0	0	98.4	96.3	0	93.4	0	94.6	100	93	100	0	95.7	100	0	100	0	100	96.7
SINGLE UNIT	1	1	0	0	2	2	0	5	0	7	0	6	0	0	6	0	0	0	0	0	15
% SINGLE UNIT	0.9	0.7	0	0	0.8	3.7	0	6.6	0	5.4	0	6	0	0	3.7	0	0	0	0	0	2.7
COMBINATION VEHICLES	1	0	0	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% COMBINATION VEHICLES	0.9	0	0	100	0.8	0	0	0	0	0	0	1	0	0	0.6	0	0	0	0	0	0.5



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: PDO

DB-400: GP6A

Weather: Clear

File Name : HARPSWELL RD @ MIDDLE BAY RD\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	HARPSWELL RD From North					MEREKREEK GOLF COURSE From East					HARPSWELL RD From South					MIDDLE BAY MEREKREEK From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	4	38	8	0	50	4	6	3	0	13	11	30	1	0	42	3	4	16	0	23	128
02:45 PM	5	47	11	0	63	0	5	1	0	6	9	42	0	0	51	8	3	17	0	28	148
<b>Total</b>	<b>9</b>	<b>85</b>	<b>19</b>	<b>0</b>	<b>113</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>20</b>	<b>72</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>11</b>	<b>7</b>	<b>33</b>	<b>0</b>	<b>51</b>	<b>276</b>
03:00 PM	6	40	11	0	57	2	12	5	0	19	10	29	0	0	39	4	2	15	0	21	136
03:15 PM	1	34	7	0	42	0	5	7	0	12	9	17	0	0	26	6	1	15	0	22	102
03:30 PM	2	43	7	0	52	3	9	1	0	13	17	33	1	0	51	3	2	12	0	17	133
03:45 PM	4	37	7	0	48	6	12	4	0	22	13	42	1	0	56	6	6	18	0	30	156
<b>Total</b>	<b>13</b>	<b>154</b>	<b>32</b>	<b>0</b>	<b>199</b>	<b>11</b>	<b>38</b>	<b>17</b>	<b>0</b>	<b>66</b>	<b>49</b>	<b>121</b>	<b>2</b>	<b>0</b>	<b>172</b>	<b>19</b>	<b>11</b>	<b>60</b>	<b>0</b>	<b>90</b>	<b>527</b>
04:00 PM	2	63	9	0	74	2	15	4	0	21	10	31	0	0	41	2	1	17	0	20	156
04:15 PM	2	52	12	0	66	0	4	3	0	7	15	33	1	0	49	2	4	26	0	32	154
04:30 PM	7	41	7	0	55	2	9	1	0	12	10	42	0	0	52	5	4	25	0	34	153
04:45 PM	2	48	7	0	57	2	2	2	0	6	10	40	0	0	50	5	2	16	0	23	136
<b>Total</b>	<b>13</b>	<b>204</b>	<b>35</b>	<b>0</b>	<b>252</b>	<b>6</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>46</b>	<b>45</b>	<b>146</b>	<b>1</b>	<b>0</b>	<b>192</b>	<b>14</b>	<b>11</b>	<b>84</b>	<b>0</b>	<b>109</b>	<b>599</b>
05:00 PM	2	59	7	0	68	4	4	4	0	12	12	23	0	0	35	2	1	16	0	19	134
05:15 PM	1	55	9	0	65	0	5	4	0	9	10	36	0	0	46	1	3	15	0	19	139
05:30 PM	0	44	5	0	49	1	7	5	0	13	6	27	0	0	33	6	1	28	0	35	130
05:45 PM	3	43	9	0	55	4	6	0	0	10	7	25	0	0	32	2	2	12	0	16	113
<b>Total</b>	<b>6</b>	<b>201</b>	<b>30</b>	<b>0</b>	<b>237</b>	<b>9</b>	<b>22</b>	<b>13</b>	<b>0</b>	<b>44</b>	<b>35</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>11</b>	<b>7</b>	<b>71</b>	<b>0</b>	<b>89</b>	<b>516</b>
<b>Grand Total</b>	<b>41</b>	<b>644</b>	<b>116</b>	<b>0</b>	<b>801</b>	<b>30</b>	<b>101</b>	<b>44</b>	<b>0</b>	<b>175</b>	<b>149</b>	<b>450</b>	<b>4</b>	<b>0</b>	<b>603</b>	<b>55</b>	<b>36</b>	<b>248</b>	<b>0</b>	<b>339</b>	<b>1918</b>
Approch %	5.1	80.4	14.5	0		17.1	57.7	25.1	0		24.7	74.6	0.7	0		16.2	10.6	73.2	0		
Total %	2.1	33.6	6	0	41.8	1.6	5.3	2.3	0	9.1	7.8	23.5	0.2	0	31.4	2.9	1.9	12.9	0	17.7	
CARS	33	636	116	0	785	30	101	44	0	175	142	436	4	0	582	54	35	245	0	334	1876
% CARS	80.5	98.8	100	0	98	100	100	100	0	100	95.3	96.9	100	0	96.5	98.2	97.2	98.8	0	98.5	97.8
SINGLE UNIT	2	6	0	0	8	0	0	0	0	0	7	13	0	0	20	1	1	3	0	5	33
% SINGLE UNIT	4.9	0.9	0	0	1	0	0	0	0	0	4.7	2.9	0	0	3.3	1.8	2.8	1.2	0	1.5	1.7
COMBINATION VEHICLES	6	2	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
% COMBINATION VEHICLES	14.6	0.3	0	0	1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.5

# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

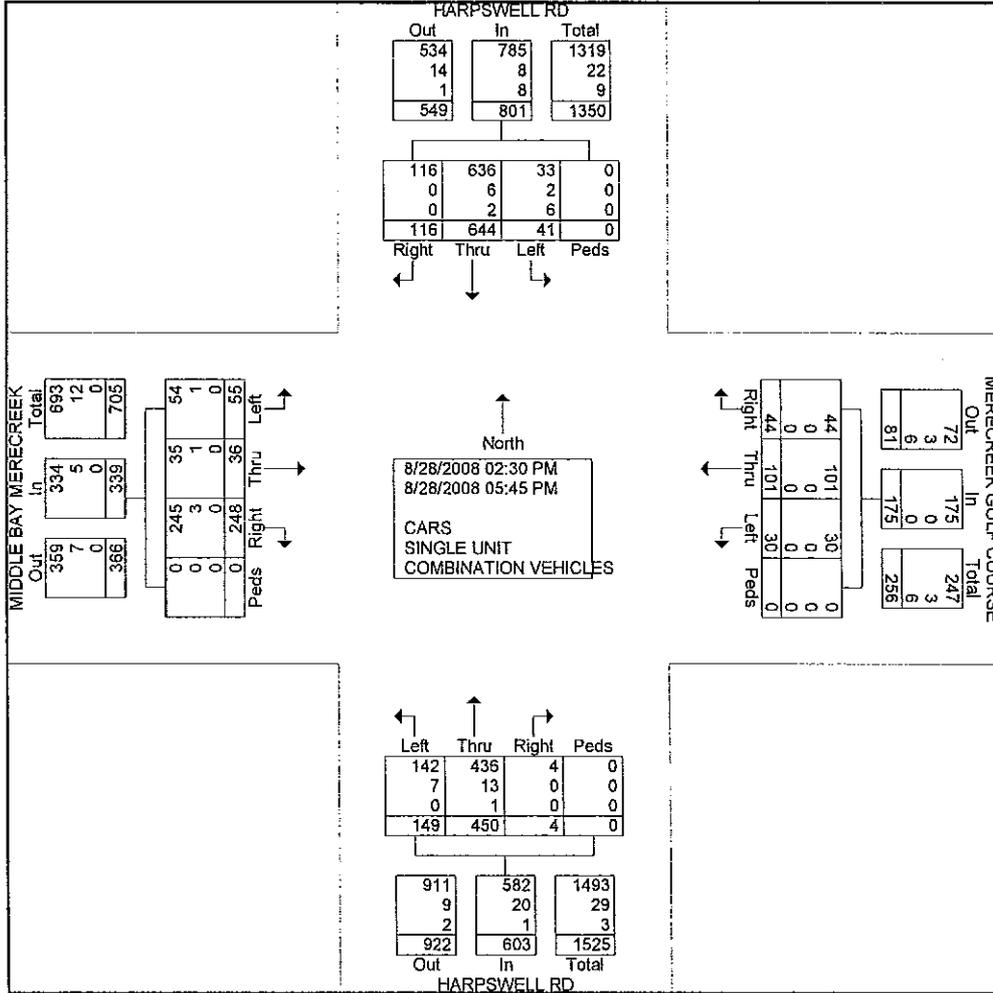
(207) 657-6910

File Name : HARPSWELL RD @ MIDDLE BAY RD\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 2



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Gray, Maine 04039

(207) 657-6910

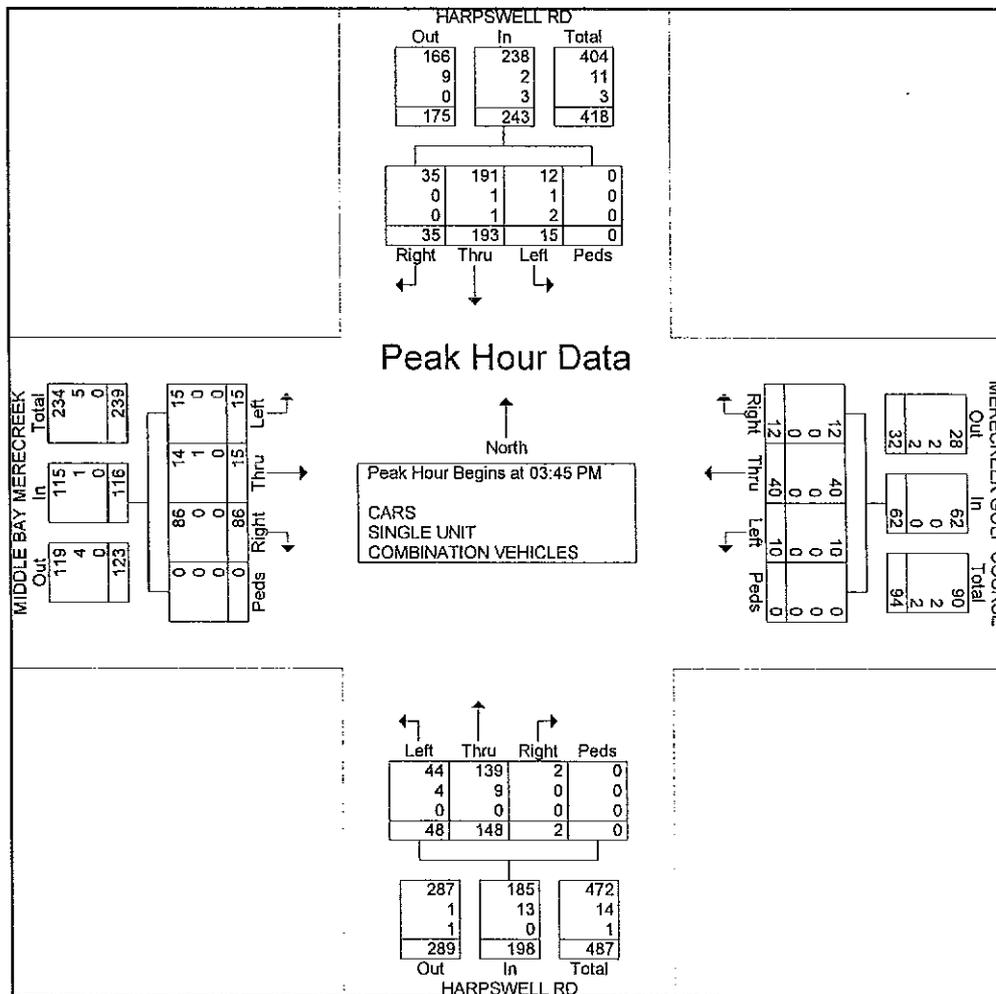
File Name : HARPSWELL RD @ MIDDLE BAY RD\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 3

Start Time	HARPSWELL RD From North					MEREKREEK GOLF COURSE From East					HARPSWELL RD From South					MIDDLE BAY MEREKREEK From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	4	37	7	0	48	6	12	4	0	22	13	42	1	0	56	6	6	18	0	30	156
04:00 PM	2	63	9	0	74	2	15	4	0	21	10	31	0	0	41	2	1	17	0	20	156
04:15 PM	2	52	12	0	66	0	4	3	0	7	15	33	1	0	49	2	4	26	0	32	154
04:30 PM	7	41	7	0	55	2	9	1	0	12	10	42	0	0	52	5	4	25	0	34	153
Total Volume	15	193	35	0	243	10	40	12	0	62	48	148	2	0	198	15	15	86	0	116	619
% App. Total	6.2	79.4	14.4	0		16.1	64.5	19.4	0		24.2	74.7	1	0		12.9	12.9	74.1	0		
PHF	.536	.766	.729	.000	.821	.417	.667	.750	.000	.705	.800	.881	.500	.000	.884	.625	.625	.827	.000	.853	.992
CARS	12	191	35	0	238	10	40	12	0	62	44	139	2	0	185	15	14	86	0	115	600
% CARS	80.0	99.0	100	0	97.9	100	100	100	0	100	91.7	93.9	100	0	93.4	100	93.3	100	0	99.1	96.9
SINGLE UNIT																					
% SINGLE UNIT	6.7	0.5	0	0	0.8	0	0	0	0	0	8.3	6.1	0	0	6.6	0	6.7	0	0	0.9	2.6
COMBINATION VEHICLES	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% COMBINATION VEHICLES	13.3	0.5	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: PDO

DB-400: GP6A

Weather: Clear

File Name : HARPSWELL RD @ MIDDLE BAY RD\_PM

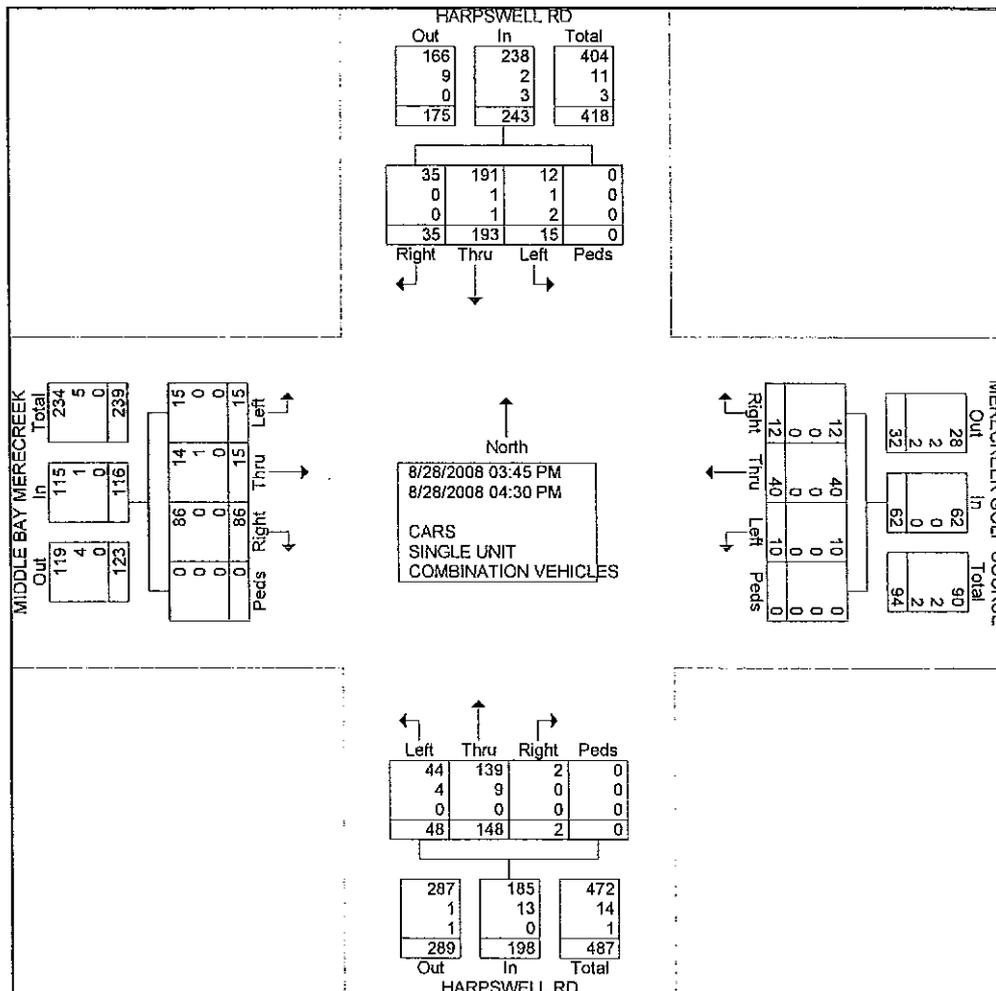
Site Code : 2074

Start Date : 8/28/2008

Page No : 1

### Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	HARPSWELL RD From North					MEREKREEK GOLF COURSE From East					HARPSWELL RD From South					MIDDLE BAY MEREKREEK From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:45 PM	4	37	7	0	48	6	12	4	0	22	13	42	1	0	56	6	6	18	0	30	156
Total	4	37	7	0	48	6	12	4	0	22	13	42	1	0	56	6	6	18	0	30	156
04:00 PM	2	63	9	0	74	2	15	4	0	21	10	31	0	0	41	2	1	17	0	20	156
04:15 PM	2	52	12	0	66	0	4	3	0	7	15	33	1	0	49	2	4	26	0	32	154
04:30 PM	7	41	7	0	55	2	9	1	0	12	10	42	0	0	52	5	4	25	0	34	153
Grand Total	15	193	35	0	243	10	40	12	0	62	48	148	2	0	198	15	15	86	0	116	619
Apprch %	6.2	79.4	14.4	0		16.1	64.5	19.4	0		24.2	74.7	1	0		12.9	12.9	74.1	0		
Total %	2.4	31.2	5.7	0	39.3	1.6	6.5	1.9	0	10	7.8	23.9	0.3	0	32	2.4	2.4	13.9	0	18.7	
CARS	12	191	35	0	238	10	40	12	0	62	44	139	2	0	185	15	14	86	0	115	600
% CARS	80	99	100	0	97.9	100	100	100	0	100	91.7	93.9	100	0	93.4	100	93.3	100	0	99.1	96.9
SINGLE UNIT	1	1	0	0	2	0	0	0	0	0	4	9	0	0	13	0	1	0	0	1	16
% SINGLE UNIT	6.7	0.5	0	0	0.8	0	0	0	0	0	8.3	6.1	0	0	6.6	0	6.7	0	0	0.9	2.6
COMBINATION VEHICLES	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% COMBINATION VEHICLES	13.3	0.5	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: JJM

DB-400: GP1

Weather: Clear

File Name : HARPSWELL RD @ JONATHAN ST\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	HARPSWELL RD From North					JONATHAN ST From East					HARPSWELL RD From South					BAXTER LN From West					Inl. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	0	59	1	0	60	0	0	1	0	1	0	35	0	0	35	0	0	0	0	0	96
02:45 PM	0	69	0	0	69	0	0	0	0	0	0	58	0	2	60	0	0	0	0	0	129
<b>Total</b>	<b>0</b>	<b>128</b>	<b>1</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>225</b>
03:00 PM	0	55	0	0	55	0	0	0	0	0	0	41	0	0	41	1	0	0	0	1	97
03:15 PM	1	48	1	0	50	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	86
03:30 PM	1	56	0	2	59	0	0	0	0	0	2	37	0	0	39	0	0	0	0	0	98
03:45 PM	0	55	0	1	56	0	0	1	0	1	0	57	0	0	57	2	0	0	0	2	116
<b>Total</b>	<b>2</b>	<b>214</b>	<b>1</b>	<b>3</b>	<b>220</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>397</b>
04:00 PM	1	75	0	0	76	0	0	1	0	1	1	35	0	0	36	0	0	0	0	0	113
04:15 PM	0	69	0	0	69	1	0	0	0	1	0	52	0	0	52	4	0	0	0	4	126
04:30 PM	1	64	0	0	65	0	0	0	0	0	1	44	0	0	45	0	0	0	0	0	110
04:45 PM	1	57	3	0	61	0	0	0	1	1	0	51	0	0	51	0	0	1	0	1	114
<b>Total</b>	<b>3</b>	<b>265</b>	<b>3</b>	<b>0</b>	<b>271</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>182</b>	<b>0</b>	<b>0</b>	<b>184</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>463</b>
05:00 PM	1	73	1	0	75	0	0	0	0	0	0	32	0	0	32	0	0	0	3	3	110
05:15 PM	0	63	2	0	65	0	0	0	0	0	0	37	0	0	37	1	0	0	4	5	107
05:30 PM	1	56	0	0	57	0	0	0	1	1	0	39	1	0	40	1	0	1	0	2	100
05:45 PM	2	56	1	0	59	0	0	0	1	1	0	35	0	0	35	0	0	0	1	1	96
<b>Total</b>	<b>4</b>	<b>248</b>	<b>4</b>	<b>0</b>	<b>256</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>143</b>	<b>1</b>	<b>0</b>	<b>144</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>11</b>	<b>413</b>
<b>Grand Total</b>	<b>9</b>	<b>855</b>	<b>9</b>	<b>3</b>	<b>876</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>589</b>	<b>1</b>	<b>2</b>	<b>596</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>19</b>	<b>1498</b>
<b>Approch %</b>	<b>1</b>	<b>97.6</b>	<b>1</b>	<b>0.3</b>		<b>14.3</b>	<b>0</b>	<b>42.9</b>	<b>42.9</b>		<b>0.7</b>	<b>98.8</b>	<b>0.2</b>	<b>0.3</b>		<b>47.4</b>	<b>0</b>	<b>10.5</b>	<b>42.1</b>		
<b>Total %</b>	<b>0.6</b>	<b>57.1</b>	<b>0.6</b>	<b>0.2</b>	<b>58.5</b>	<b>0.1</b>	<b>0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.5</b>	<b>0.3</b>	<b>39.3</b>	<b>0.1</b>	<b>0.1</b>	<b>39.8</b>	<b>0.6</b>	<b>0</b>	<b>0.1</b>	<b>0.5</b>	<b>1.3</b>	
<b>CARS</b>	<b>9</b>	<b>834</b>	<b>9</b>	<b>3</b>	<b>855</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>568</b>	<b>1</b>	<b>2</b>	<b>574</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>1444</b>
<b>% CARS</b>	<b>100</b>	<b>97.5</b>	<b>100</b>	<b>100</b>	<b>97.6</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>33.3</b>	<b>71.4</b>	<b>75</b>	<b>96.4</b>	<b>100</b>	<b>100</b>	<b>96.3</b>	<b>88.9</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>52.6</b>	<b>96.4</b>
<b>SINGLE UNIT</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>43</b>
<b>% SINGLE UNIT</b>	<b>0</b>	<b>1.4</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>28.6</b>	<b>25</b>	<b>3.2</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>11.1</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>47.4</b>	<b>2.9</b>
<b>COMBINATION VEHICLES</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>% COMBINATION VEHICLES</b>	<b>0</b>	<b>1.1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.7</b>

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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

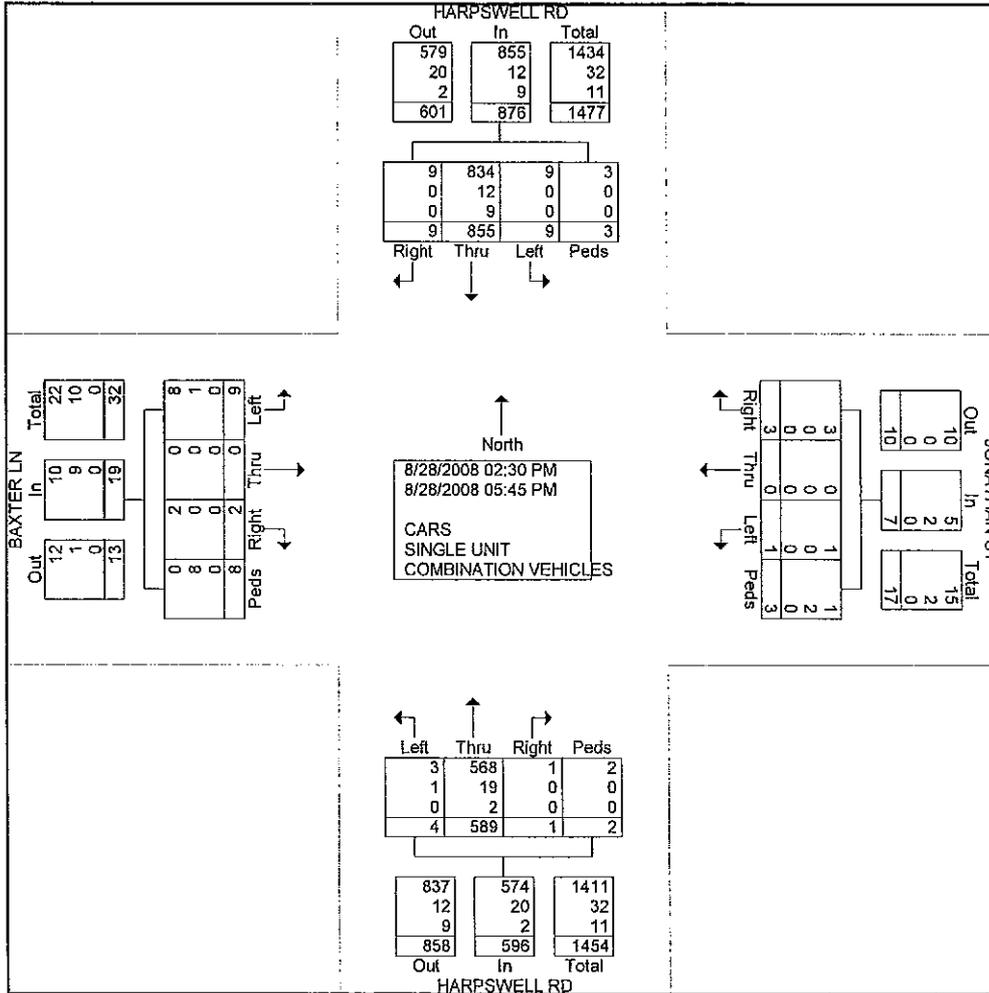
(207) 657-6910

File Name : HARPSWELL RD @ JONATHAN ST\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 2



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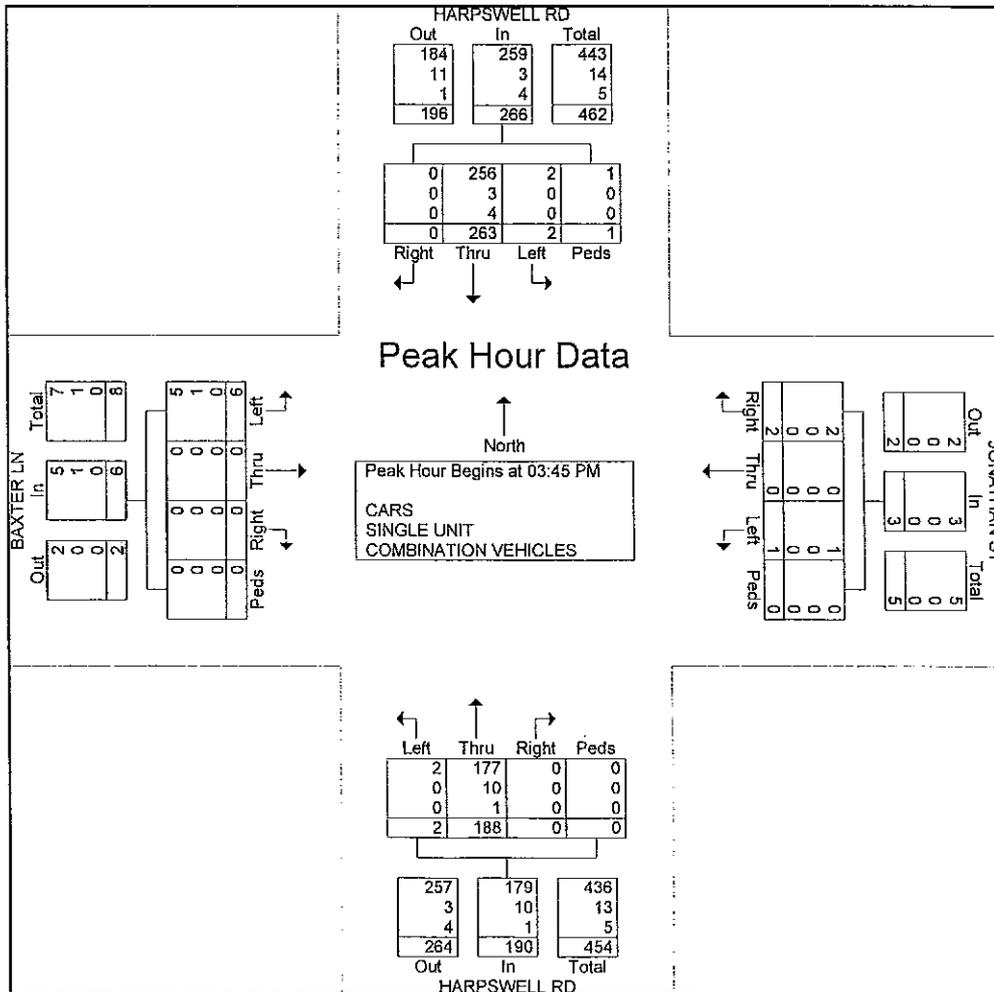
File Name : HARPSWELL RD @ JONATHAN ST\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 3

Start Time	HARPSWELL RD From North					JONATHAN ST From East					HARPSWELL RD From South					BAXTER LN From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	55	0	1	56	0	0	1	0	1	0	57	0	0	57	2	0	0	0	2	116
04:00 PM	1	75	0	0	76	0	0	1	0	1	1	35	0	0	36	0	0	0	0	0	113
04:15 PM	0	69	0	0	69	1	0	0	0	1	0	52	0	0	52	4	0	0	0	4	126
04:30 PM	1	64	0	0	65	0	0	0	0	0	1	44	0	0	45	0	0	0	0	0	110
Total Volume	2	263	0	1	266	1	0	2	0	3	2	188	0	0	190	6	0	0	0	6	465
% App. Total	0.8	98.9	0	0.4		33.3	0	66.7	0		1.1	98.9	0	0		100	0	0	0		
PHF	.500	.877	.000	.250	.875	.250	.000	.500	.000	.750	.500	.825	.000	.000	.833	.375	.000	.000	.000	.375	.923
CARS	2	256	0	1	259	1	0	2	0	3	2	177	0	0	179	5	0	0	0	5	446
% CARS	100	97.3	0	100	97.4	100	0	100	0	100	100	94.1	0	0	94.2	83.3	0	0	0	83.3	95.9
SINGLE UNIT																					
% SINGLE UNIT	0	1.1	0	0	1.1	0	0	0	0	0	0	5.3	0	0	5.3	16.7	0	0	0	16.7	3.0
COMBINATION VEHICLES	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
% COMBINATION VEHICLES	0	1.5	0	0	1.5	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	1.1



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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: JJM

DB-400: GP1

Weather: Clear

File Name : HARPSWELL RD @ JONATHAN ST\_PM

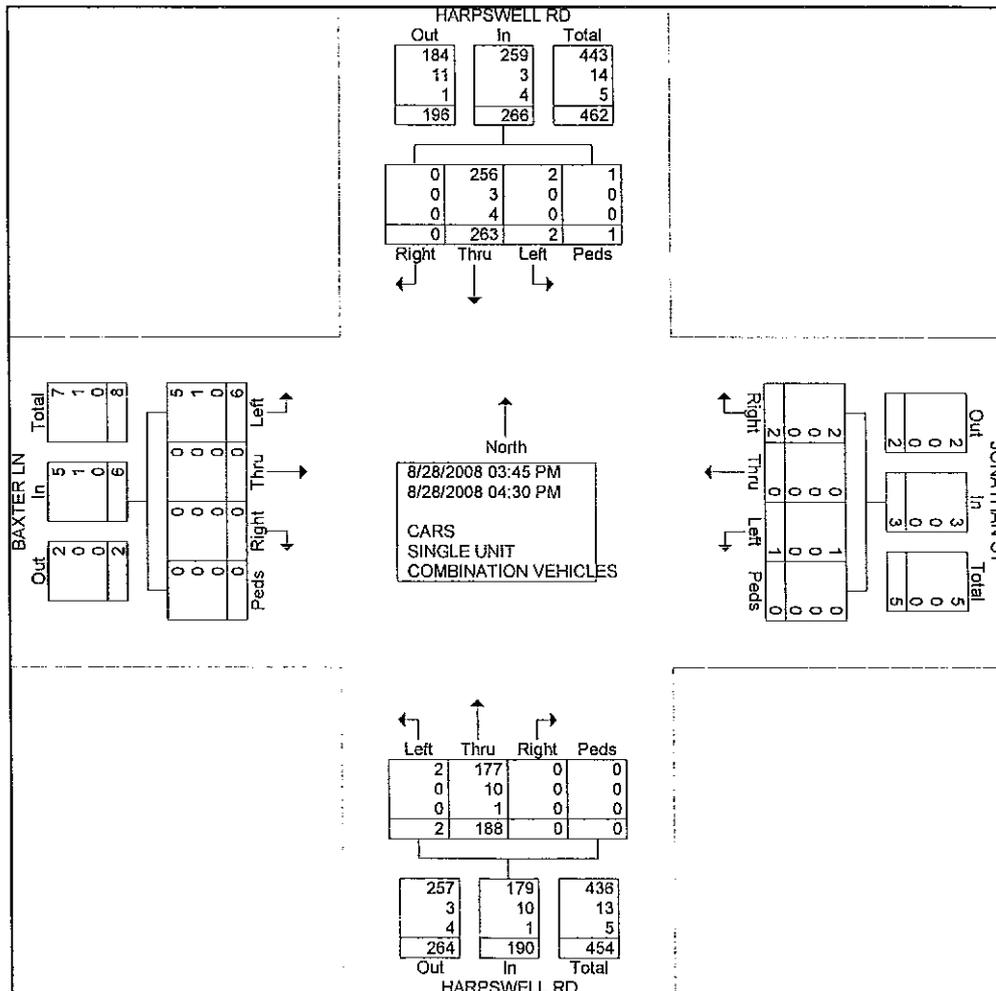
Site Code : 2074

Start Date : 8/28/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	HARPSWELL RD From North					JONATHAN ST From East					HARPSWELL RD From South					BAXTER LN From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:45 PM	0	55	0	1	56	0	0	1	0	1	0	57	0	0	57	2	0	0	0	2	2
Total	0	55	0	1	56	0	0	1	0	1	0	57	0	0	57	2	0	0	0	2	2
04:00 PM	1	75	0	0	76	0	0	1	0	1	1	35	0	0	36	0	0	0	0	0	0
04:15 PM	0	69	0	0	69	1	0	0	0	1	0	52	0	0	52	4	0	0	0	4	4
04:30 PM	1	64	0	0	65	0	0	0	0	0	1	44	0	0	45	0	0	0	0	0	0
Grand Total	2	263	0	1	266	1	0	2	0	3	2	188	0	0	190	6	0	0	0	6	6
Apprch %	0.8	98.9	0	0.4		33.3	0	66.7	0		1.1	98.9	0	0		100	0	0	0		
Total %	0.4	56.6	0	0.2	57.2	0.2	0	0.4	0	0.6	0.4	40.4	0	0	40.9	1.3	0	0	0	1.3	
CARS	2	256	0	1	259	1	0	2	0	3	2	177	0	0	179	5	0	0	0	5	446
% CARS	100	97.3	0	100	97.4	100	0	100	0	100	100	94.1	0	0	94.2	83.3	0	0	0	83.3	95.9
SINGLE UNIT	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	14
% SINGLE UNIT	0	1.1	0	0	1.1	0	0	0	0	0	0	5.3	0	0	5.3	16.7	0	0	0	16.7	3
COMBINATION VEHICLES	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
% COMBINATION VEHICLES	0	1.5	0	0	1.5	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	1.1



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: SF

DB-400: GP6

Weather: Clear

File Name : BATH RD @ JORDAN AVE\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	JORDAN AVE From North					BATH RD From East					JORDAN AVE From South					BATH RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	14	0	1	0	15	0	171	16	0	187	0	0	0	0	0	2	187	0	0	189	391
02:45 PM	9	0	5	0	14	0	167	16	0	183	0	0	0	0	0	1	186	0	0	187	384
<b>Total</b>	<b>23</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>338</b>	<b>32</b>	<b>0</b>	<b>370</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>373</b>	<b>0</b>	<b>0</b>	<b>376</b>	<b>775</b>
03:00 PM	8	0	1	0	9	0	205	22	0	227	0	0	0	0	0	3	193	0	1	197	433
03:15 PM	12	0	8	0	20	0	171	25	1	197	0	0	0	0	0	2	132	0	1	135	352
03:30 PM	6	0	1	0	7	0	192	19	0	211	0	0	0	0	0	2	156	0	3	161	379
03:45 PM	6	0	2	0	8	0	199	26	2	227	0	0	0	0	0	2	135	0	0	137	372
<b>Total</b>	<b>32</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>767</b>	<b>92</b>	<b>3</b>	<b>862</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>616</b>	<b>0</b>	<b>5</b>	<b>630</b>	<b>1536</b>
04:00 PM	17	0	0	0	17	0	176	20	3	199	0	0	0	0	0	2	166	0	0	168	384
04:15 PM	13	0	2	0	15	0	198	28	1	227	0	0	0	0	0	2	152	0	2	156	398
04:30 PM	14	0	2	0	16	0	193	37	1	231	0	0	0	0	0	1	182	0	1	184	431
04:45 PM	18	0	1	0	19	0	192	24	0	216	0	0	0	0	0	0	151	0	0	151	386
<b>Total</b>	<b>62</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>759</b>	<b>109</b>	<b>5</b>	<b>873</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>651</b>	<b>0</b>	<b>3</b>	<b>659</b>	<b>1599</b>
05:00 PM	8	0	2	0	10	0	177	23	0	200	0	0	0	0	0	0	193	0	0	193	403
05:15 PM	17	0	1	0	18	0	155	27	1	183	0	0	0	0	0	1	175	0	0	176	377
05:30 PM	22	0	0	0	22	0	136	15	1	152	0	0	0	0	0	2	119	0	0	121	295
05:45 PM	9	0	1	0	10	0	141	23	0	164	0	0	0	0	0	2	132	0	0	134	308
<b>Total</b>	<b>56</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>609</b>	<b>88</b>	<b>2</b>	<b>699</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>619</b>	<b>0</b>	<b>0</b>	<b>624</b>	<b>1383</b>
<b>Grand Total</b>	<b>173</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>2473</b>	<b>321</b>	<b>10</b>	<b>2804</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>2259</b>	<b>0</b>	<b>8</b>	<b>2289</b>	<b>5293</b>
<b>Approch %</b>	<b>86.5</b>	<b>0</b>	<b>13.5</b>	<b>0</b>		<b>0</b>	<b>88.2</b>	<b>11.4</b>	<b>0.4</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>1</b>	<b>98.7</b>	<b>0</b>	<b>0.3</b>		
<b>Total %</b>	<b>3.3</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>3.8</b>	<b>0</b>	<b>46.7</b>	<b>6.1</b>	<b>0.2</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>42.7</b>	<b>0</b>	<b>0.2</b>	<b>43.2</b>	
<b>CARS</b>	<b>172</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>197</b>	<b>0</b>	<b>2422</b>	<b>313</b>	<b>1</b>	<b>2736</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>2219</b>	<b>0</b>	<b>0</b>	<b>2239</b>	<b>5172</b>
<b>% CARS</b>	<b>99.4</b>	<b>0</b>	<b>92.6</b>	<b>0</b>	<b>98.5</b>	<b>0</b>	<b>97.9</b>	<b>97.5</b>	<b>10</b>	<b>97.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90.9</b>	<b>98.2</b>	<b>0</b>	<b>0</b>	<b>97.8</b>	<b>97.7</b>
<b>SINGLE UNIT</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>8</b>	<b>9</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>0</b>	<b>8</b>	<b>46</b>	<b>117</b>
<b>% SINGLE UNIT</b>	<b>0.6</b>	<b>0</b>	<b>7.4</b>	<b>0</b>	<b>1.5</b>	<b>0</b>	<b>2.1</b>	<b>2.5</b>	<b>90</b>	<b>2.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>1.6</b>	<b>0</b>	<b>100</b>	<b>2</b>	<b>2.2</b>
<b>COMBINATION VEHICLES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
<b>% COMBINATION VEHICLES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0.2</b>	<b>0.1</b>

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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

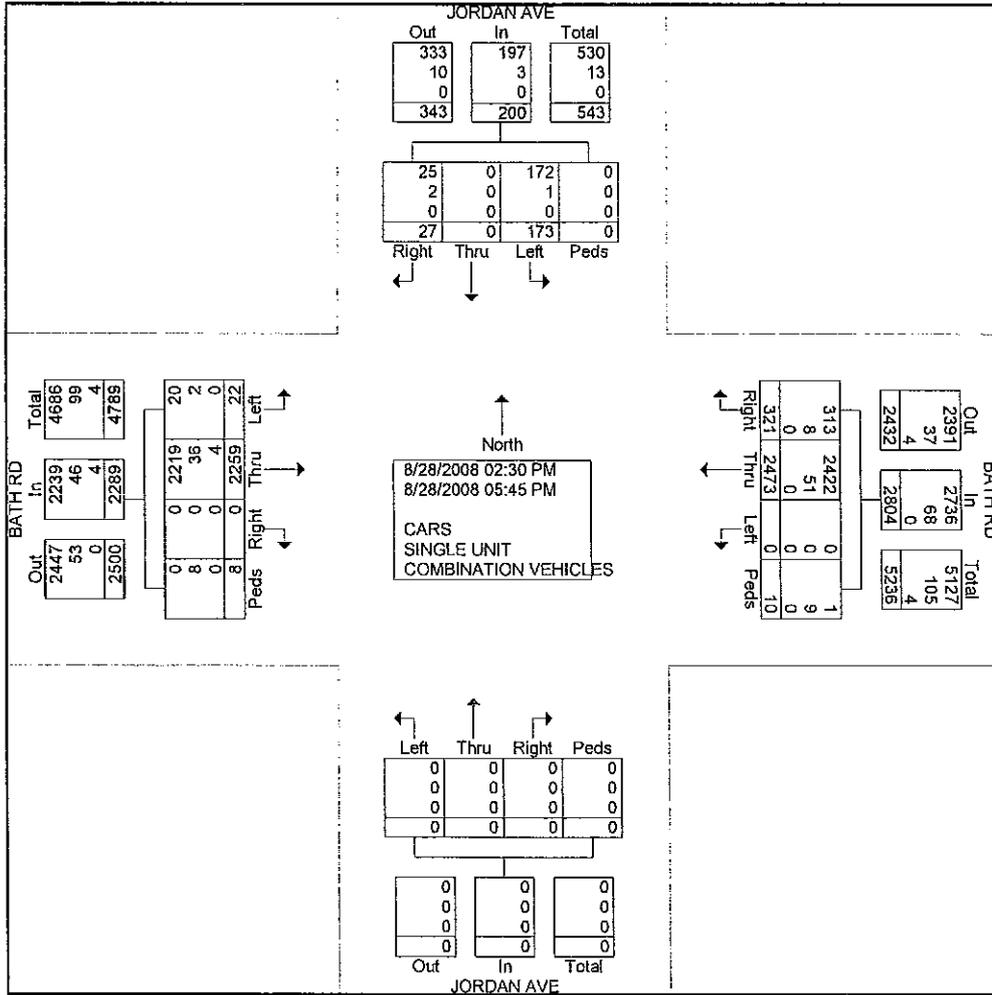
(207) 657-6910

File Name : BATH RD @ JORDAN AVE\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 2



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15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: SF

DB-400: GP6

Weather: Clear

File Name : BATH RD @ JORDAN AVE\_PM

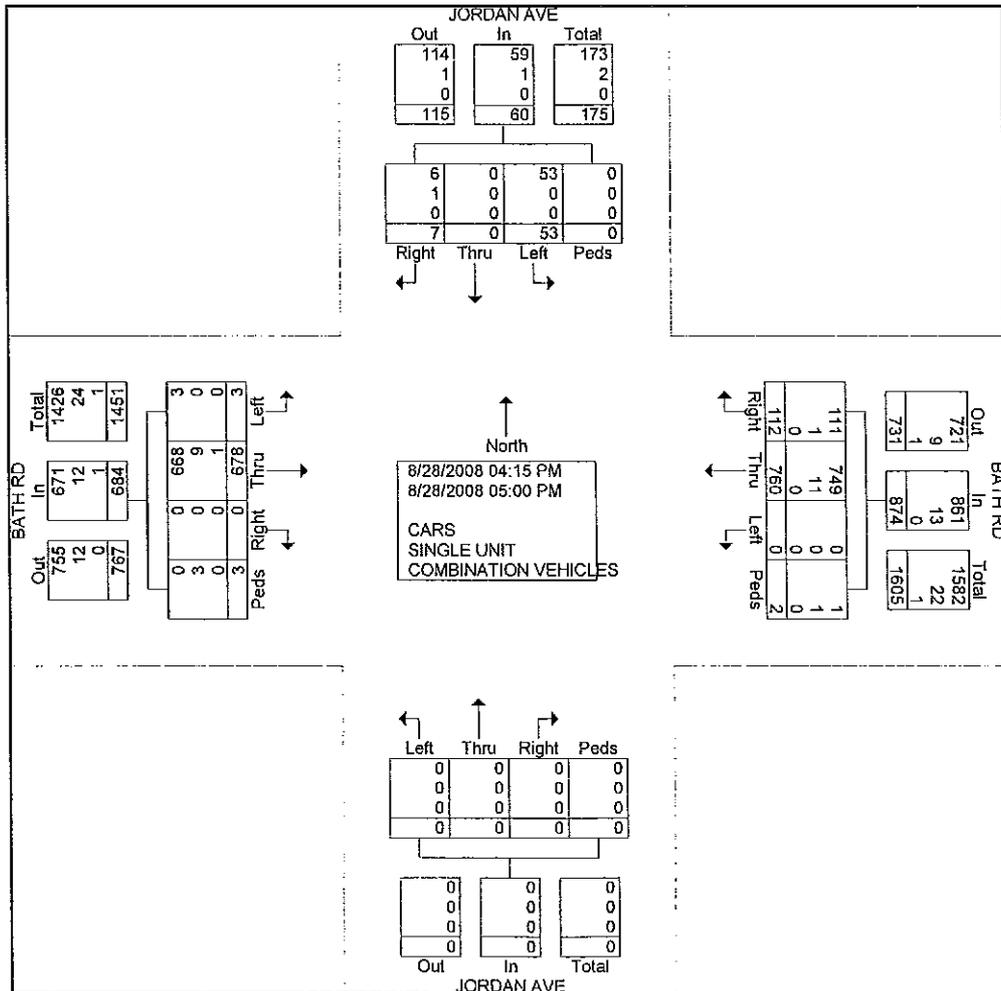
Site Code : 2074

Start Date : 8/28/2008

Page No : 1

### Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	JORDAN AVE From North					BATH RD From East					JORDAN AVE From South					BATH RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:15 PM	13	0	2	0	15	0	198	28	1	227	0	0	0	0	0	2	152	0	2	156	398
04:30 PM	14	0	2	0	16	0	193	37	1	231	0	0	0	0	0	1	182	0	1	184	431
04:45 PM	18	0	1	0	19	0	192	24	0	216	0	0	0	0	0	0	151	0	0	151	386
<b>Total</b>	<b>45</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>583</b>	<b>89</b>	<b>2</b>	<b>674</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>485</b>	<b>0</b>	<b>3</b>	<b>491</b>	<b>1215</b>
05:00 PM	8	0	2	0	10	0	177	23	0	200	0	0	0	0	0	0	193	0	0	193	403
Grand Total	53	0	7	0	60	0	760	112	2	874	0	0	0	0	0	3	678	0	3	684	1618
Apprch %	88.3	0	11.7	0		0	87	12.8	0.2		0	0	0	0	0	0.4	99.1	0	0.4		
Total %	3.3	0	0.4	0	3.7	0	47	6.9	0.1	54	0	0	0	0	0	0.2	41.9	0	0.2	42.3	
CARS	53	0	6	0	59	0	749	111	1	861	0	0	0	0	0	3	668	0	0	671	1591
% CARS	100	0	85.7	0	98.3	0	98.6	99.1	50	98.5	0	0	0	0	0	100	98.5	0	0	98.1	98.3
SINGLE UNIT	0	0	1	0	1	0	11	1	1	13	0	0	0	0	0	0	9	0	3	12	26
% SINGLE UNIT	0	0	14.3	0	1.7	0	1.4	0.9	50	1.5	0	0	0	0	0	0	1.3	0	100	1.8	1.6
COMBINATION VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% COMBINATION VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.1



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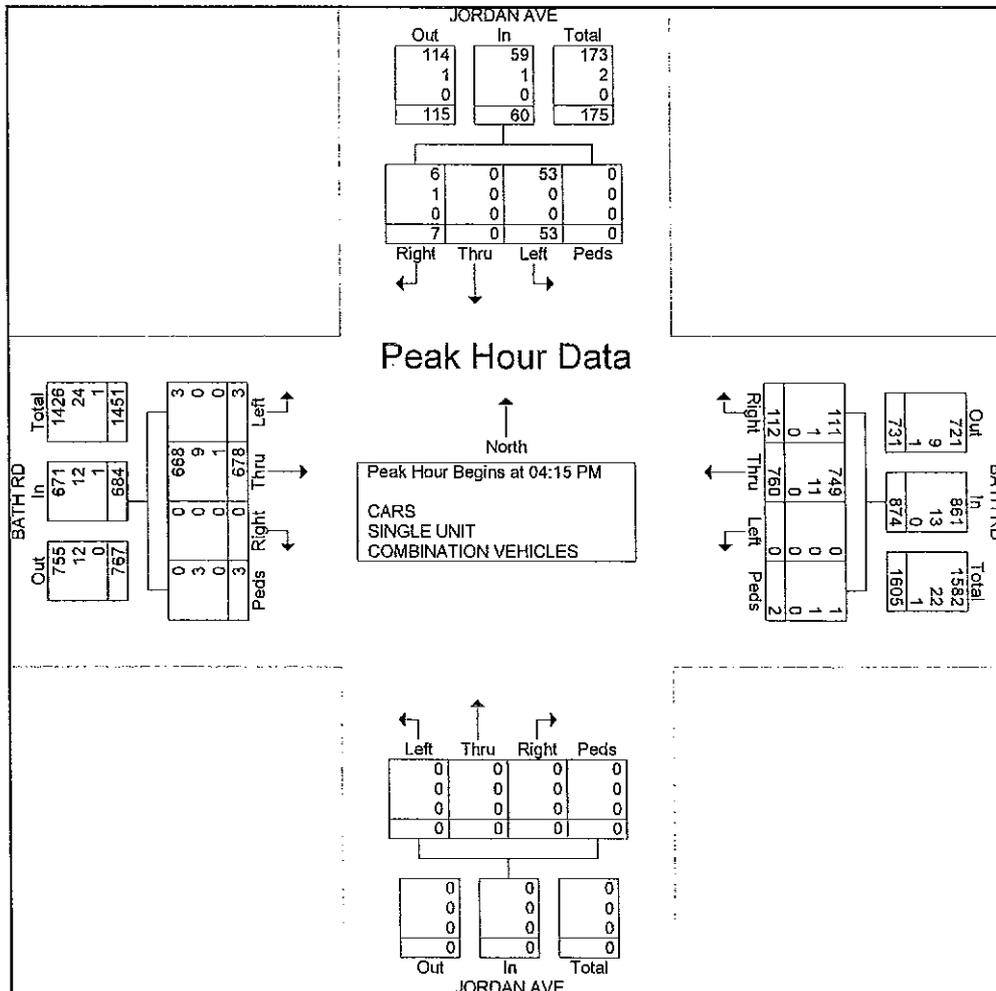
File Name : BATH RD @ JORDAN AVE\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 3

Start Time	JORDAN AVE From North					BATH RD From East					JORDAN AVE From South					BATH RD From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	13	0	2	0	15	0	198	28	1	227	0	0	0	0	0	2	152	0	2	156	398
04:30 PM	14	0	2	0	16	0	193	37	1	231	0	0	0	0	0	1	182	0	1	184	431
04:45 PM	18	0	1	0	19	0	192	24	0	216	0	0	0	0	0	0	151	0	0	151	386
05:00 PM	8	0	2	0	10	0	177	23	0	200	0	0	0	0	0	0	193	0	0	193	403
Total Volume	53	0	7	0	60	0	760	112	2	874	0	0	0	0	0	3	678	0	3	684	1618
% App. Total	88.3	0	11.7	0		0	87	12.8	0.2		0	0	0	0		0.4	99.1	0	0.4		
PHF	.736	.000	.875	.000	.789	.000	.960	.757	.500	.946	.000	.000	.000	.000	.000	.375	.878	.000	.375	.886	.939
CARS	53	0	6	0	59	0	749	111	1	861	0	0	0	0	0	3	668	0	0	671	1591
% CARS	100	0	85.7	0	98.3	0	98.6	99.1	50.0	98.5	0	0	0	0	0	100	98.5	0	0	98.1	98.3
SINGLE UNIT	0	0	14.3	0	1.7	0	1.4	0.9	50.0	1.5	0	0	0	0	0	0	1.3	0	100	1.8	1.6
% SINGLE UNIT	0	0	14.3	0	1.7	0	1.4	0.9	50.0	1.5	0	0	0	0	0	0	1.3	0	100	1.8	1.6
COMBINATION VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% COMBINATION VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.1



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick  
 Counter: ZRJ  
 DB-400: GP5  
 Weather: Clear

File Name : MAINE @ NO NAME\_PM  
 Site Code : 2074  
 Start Date : 8/28/2008  
 Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	MAINE From North					NO NAME From East					MAINE From South					NO NAME From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
02:30 PM	0	245	1	9	255	0	0	0	0	0	53	121	4	0	178	0	0	0	0	0	433
02:45 PM	0	250	0	8	258	0	0	0	7	7	79	119	5	0	203	0	0	0	0	0	468
<b>Total</b>	<b>0</b>	<b>495</b>	<b>1</b>	<b>17</b>	<b>513</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>132</b>	<b>240</b>	<b>9</b>	<b>0</b>	<b>381</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>901</b>
03:00 PM	0	242	0	10	252	0	0	0	2	2	68	125	6	0	199	0	0	0	0	0	453
03:15 PM	0	221	0	0	221	0	0	1	1	2	69	118	12	0	199	0	0	0	0	0	422
03:30 PM	0	223	0	8	231	0	0	0	1	1	68	125	11	0	204	0	0	0	0	0	436
03:45 PM	0	250	0	6	256	0	0	1	5	6	58	140	10	0	208	0	0	0	0	0	470
<b>Total</b>	<b>0</b>	<b>936</b>	<b>0</b>	<b>24</b>	<b>960</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>11</b>	<b>263</b>	<b>508</b>	<b>39</b>	<b>0</b>	<b>810</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1781</b>
04:00 PM	0	257	0	4	261	0	0	0	0	0	45	130	6	0	181	0	0	0	0	0	442
04:15 PM	0	266	0	5	271	0	0	1	7	8	68	132	8	0	208	0	0	0	0	0	487
04:30 PM	0	225	0	4	229	0	0	0	2	2	72	123	6	0	201	0	0	0	0	0	432
04:45 PM	0	251	0	7	258	0	0	1	1	2	50	96	4	0	150	0	0	0	0	0	410
<b>Total</b>	<b>0</b>	<b>999</b>	<b>0</b>	<b>20</b>	<b>1019</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>12</b>	<b>235</b>	<b>481</b>	<b>24</b>	<b>0</b>	<b>740</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1771</b>
05:00 PM	0	219	0	2	221	0	0	0	4	4	63	136	9	0	208	0	0	0	0	0	433
05:15 PM	1	167	0	4	172	0	0	0	0	0	33	94	6	0	133	0	0	0	0	0	305
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	94	4	0	98	0	0	0	0	0	100
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	76	4	0	80	0	0	0	0	0	80
<b>Total</b>	<b>1</b>	<b>386</b>	<b>0</b>	<b>8</b>	<b>395</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>96</b>	<b>400</b>	<b>23</b>	<b>0</b>	<b>519</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>918</b>
<b>Grand Total</b>	<b>1</b>	<b>2816</b>	<b>1</b>	<b>69</b>	<b>2887</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>30</b>	<b>34</b>	<b>726</b>	<b>1629</b>	<b>95</b>	<b>0</b>	<b>2450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5371</b>
<b>Apprch %</b>	<b>0</b>	<b>97.5</b>	<b>0</b>	<b>2.4</b>		<b>0</b>	<b>0</b>	<b>11.8</b>	<b>88.2</b>		<b>29.6</b>	<b>66.5</b>	<b>3.9</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Total %</b>	<b>0</b>	<b>52.4</b>	<b>0</b>	<b>1.3</b>	<b>53.8</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0.6</b>	<b>0.6</b>	<b>13.5</b>	<b>30.3</b>	<b>1.8</b>	<b>0</b>	<b>45.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>CARS</b>	<b>1</b>	<b>2750</b>	<b>1</b>	<b>38</b>	<b>2790</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>28</b>	<b>32</b>	<b>711</b>	<b>1573</b>	<b>93</b>	<b>0</b>	<b>2377</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5199</b>
<b>% CARS</b>	<b>100</b>	<b>97.7</b>	<b>100</b>	<b>55.1</b>	<b>96.6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>93.3</b>	<b>94.1</b>	<b>97.9</b>	<b>96.6</b>	<b>97.9</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96.8</b>
<b>SINGLE UNIT</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>31</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>12</b>	<b>48</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149</b>
<b>% SINGLE UNIT</b>	<b>0</b>	<b>1.9</b>	<b>0</b>	<b>44.9</b>	<b>2.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>5.9</b>	<b>1.7</b>	<b>2.9</b>	<b>2.1</b>	<b>0</b>	<b>2.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2.8</b>
<b>COMBINATION VEHICLES</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>% COMBINATION VEHICLES</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>

# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

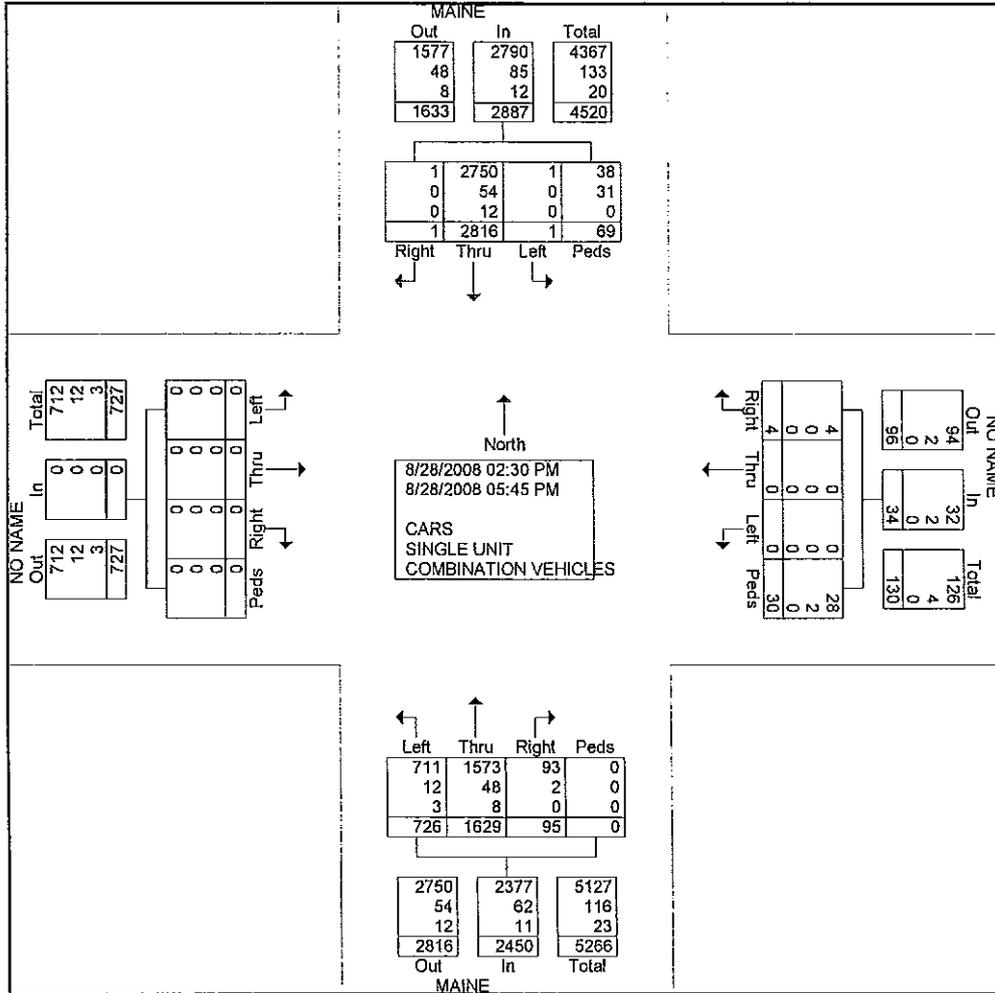
(207) 657-6910

File Name : MAINE @ NO NAME\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 2



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

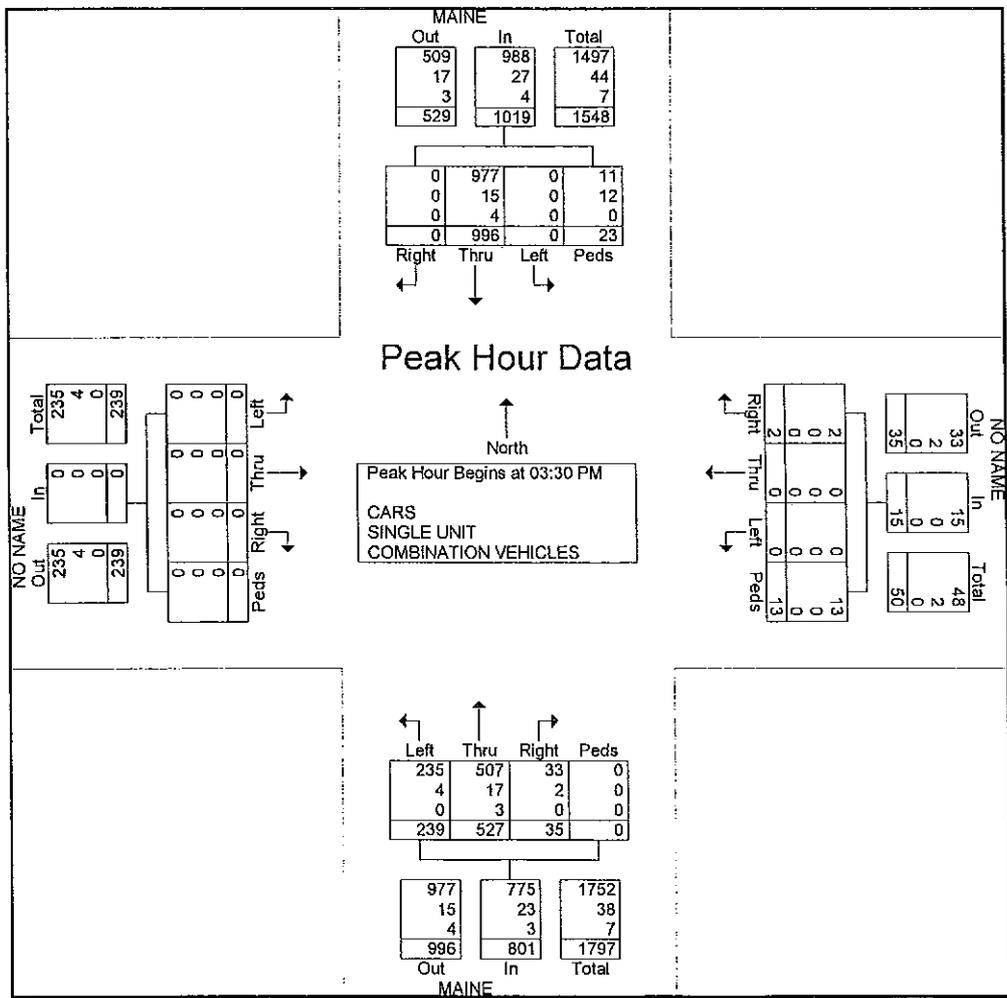
File Name : MAINE @ NO NAME\_PM

Site Code : 2074

Start Date : 8/28/2008

Page No : 3

Start Time	MAINE From North					NO NAME From East					MAINE From South					NO NAME From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	223	0	8	231	0	0	0	1	1	68	125	11	0	204	0	0	0	0	0	436
03:45 PM	0	250	0	6	256	0	0	1	5	6	58	140	10	0	208	0	0	0	0	0	470
04:00 PM	0	257	0	4	261	0	0	0	0	0	45	130	6	0	181	0	0	0	0	0	442
04:15 PM	0	266	0	5	271	0	0	1	7	8	68	132	8	0	208	0	0	0	0	0	487
Total Volume	0	996	0	23	1019	0	0	2	13	15	239	527	35	0	801	0	0	0	0	0	1835
% App. Total	0	97.7	0	2.3		0	0	13.3	86.7		29.8	65.8	4.4	0		0	0	0	0		
PHF	.000	.936	.000	.719	.940	.000	.000	.500	.464	.469	.879	.941	.795	.000	.963	.000	.000	.000	.000	.000	.942
CARS	0	977	0	11	988	0	0	2	13	15	235	507	33	0	775	0	0	0	0	0	1778
% CARS	0	98.1	0	47.8	97.0	0	0	100	100	100	98.3	96.2	94.3	0	96.8	0	0	0	0	0	96.9
SINGLE UNIT	0	1.5	0	52.2	2.6	0	0	0	0	0	1.7	3.2	5.7	0	2.9	0	0	0	0	0	2.7
COMBINATION VEHICLES	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
% COMBINATION VEHICLES	0	0.4	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.4	0	0	0	0	0	0.4



# Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, P.O. Box 1237

Gray, Maine 04039

(207) 657-6910

Location: Brunswick

Counter: ZRJ

DB-400: GP5

Weather: Clear

File Name : MAINE @ NO NAME\_PM

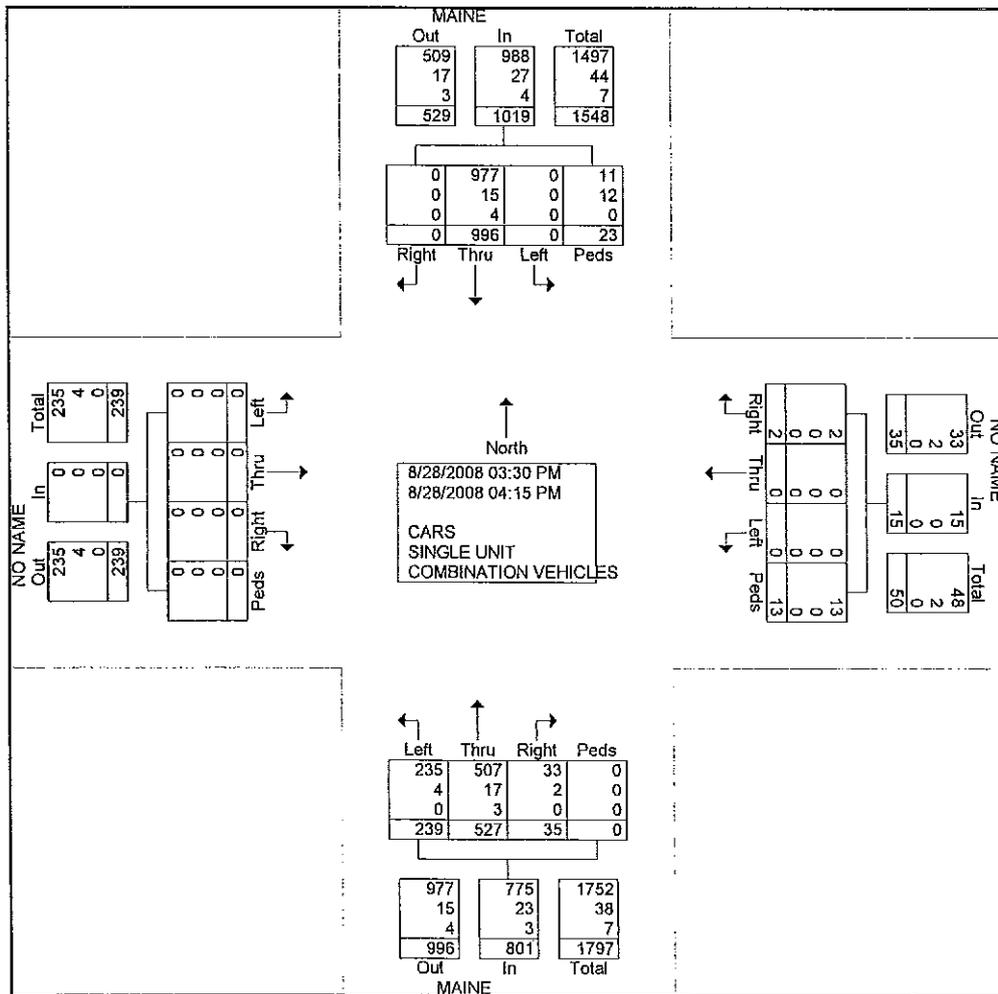
Site Code : 2074

Start Date : 8/28/2008

Page No : 1

## Groups Printed- CARS - SINGLE UNIT - COMBINATION VEHICLES

Start Time	MAINE From North					NO NAME From East					MAINE From South					NO NAME From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
03:30 PM	0	223	0	8	231	0	0	0	1	1	68	125	11	0	204	0	0	0	0	0	436
03:45 PM	0	250	0	6	256	0	0	1	5	6	58	140	10	0	208	0	0	0	0	0	470
<b>Total</b>	<b>0</b>	<b>473</b>	<b>0</b>	<b>14</b>	<b>487</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>126</b>	<b>265</b>	<b>21</b>	<b>0</b>	<b>412</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>906</b>
04:00 PM	0	257	0	4	261	0	0	0	0	0	45	130	6	0	181	0	0	0	0	0	442
04:15 PM	0	266	0	5	271	0	0	1	7	8	68	132	8	0	208	0	0	0	0	0	487
<b>Grand Total</b>	<b>0</b>	<b>996</b>	<b>0</b>	<b>23</b>	<b>1019</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>15</b>	<b>239</b>	<b>527</b>	<b>35</b>	<b>0</b>	<b>801</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1835</b>
Apprch %	0	97.7	0	2.3		0	0	13.3	86.7		29.8	65.8	4.4	0		0	0	0	0		
Total %	0	54.3	0	1.3	55.5	0	0	0.1	0.7	0.8	13	28.7	1.9	0	43.7	0	0	0	0	0	
CARS	0	977	0	11	988	0	0	2	13	15	235	507	33	0	775	0	0	0	0	0	1778
% CARS	0	98.1	0	47.8	97	0	0	100	100	100	98.3	96.2	94.3	0	96.8	0	0	0	0	0	96.9
SINGLE UNIT	0	15	0	12	27	0	0	0	0	0	4	17	2	0	23	0	0	0	0	0	50
% SINGLE UNIT	0	1.5	0	52.2	2.6	0	0	0	0	0	1.7	3.2	5.7	0	2.9	0	0	0	0	0	2.7
COMBINATION VEHICLES	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
% COMBINATION VEHICLES	0	0.4	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.4	0	0	0	0	0	0.4



## **Traffic Impact Study Updates**

- 1. Gorrill-Palmer Memo (August 20, 2010)**
- 2. Attachment (figure) to Gorrill-Palmer Memo**
- 3. Forecast Traffic Volumes in Vicinity of Site**
- 4. Directional Volumes at Select Portals – PM Peak Hour**
- 5. Total Entering Volumes (TEV) – PM Peak Hour**
- 6. Level of Service Tables**
- 7. Updated Turning Movement Diagrams**

August 20, 2010

Mr. Matthew Butwin  
Ecology & Environment, Inc.  
368 Pleasant View Drive  
Lancaster, NY 14086

RE: Additional Responses to Transportation related Comments  
Draft EIS for NAS Brunswick, Maine

Dear Matthew:

Gorrill-Palmer Consulting Engineers, Inc. is pleased to respond to the review comments regarding the above referenced project. For ease of review, each comment has been repeated below followed by our response.

**Transportation-related Comments:**

***Comment - EPA-2: EPA recommended an analysis of the impacts of the project both with and without the proposed Route One connector. This should be presented in the FEIS.***

**Response** -- The capacity analysis for the study area intersections has been rerun with and without mitigation, which includes not having the Route One connector in the without mitigation scenario. The initial submittal stated the following (page 26 of 39): "Beyond the 2016 projection, the adjacent roadway network cannot feasibly handle the forecast traffic, even with significant improvements, and analysis without the connection yields meaningless results". As the levels of service (LOS) provided in the attached capacity analysis summary tables indicate, the above statement in the original submittal is supported. Starting in the year 2021 (10 year scenario) reuse scenario, the intersections in the immediate area start to experience LOS "F". By the year 2021 high density scenario, the model breaks down (i.e. gridlock) and results are meaningless because it fails so badly the modeling can't even compute it. This makes sense when the volumes are looked at in detail. For instance, in looking at Figure 20 (Design Hour Volumes 10-Year High Density Scenario - PM Peak Hour), the right turn movement out of the site without a connector is 1,072 vehicles in a peak hour. This volume then gets added to the left turning volumes at Cooks Corner for a total of 1,305 vehicles turning left to get onto Route One. Since the common rule of thumb for the maximum number of left turning vehicles in a left turn lane is approximately 300 vehicles, it can quickly be assessed that it will not work and significant issues will result. This is just one example, there are other similar movements that are also significantly overcapacity without the Route One connector that can't be mitigated through conventional means. This situation gets exacerbated in the 15 and 20 year scenarios. Once gridlock occurs at an

Mr. Matthew Butwin  
 August 20, 2010  
 Page 2 of 6

intersection, traffic queues into adjacent intersections, causing them to fail as well. This is exactly what happens here. It should be noted, that with the Route One Connector, that same left turn at Cooks Corner is reduced from 1,305 vehicles to 410 vehicles, which is manageable with two left turn lanes.

As a result of the reanalysis in response to "EPA-2", all of the mitigation described in the original submittal was reaffirmed as needed. This mitigation includes items identified in the initial submittal as potentially being required regardless of the BNAS redevelopment.

"Rotary Area" – At the time the previous submittal was made, the general area including the Bath Road, Maine Street, Park Row, Cleveland Street and Noble Street intersections was being reviewed by MaineDOT and therefore was not included in the analysis. Since the previous submittal for this EIS study, MaineDOT and the Town have determined what they would like to see for that area. We have received that design and performed capacity analysis with the summary attached. It should be noted that this area has undergone significant review and scrutiny and it has been determined that the design as presented is the preferred design regardless of level of service results, therefore no mitigation was proposed for this intersection.

There were some revisions to the originally identified mitigation as a result of some additional requested adjustments. Those adjustments and revised mitigation are described in more detail in the response to "*Comment – MDOT-1, MDOT-6, MDOT-14*" below.

The turning movement diagrams, level of service results, and capacity analysis are provided as an attachment with this letter for all scenarios.

*Comment – MDOT-1, MDOT-6, MDOT-14: The Department is looking for an assessment of direct and indirect impacts of the region surrounding the development site.*

**Response** - The above three MDOT comments revolved around the secondary impacts of the proposed redevelopment and how those secondary impacts would impact the adjacent roadway network. Based on the projections office provided by Ecology & Environment, we applied the following adjustment factors to the No-Build Volumes (also identified on the Figures):

	Reuse Scenario	High Density Scenario
5 year	0.91	0.93
10 year	0.94	0.96
15 year	1.00	1.00
20 year	1.07	1.10

These factors show that prior to the 15 year projection, there is anticipated to be a reduction in background traffic due to the loss of full occupancy of BNAS, and that approximately 15 years out, the traffic levels out and then increases up to the 20 year projection. As a result of these findings,

Mr. Matthew Butwin  
August 20, 2010  
Page 3 of 6

there were some revisions to the mitigation identified in the original submittal. Those revisions are identified as follows:

Bath Road / Federal Street / Sills Drive – 20 Year, High Density Scenario ONLY:

- Extend eastbound Bath Road left lane to 300 feet
- Convert eastbound Bath Road right lane to a shared thru / right lane
- Widen Bath Road east of Federal Street for two receiving eastbound lanes
- Construct additional Bath Road westbound 325' left lane
- Widen Sills Drive south of Bath Road for two receiving southbound lanes
- Construct Bath Road westbound 325' right turn lane

These revisions are a result of increasing traffic by 10% due to potential secondary growth in the area for the 20 year High Intensity Scenario.

New Gurnet Road at Forrestal Drive – 5 and 10-Year Scenarios

- Southbound New Gurnet right turn lane into Forrestal not required

This is a result of traffic in the 5 and 10 year scenarios being slightly less than originally forecast due to secondary decreases in traffic.

Bath Road at New Gurnet Road – 20-year High Intensity ONLY

- Northbound New Gurnet through lanes should be extended back to Sear's drive (i.e. two NB through lanes along entire roadway segment)

This is a result of increasing traffic by 10% due to potential secondary growth in the area for the 20 year High Intensity Scenario.

*Comment – MDOT-13: Page 4-78 for a full disclosure NEPA document the Navy needs to provide an analysis of pedestrian and alternative modes requirements for the redeveloped NASB.*

**Response –** The traffic impact study anticipated two percent of peak hour trips to and from the development site would be transit-based (likely bus). In addition, one half of one percent of the peak hour trips were anticipated to be bicycle and/or pedestrian based. This is comparable to many areas in Maine, and a realistic assessment unless aggressive changes are made for new regional transit operations in the Brunswick area. Although it is premature at this time to be specific, as development occurs both on-site and in the general area, we recommend that accommodations for bicycles, pedestrians and buses at a minimum be provided as follows, in addition to a Transportation Demand Management (TDM) plan:

Mr. Matthew Butwin  
August 20, 2010  
Page 4 of 6

**Pedestrians:** Sidewalks should be considered, at a minimum, internally connecting the mixed uses. Sidewalks and paths are also recommended to connect the site with the Cook's corner area. We do not see a need at this time for connecting the site and downtown Brunswick with sidewalks.

**Bicycles:** Bicycle accommodations should be provided both on-site and in the immediate area. This could include bike racks at places of business, adequate shoulders on roadways, and incentives to employees to ride their bikes. Unlike sidewalks, bicycle accommodations such as wide paved shoulders or bike paths should be considered between the site and downtown Brunswick.

**Buses:** We recommend that the site provide accommodations for buses such as strategically located bus stops, convenient headway times to encourage employee ridership and discounted fares to employees. We recommend that a bus service be provided between the site and downtown Brunswick with a schedule that would accommodate business commuters, as well as dovetail with the railroad schedule in downtown Brunswick.

**Transportation Demand Management (TDM) Plan** – We recommend a TDM be adopted prior to development to act as a guide as development occurs, not only for the site development, but for any development within the Town. This could include rideshare incentives as well as the incentives listed above for walking, bicycling, or using the bus. This could also include items such as off-peak start and end of day schedules so that employees avoid the peak hours of the day when traveling to / from work.

**Comment – TOB-6:** *Assumptions do not consider the long-term implementation measures stated within the Town-accepted Gateway 1 Corridor Final Plan. The FEIS should consider those implementation measures specific to the EIS study area; including but not limited to a passenger rail station located within the BNAS Reuse District, in terms of future traffic volumes.*

**Response** - Our office has reviewed the recommendations for the Gateway 1 Corridor Final Plan which was released at the same time that the original submittal for this study was made. Based on a review of the Gateway Plan, we offer the following comments:

**Study Area:** The Gateway 1 study area does not overlap with the study area for this EIS study. The one location that is identified in both is a direct connection between the site and Route One. A direct connector from the site to Route One was and continues to be recommended in the EIS; however, this EIS study did not include the specifics of the Route One connector in the analysis (i.e. levels of service, exact configuration, number of lanes, etc) and suggested that it would require its own in-depth review. MaineDOT and Vanasse Hangen Brustlin (VHB) are currently expanding on the Gateway 1 study and include a more in-depth review of this connector. With the exception of both the studies including a direct connector from the site to Route One, there is no geographic overlap of the study areas, and as such, the recommendations from the

Mr. Matthew Butwin  
August 20, 2010  
Page 5 of 6

MaineDOT/VHB study (the final recommendations are still pending as of the time of this writing) are not anticipated to impact the findings and conclusions of this study.

It is known that Amtrak service will begin within five years and access the Maine Street Station development in downtown Brunswick, which has the potential to influence traffic in the area; however, based on our office's work on this project, it is our understanding that ridership will be low, as there will be only two runs per day, and that it will have little impact on commuter volumes, as the Amtrak is an intercity and not commuter train.

**Schedule of Implementation and Funding:** It is our understanding that the Gateway 1 is moving forward, and is making progress; however, the final design and funding for the designs is still in flux and cannot be considered a "given". Based on the recommendations from the Plan, the potential for additional transit access is not specific.

***Comment - TOB-18:** DEIS assumes the widening of Bath Road between Gurnet Road and Old Bath Road will be done soon. Gorrill-Palmer is the town design consultant; this project is under construction and should be finished by August 2010. However, final design by Gorrill-Palmer only provides one lane for through traffic in the east bound direction. FEIS should address this change for impacts that were considered based on the incorrect assumption.*

**Response -** The analyses included with this letter (as well as that provided in the original submittal) include the recent improvements completed along Bath Road between Cook's Corner and Old Bath Road. These analyses were / are based on the actual roadway plans completed for this roadway.

The original submittal described this section of roadway as "Widening and restriping to provide for two lanes in each direction". This was not intended to imply that the new four lane cross section included two "thru" lanes in each direction.

The westbound Bath Road right turn lane onto Old Bath Road was just recently (within the last two weeks) converted from an exclusive right turn lane to a thru / right lane. That change is reflected in the attached analysis.

***Comment - TOB-19:** Town of Brunswick recently changed (Sept 2007) the number of lanes for north bound traffic on Gurnet Road (Route 24) from Forrestal Drive to Bath Road from two through lanes to one through lane. We question if the consultant considered new traffic pattern when doing traffic impact analysis for this section of Gurnet Road. Noted on Section 4.4.2.2 p 4-75, DEIS indicates that Gurnet Road between Bath Road and Forrestal Drive will see the "largest growth in traffic volume"; we need assurances that the revised lane reduction has been considered.*

Mr. Matthew Butwin  
August 20, 2010  
Page 6 of 6

**Response** – The analyses included with this letter (as well as that provided in the original submittal) were completed with the restriping of Gurnet Road to one thru lane northbound and a center two-way left-turn lane.

*Comment – TOB-21: Bath Road and Maine Street Rotary was not analyzed per Footnote 2 which mistakenly is indicated for I-6 page 4-76. Maine DOT now has a plan for this intersection that is not a rotary and I would recommend the EIS be updated to address traffic impact on that intersection based on the approved design per the final Preliminary Design Report process. The revised approved plan for this intersection mainly addresses High Crash Location and does not really improve capacity. The Town of Brunswick would like to know more about the traffic impact to this intersection due to the redevelopment.*

**Response** – At the time of the initial submittal, the design for this location was in flux. Since then, MaineDOT worked with a consultant to determine a final improvement plan for the Maine Street Rotary. This plan, which ultimately resulted in small changes to the existing roadway configuration, was included in the updated analysis (provided herein) and a copy of the plan is attached with this letter. It is our understanding that this intersection was designed based on the build volumes for Maine Street Station, as opposed to long-term development and growth potential in and around downtown Brunswick. The figures included with this letter identify the potential traffic impact to that area under each scenario.

Gorrill-Palmer Consulting Engineers, Inc. appreciates the opportunity to respond to these comments and looks forward to your review of our responses. Should you have any questions or require any additional information, please feel free to contact me.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.

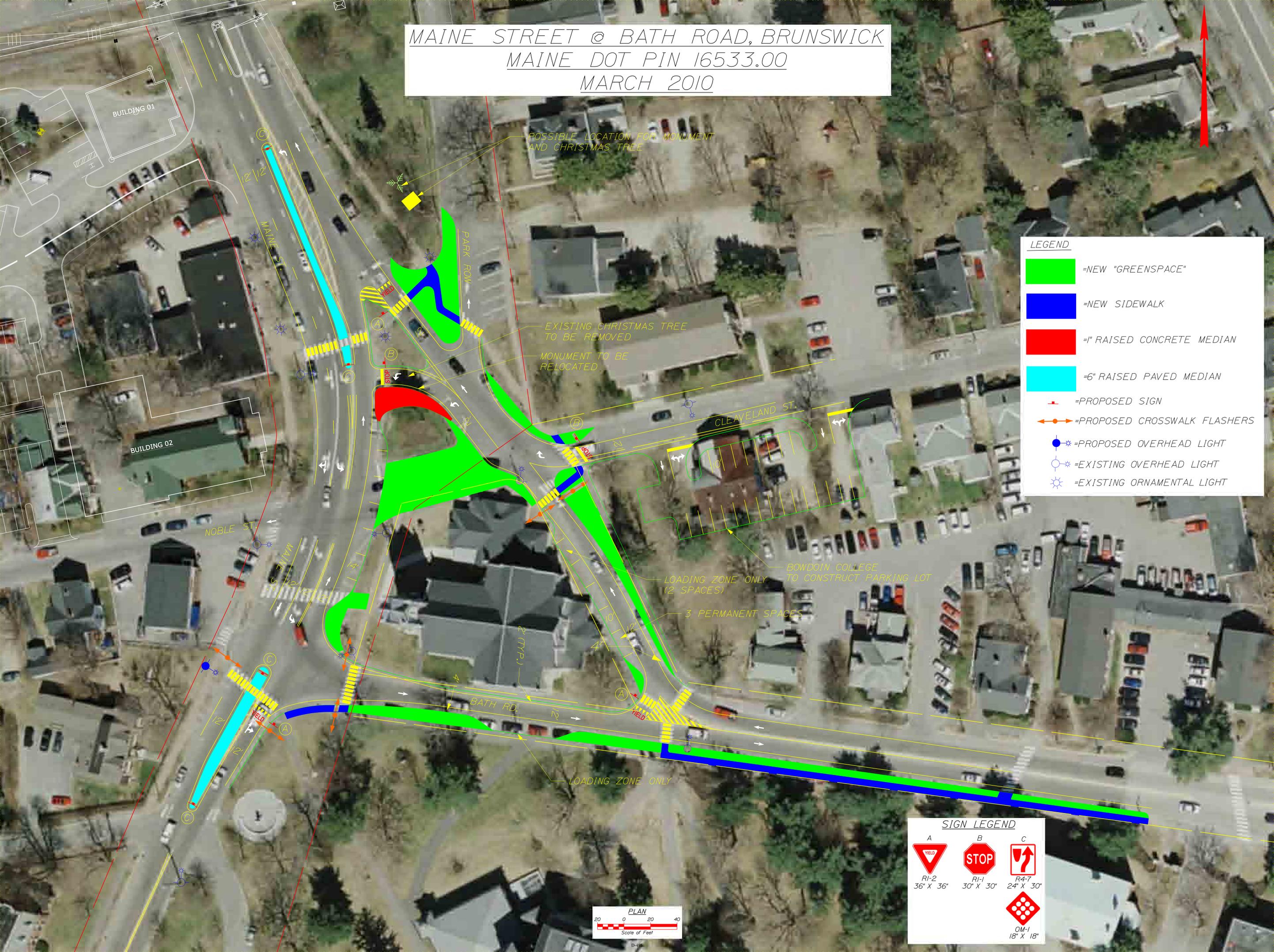
Thomas Gorrill, P.E., PTOE  
President

Enclosure

CC:

TLG/red/rmg/JN 2074.01/MButwin\_C&R\_08-20-2010.doc

MAINE STREET @ BATH ROAD, BRUNSWICK  
 MAINE DOT PIN 16533.00  
 MARCH 2010



**LEGEND**

- =NEW "GREENSPACE"
- =NEW SIDEWALK
- =1" RAISED CONCRETE MEDIAN
- =6" RAISED PAVED MEDIAN
- =PROPOSED SIGN
- =PROPOSED CROSSWALK FLASHERS
- =PROPOSED OVERHEAD LIGHT
- =EXISTING OVERHEAD LIGHT
- =EXISTING ORNAMENTAL LIGHT

**SIGN LEGEND**

<p>A</p> <p>RI-2 36" X 36"</p>	<p>B</p> <p>RI-1 30" X 30"</p>	<p>C</p> <p>R4-7 24" X 30"</p>
<p>OM-1 18" X 18"</p>		



**Forecast Traffic Volumes in Vicinity of Site**

Roadway Segment	No Build		No Action		2016 (5 Year)				2021 (10 year)				2026 (15 Year)				2031 (20 Year)			
	Daily	PM	Daily	PM	Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
					Daily	PM	Daily	PM	Daily	PM	Daily	PM	Daily	PM	Daily	PM	Daily	PM	Daily	PM
Route 123 Between Jonathan and Bath	10970	1097	10860	1086	9960	996	10140	1014	10280	1028	10530	1053	11010	1101	11240	1124	11840	1184	12560	1256
Bath Between Federal and Jordan	15320	1532	14670	1467	13590	1359	14140	1414	14680	1468	15790	1579	16400	1640	18140	1814	18820	1882	22040	2204
Bath Between Cooks Corner Mall and Route 24	21180	2118	17370	1737	21100 (15870)	2110 (1587)	23070 (16630)	2307 (1663)	30060 (17150)	3006 (1715)	33690 (18440)	3369 (1844)	43760 (19360)	4376 (1936)	49580 (20440)	4958 (2044)	62140 (22190)	6214 (2219)	70240 (24420)	7024 (2442)
Bath Between Route 24 and Tibbetts Drive	24310	2431	23250	2325	20850	2085	21250	2125	21710	2171	22540	2254	23560	2356	24480	2448	25920	2592	28170	2817
Route 24 Between Bath and Forrestal	11690	1169	13890	1389	11760 (10760)	1176 (1076)	15570 (11370)	1557 (1137)	14500 (12160)	1450 (1216)	23850 (13070)	2385 (1307)	18380 (13800)	1838 (1380)	33960 (14820)	3396 (1482)	23910 (16370)	2391 (1637)	48970 (18250)	4897 (1825)
Route 24 Between Forrestal and Coombs N	10370	1037	9930	993	9060	906	9330	933	9760	976	9790	979	10210	1021	10240	1024	11090	1109	11410	1141

XX = Volumes without Connector  
 (XX) = Volumes with Connector  
 Alternative 1 = Reuse  
 Alternative 2 = High Density

**Directional Volumes at Select Portals – PM Peak Hour**

Portal	No Build		No Action		2016 (5 Year)				2021 (10 Year)				2026 (15 Year)				2031 (20 Year)			
					Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Route 123	224	203	--	--	5	7	8	5	14	20	23	31	23	35	26	57	38	56	79	99
Bath Road	109	588	--	--	267 (65)	413 (92)	382 (117)	538 (159)	623 (143)	1063 (209)	887 (257)	1236 (341)	1092 (234)	1952 (370)	1737 (474)	2202 (551)	1710 (384)	3283 (614)	2667 (743)	3727 (969)
Route 24	79	54	111	99	75 (33)	116 (54)	234 (53)	330 (91)	173 (86)	271 (124)	514 (151)	754 (205)	303 (143)	529 (231)	1114 (260)	1363 (303)	474 (223)	904 (401)	1709 (411)	2312 (538)
Route 1 Connector	NA	NA	--	--	240	383	432	618	567	957	1040	1442	1018	1880	2127	2711	1577	3181	3222	4532
<b>Total</b>	<b>412</b>	<b>845</b>	<b>111</b>	<b>99</b>	<b>587 (343)</b>	<b>919 (536)</b>	<b>1056 (610)</b>	<b>1491 (873)</b>	<b>1377 (810)</b>	<b>2311 (1310)</b>	<b>2464 (1471)</b>	<b>3463 (2019)</b>	<b>2436 (1418)</b>	<b>4396 (2516)</b>	<b>5004 (2887)</b>	<b>6333 (3622)</b>	<b>3799 (2222)</b>	<b>7424 (4252)</b>	<b>7677 (4455)</b>	<b>10670 (6138)</b>

XX = Volumes Without Route 1 Connector  
 (XX) = Volumes With Route 1 Connector  
 Alternative 1 = Reuse  
 Alternative 2 = High Density

**Total Entering Volumes (TEV) – PM Peak Hour**

Intersection	No Build	No Action	2016 (5 Year)		2021 (10 Year)		2026 (15 Year)		2031 (20 Year)	
			Alt 1	Alt 2						
Route 123/Mountain	583	572	525	535	558	590	617	605	697	747
Route 123/Middle Bay	691	680	621	633	648	674	698	689	759	776
Route 123/Jonathan	491	480	437	450	463	475	495	490	536	592
Route 123/Bath	2281	2234	2062	2136	2198	2331	2427	2622	2730	3106
Bath/Jordan	1694	1621	1560	1557	1546	1758	1791	1977	2047	2585
Bath/Proposed Site DW	NA	NA	NA	NA	NA	NA	2327 (1829)	2284 (1997)	2917 (2110)	3091 (2623)
Bath/Merry Meeting/DW	2064	1967	2396 (1873)	2664 (2020)	3417 (2119)	3895 (2370)	5358 (2281)	5405 (2491)	6639 (2644)	7758 (3076)
Bath/Main Gate	2422	1801	NA							
Bath/Cooks Corner Mall	2458	2019	2367 (1844)	2572 (1929)	3274 (1984)	3645 (2120)	4654 (2214)	4920 (2322)	6520 (2525)	7450 (2768)
Bath/Route 24	4175	3994	4147 (3586)	4729 (3678)	5312 (3787)	6493 (4033)	7147 (4249)	9268 (4440)	9690 (4841)	12893 (5239)
Bath/Tibbets (W*M)	2469	2363	2093	2178	2207	2300	2433	2483	2632	2852
Bath/Old Bath Road	2198	2124	1902	1950	1993	2082	2171	2254	2397	2596
Route 24/Sears	1659	1857	1600 (1500)	1987 (1581)	1875 (1641)	2689 (1755)	2304 (1836)	3861 (1947)	2906 (2152)	5407 (2335)
Route 24/Forrestal	1182	1406	1202 (1102)	1595 (1175)	1501 (1267)	2462 (1384)	1912 (1454)	3503 (1589)	2502 (1748)	5067 (1995)
Route 24/Coombs N	782	738	677	693	705	744	774	792	855	906
Route 24/Coombs S	770	726	663	684	702	740	769	794	856	936
Bath/No Name	1412	1440	1332	1393	1440	1542	1599	1735	1820	2121
Maine/Bath	1764	1786	1631	1678	1703	1810	1854	1923	2058	2260
Maine/Noble	1672	1687	1542	1588	1609	1690	1757	1818	1921	2078
Maine/No Name	2012	2029	1847	1889	1919	2022	2118	2219	2314	2513

XX = Volumes without Connector  
 (XX) = Volumes With Connector  
 DW = Driveway

NA = Not Applicable  
 Alternative 1 = Reuse  
 Alternative 2 = High Density

**“Rotary Area” - No-Name Road at Maine Street Levels of Service – PM Peak Hour (Unsig.)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
	w/o	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o
No Name WB	B	B	NA	B	NA	B	NA	C	NA	D	NA	E	NA	E	NA	E	NA	E
Maine NB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
Maine SB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
NA = No mitigation proposed for downtown rotary

**“Rotary Area” - Bath Road at Maine Street Levels of Service – PM Peak Hour (Unsig.)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
	w/o	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o
Maine NB	C	D	NA	C	NA	C	NA	C	NA	D	NA	D	NA	F	NA	F	NA	F
Maine SB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
NA = No mitigation proposed for downtown rotary

**“Rotary Area” - Cleaveland at No-Name Road Levels of Service – PM Peak Hour (Unsig.)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
	w/o	w/o																
Cleaveland WB	C	C	NA	C	NA	D	NA	E	NA	F								
No Name NB	A	A	NA	A	NA	A	NA	A	NA	B	NA	C	NA	C	NA	D	NA	D

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
NA = No mitigation proposed for downtown rotary

**Bath Road at Federal Street/Route 123 at Levels of Service – PM Peak Hour (Signalized)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
	w/o	w/o																
Bath EB	C	C	B	B	B	C	B	C	C	C	C	C	C	C	D	D	C	E
Bath WB	C	C	B	B	B	B	C	C	C	C	C	C	D	D	D	D	D	F
123 NB	C	C	B	C	C	C	C	C	C	C	D	D	D	F	D	F	D	F
Federal SB	C	C	C	C	C	C	C	C	C	C	C	C	D	D	D	F	C	D
<b>Overall</b>	<b>C</b>	<b>C</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>F</b>	<b>D</b>	<b>F</b>						

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density

**Route 123 at Baxter Lane and Jonathan Street Levels of Service – PM Peak Hour (Unsig.)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
Baxter EB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
Jonathan WB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
123 NB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
123 SB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A

**W = with offsite mitigation, including Route One Connector**  
**W/O = without mitigation**  
**DW = Driveway**  
**Alternative 1 = Reuse**  
**Alternative 2 = High Density**  
**NA = No additional analysis required as existing intersection configuration provides adequate levels of service**

**Route 123 at Middle Bay Road and Golf Course Levels of Service – PM Peak Hour (Unsig.)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
Middle Bay EB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
Golf Course WB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
123 NB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
123 SB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A

**W = with offsite mitigation, including Route One Connector**  
**W/O = without mitigation**  
**DW = Driveway**  
**Alternative 1 = Reuse**  
**Alternative 2 = High Density**  
**NA = No additional analysis required as existing intersection configuration provides adequate levels of service**

**Route 123 at Restaurant and Mountain Road Levels of Service – PM Peak Hour (Unsignalized)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
	w/o	w/o																
Restaurant EB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
Mountain WB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
123 NB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
123 SB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A

**W = with offsite mitigation, including Route One Connector**  
**W/O = without mitigation**  
**DW = Driveway**  
**Alternative 1 = Reuse**  
**Alternative 2 = High Density**  
**NA = No additional analysis required as existing intersection configuration provides adequate levels of service**

**Bath Road at Jordan Road Levels of Service – PM Peak Hour (Unsig.)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
	w/o	w/o																
Bath EB	A	A	A	A	A	A	A	A	A	*	A	*	A	*	A	*	C	*
Bath WB	A	A	A	A	A	A	A	A	A	*	A	*	A	*	A	*	A	*
Jordan SB	D	D	C	C	D	D	D	D	E	*	E	*	F	*	F	*	F	*

**W = with offsite mitigation, including Route One Connector**  
**W/O = without mitigation**  
**Alternative 1 = Reuse**  
**Alternative 2 = High Density**  
**\*Delays are beyond software's ability to calculate delay due to gridlock**

**Bath Road at Proposed Secondary Drive – PM Peak Hour (Signalized)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o	w	w/o
	w/o	w/o																
Bath EB	NA	A	NA	A	NA	B	NA	B	NA									
Bath WB	NA	A	NA	A	NA	B	NA	D	NA									
Drive NB	NA	C	NA	C	NA	C	NA	D	NA									
<b>Overall</b>	<b>NA</b>	<b>B</b>	<b>NA</b>	<b>B</b>	<b>NA</b>	<b>B</b>	<b>NA</b>	<b>C</b>	<b>NA</b>									

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
This driveway is not proposed until the 15 year (2026) Scenario

**Bath Road at Proposed Primary Drive and Merrymeeting Plaza – PM Peak Hour (Signalized)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
	w/o	w/o																
Bath EB	B	B	C	B	C	B	B	F	C	*	B	*	C	*	C	*	D	*
Bath WB	A	A	B	B	B	B	B	B	B	*	B	*	B	*	B	*	C	*
Drive NB	NA	NA	C	NA	C	NA	C	NA	C	*	B	*	B	*	B	*	C	*
Merrymeeting SB	C	C	C	C	C	C	C	C	C	*	C	*	C	*	C	*	C	*
<b>Overall</b>	<b>B</b>	<b>B</b>	<b>C</b>	<b>B</b>	<b>C</b>	<b>B</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>*</b>	<b>B</b>	<b>*</b>	<b>B</b>	<b>*</b>	<b>B</b>	<b>*</b>	<b>C</b>	<b>*</b>

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
\*Delays are beyond software's ability to calculate delay due to gridlock

**Bath Road at Existing BNAS Drive and Trailer Park – PM Peak Hour (Signalized)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
Bath EB	B	B	NA	C	NA	C	NA	F	NA	*								
Bath WB	A	A	NA	A	NA	B	NA	C	NA	*								
BNAS NB	N/A	N/A	NA	F	NA	F	NA	F	NA	*								
TP SB	D	D	NA	C	NA	D	NA	C	NA	*								
<b>Overall</b>	<b>A</b>	<b>A</b>	<b>NA</b>	<b>D</b>	<b>NA</b>	<b>F</b>	<b>NA</b>	<b>F</b>	<b>NA</b>	<b>*</b>								

**W = with offsite mitigation, including Route One Connector**  
**W/O = without mitigation**  
**DW = Driveway**  
**Alternative 1 = Reuse**  
**Alternative 2 = High Density**  
**\*Delays are beyond software's ability to calculate delay due to gridlock**  
**NA = Mitigation Scenarios include discontinuation of this signalized intersection.**

**Bath Road at Gurnet Road and Route 1 Connector – PM Peak Hour (Signalized)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
Bath EB	C	C	D	E	D	F	C	C	C	*	C	*	C	*	D	*	D	*
Bath WB	C	C	C	C	C	C	C	F	C	*	C	*	C	*	D	*	D	*
Gurnet NB	C	C	C	C	D	C	C	F	C	*	C	*	C	*	D	*	D	*
Route 1 SB	C	C	C	C	C	C	C	F	C	*	C	*	C	*	C	*	D	*
<b>Overall</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>C</b>	<b>F</b>	<b>C</b>	<b>*</b>	<b>C</b>	<b>*</b>	<b>C</b>	<b>*</b>	<b>D</b>	<b>*</b>	<b>D</b>	<b>*</b>

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
\*Delays are beyond software's ability to calculate delay due to gridlock

**Bath Road at Tibbet's Drive (Wal\*Mart) – PM Peak Hour (Signalized)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
Bath EB	A	A	A	A	A	A	A	A	A	*	A	*	A	*	A	*	A	*
Bath WB	A	A	A	A	A	A	A	A	A	*	A	*	A	*	A	*	B	*
Tibbet's NB	C	C	C	C	C	C	C	F	C	*	D	*	D	*	D	*	D	*
<b>Overall</b>	<b>B</b>	<b>B</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>F</b>	<b>A</b>	<b>*</b>	<b>B</b>	<b>*</b>	<b>B</b>	<b>*</b>	<b>B</b>	<b>*</b>	<b>B</b>	<b>*</b>

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
\*Delays are beyond software's ability to calculate delay due to gridlock

**Bath Road at Lowe's Drive and Old Bath Road – PM Peak Hour (Signalized)**

Intersection	No Build	No Action	2016				2021				2026				2031					
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2			
			w	w/o																
Bath EB	B	B	B	B	B	B	B	B	B	B	*	B	*	B	*	B	*	B	*	
Bath WB	B	B	A	B	B	B	B	C	B	*	B	*	B	*	B	*	B	*	B	*
Lowe's NB	B	B	C	B	C	B	C	C	C	*	C	*	C	*	C	*	C	*	C	*
Old Bath SB	B	B	B	B	B	B	B	D	B	*	C	*	C	*	C	*	C	*	C	*
<b>Overall</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>C</b>	<b>B</b>	<b>*</b>										

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
\*Delays are beyond software's ability to calculate delay due to gridlock

**Gurnet Road at Sears and Hoyt's – PM Peak Hour (Signalized)**

Intersection	No Build	No Action	2016				2021				2026				2031					
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2			
			w	w/o																
Sears EB	C	C	C	C	C	C	C	F	C	*	C	*	C	*	C	*	C	*	C	*
Hoyt's WB	B	B	B	B	C	B	B	D	B	*	B	*	B	*	C	*	C	*	C	*
Gurnet NB	B	B	B	B	B	B	B	E	B	*	B	*	B	*	B	*	B	*	B	*
Gurnet SB	A	A	A	A	A	A	A	A	A	*	B	*	B	*	B	*	B	*	B	*
<b>Overall</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>D</b>	<b>B</b>	<b>*</b>										

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
\*Delays are beyond software's ability to calculate delay due to gridlock

**Gurnet Road at Forrestal Drive and Lee's Tire – PM Peak Hour (Unsignalized in w/o Scenarios)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2													
			w	w/o														
Forrestal EB	C	D	C	C	C	F	C	F	C	*	C	*	C	*	C	*	C	*
Lee's WB	A	B	B	A	A	A	A	F	B	*	A	*	A	*	A	*	A	*
Gurnet NB	A	A	A	A	B	A	A	E	A	*	A	*	A	*	B	*	B	*
Gurnet SB	A	A	A	A	A	A	A	A	A	*	A	*	A	*	A	*	B	*
<b>Overall</b>	<b>NA</b>	<b>NA</b>	<b>A</b>	<b>NA</b>	<b>B</b>	<b>NA</b>	<b>A</b>	<b>NA</b>	<b>A</b>	<b>NA</b>	<b>A</b>	<b>NA</b>	<b>A</b>	<b>NA</b>	<b>B</b>	<b>NA</b>	<b>B</b>	<b>NA</b>

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
\*Delays are beyond software's ability to calculate delay due to gridlock

**Gurnet Road at Coombs Road North Levels of Service – PM Peak Hour (Unsig.)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
Coombs EB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	B
Gurnet NB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
Gurnet SB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A

W = with offsite mitigation, including Route One Connector  
W/O = without mitigation  
DW = Driveway  
Alternative 1 = Reuse  
Alternative 2 = High Density  
NA = No additional analysis required as existing intersection configuration provides adequate levels of service

**Gurnet Road at Coombs Road South Levels of Service – PM Peak Hour (Unsig.)**

Intersection	No Build	No Action	2016				2021				2026				2031			
			Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2		Alt 1		Alt 2	
			w	w/o														
	w/o	w/o																
Coombs EB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
Gurnet NB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A
Gurnet SB	A	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A	NA	A

**W = with offsite mitigation, including Route One Connector**

**W/O = without mitigation**

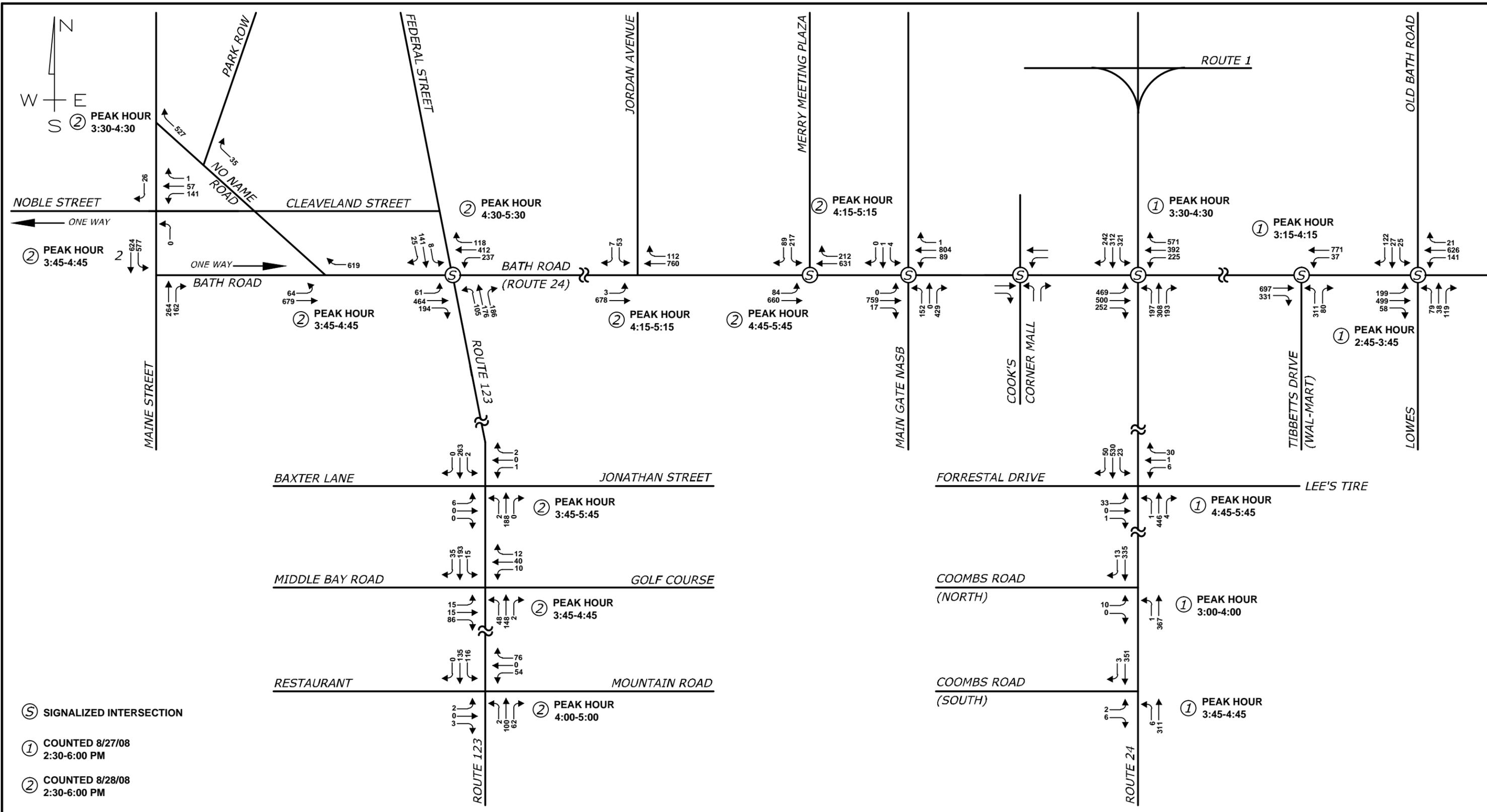
**DW = Driveway**

**Alternative 1 = Reuse**

**Alternative 2 = High Density**

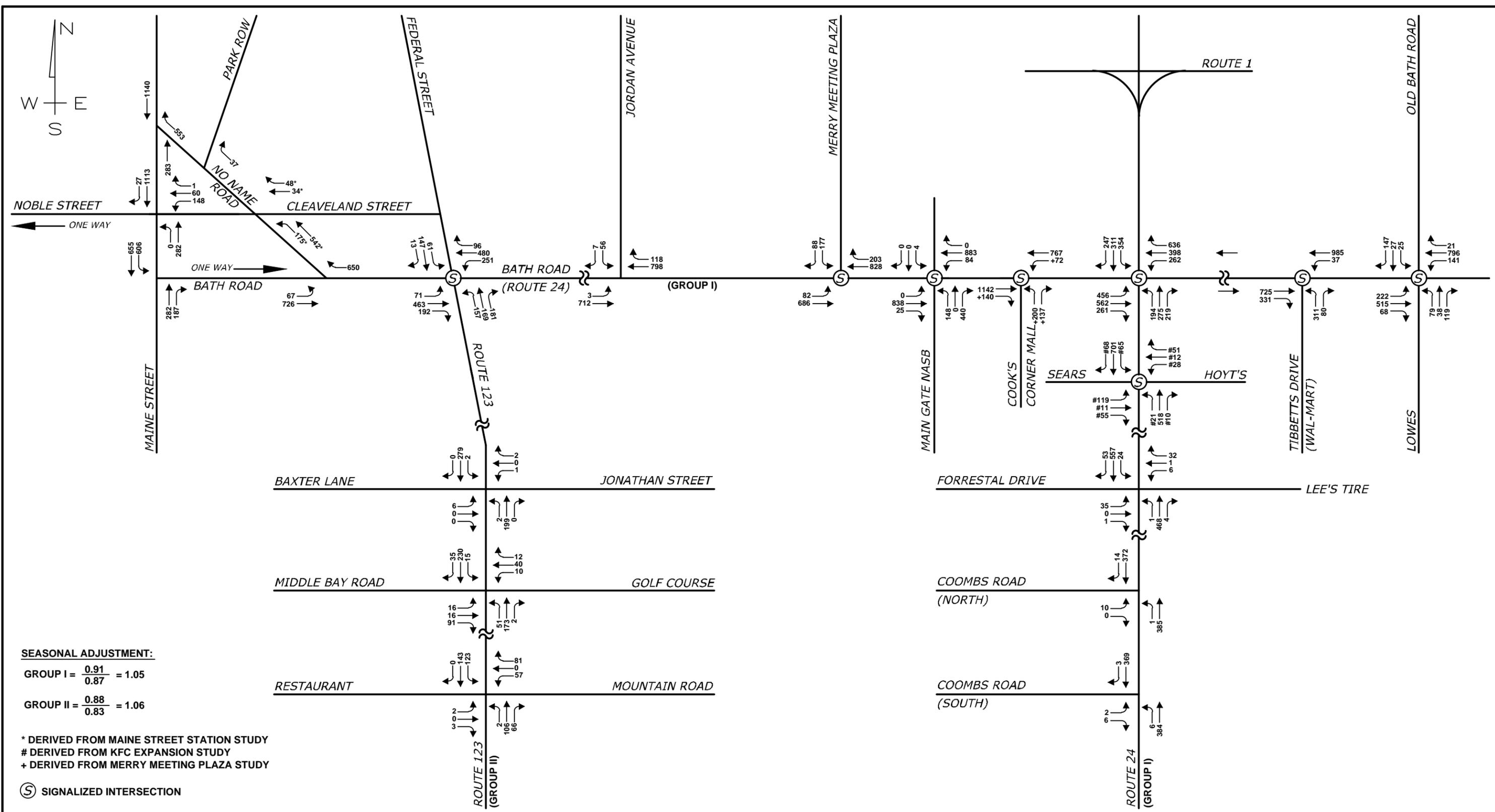
**NA = No additional analysis required as existing intersection configuration provides adequate levels of service**

# 2008 PM Peak Hour Raw Data



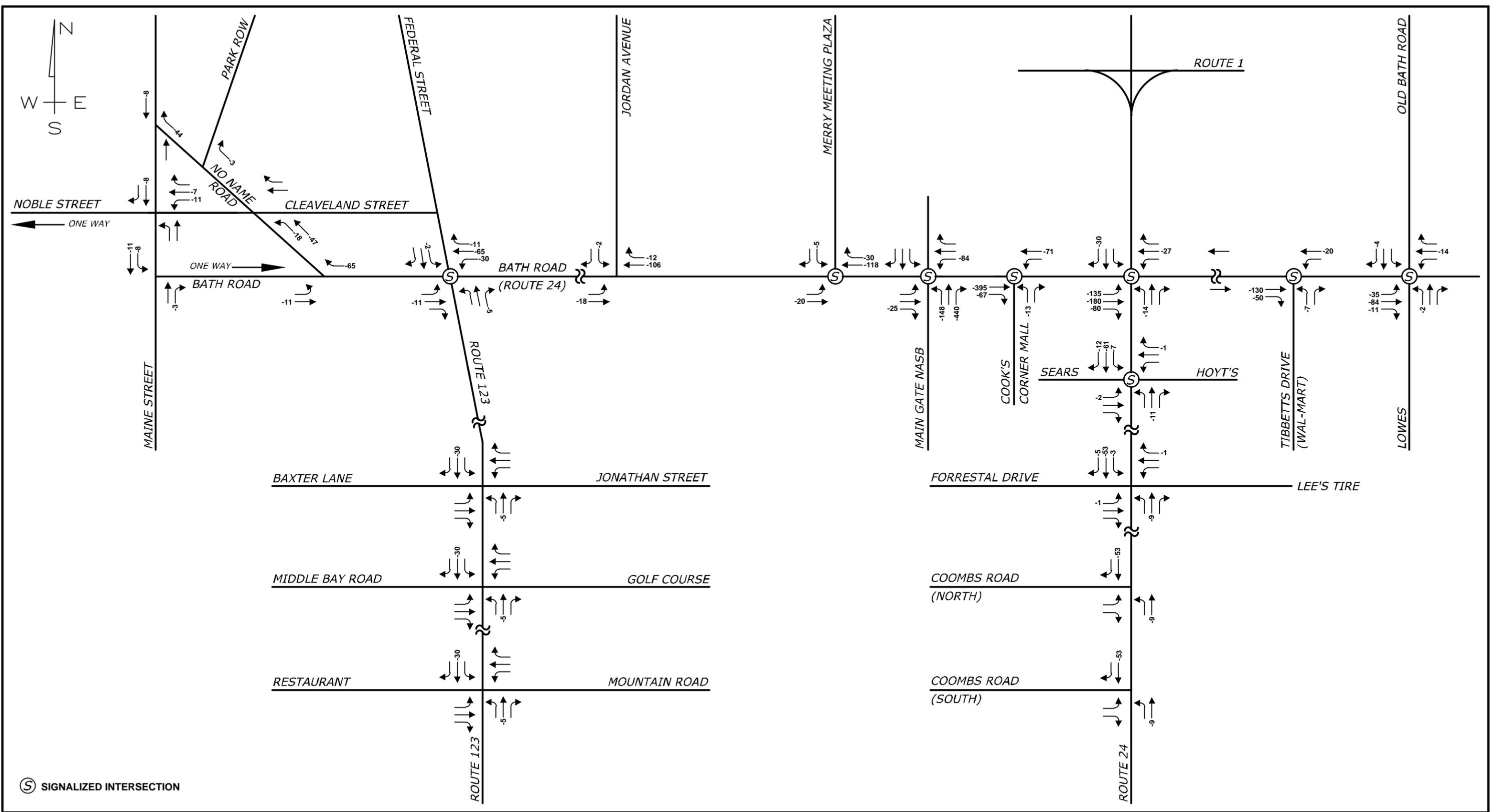
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# 2008 Adjusted Volumes



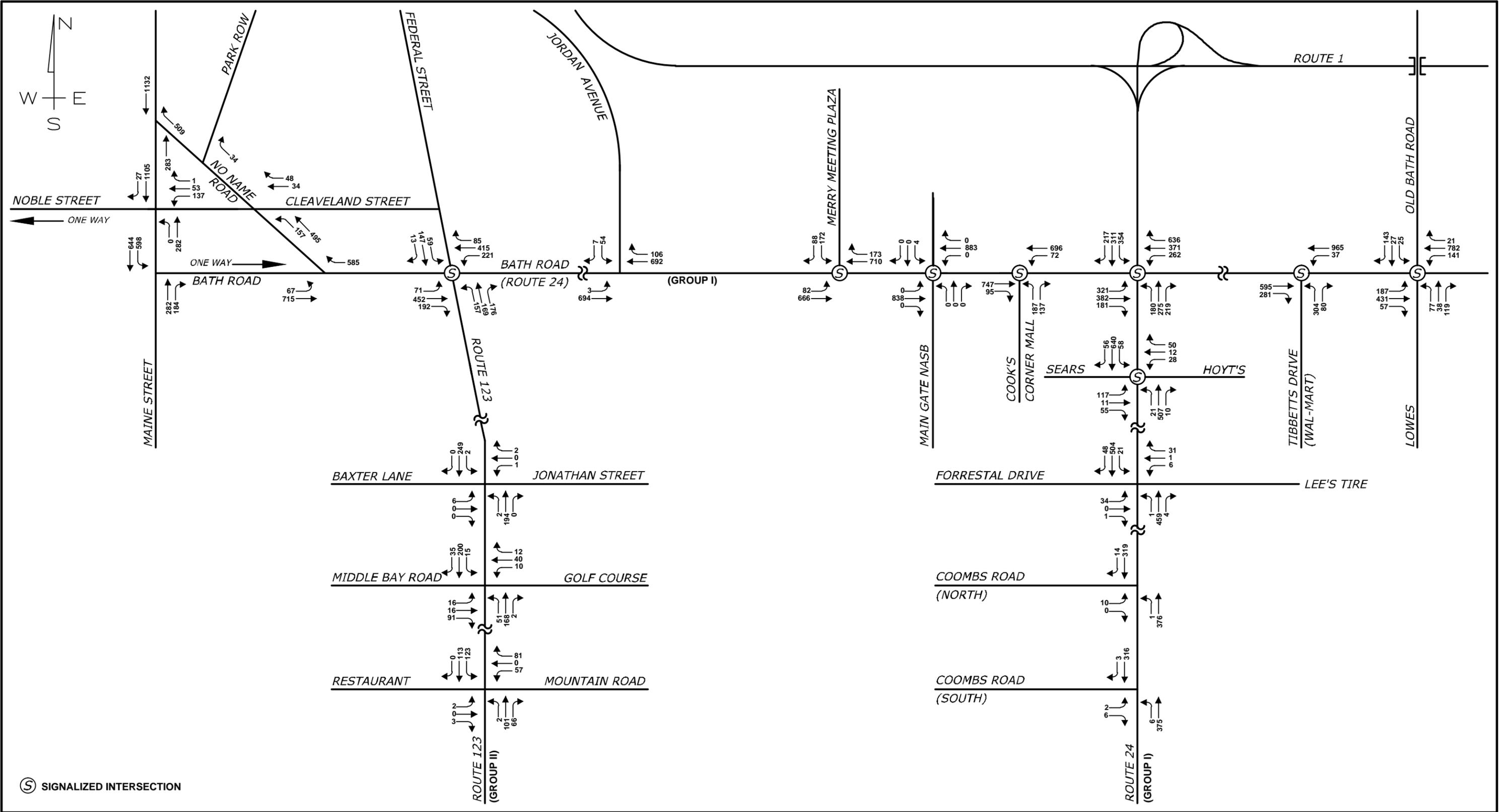
REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 AUGUST 2010

# Reduction In Traffic Due To Base Closure



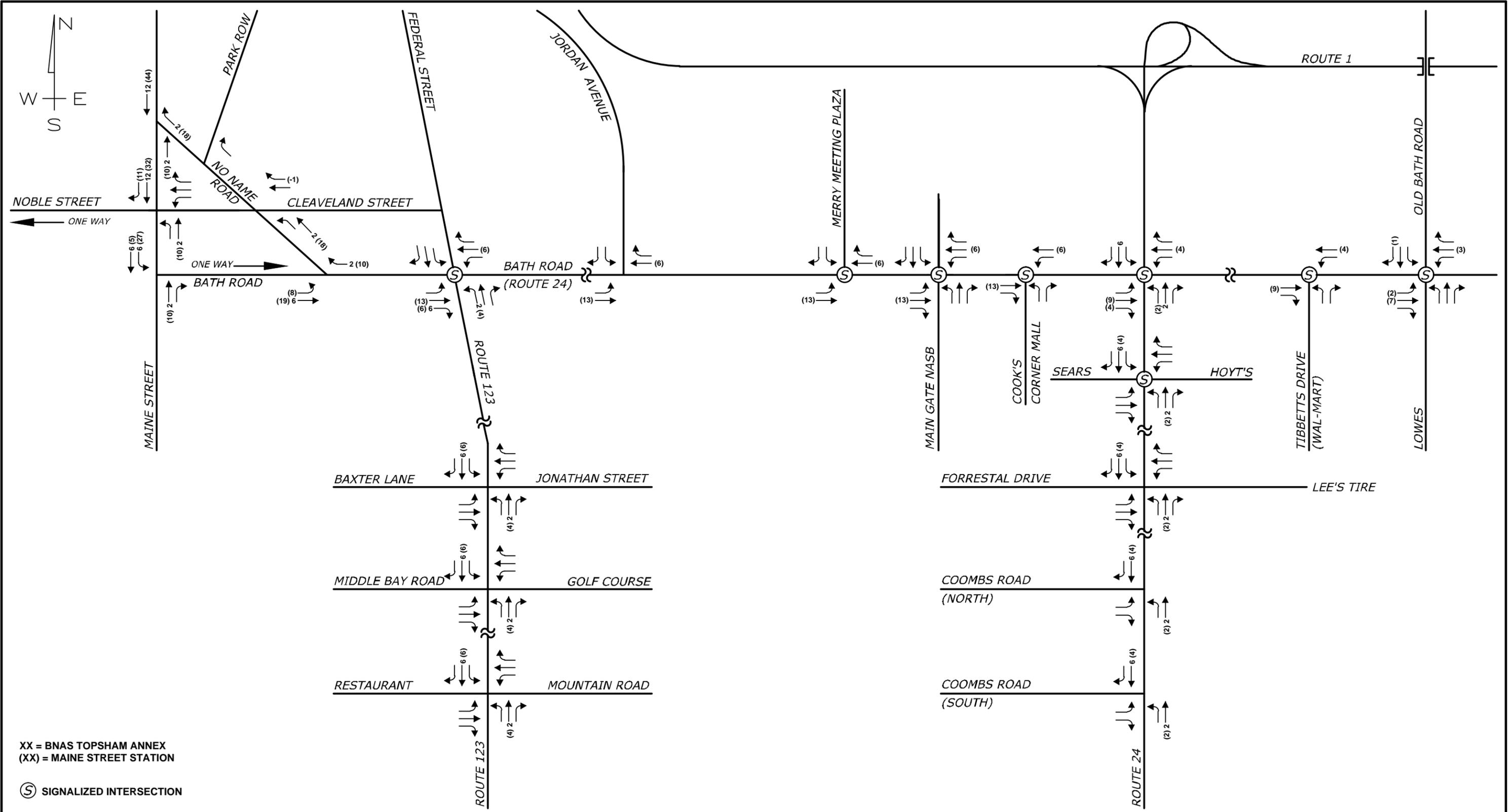
REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
AUGUST 2010

# 2008 Volumes with Base Closure - PM Peak Hour



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

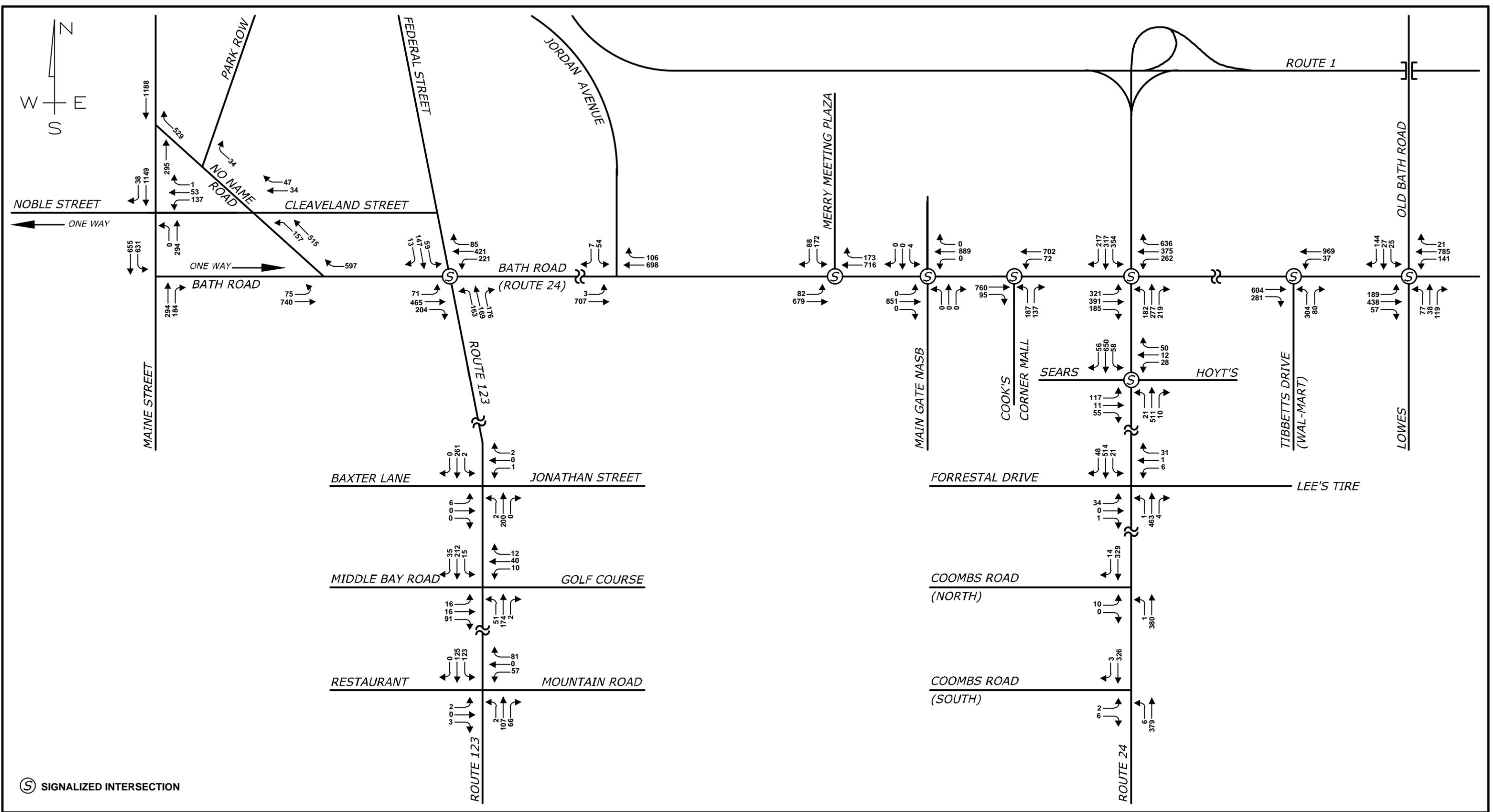
# Other Development Traffic



XX = BNAS TOPSHAM ANNEX  
 (XX) = MAINE STREET STATION  
 (S) SIGNALIZED INTERSECTION

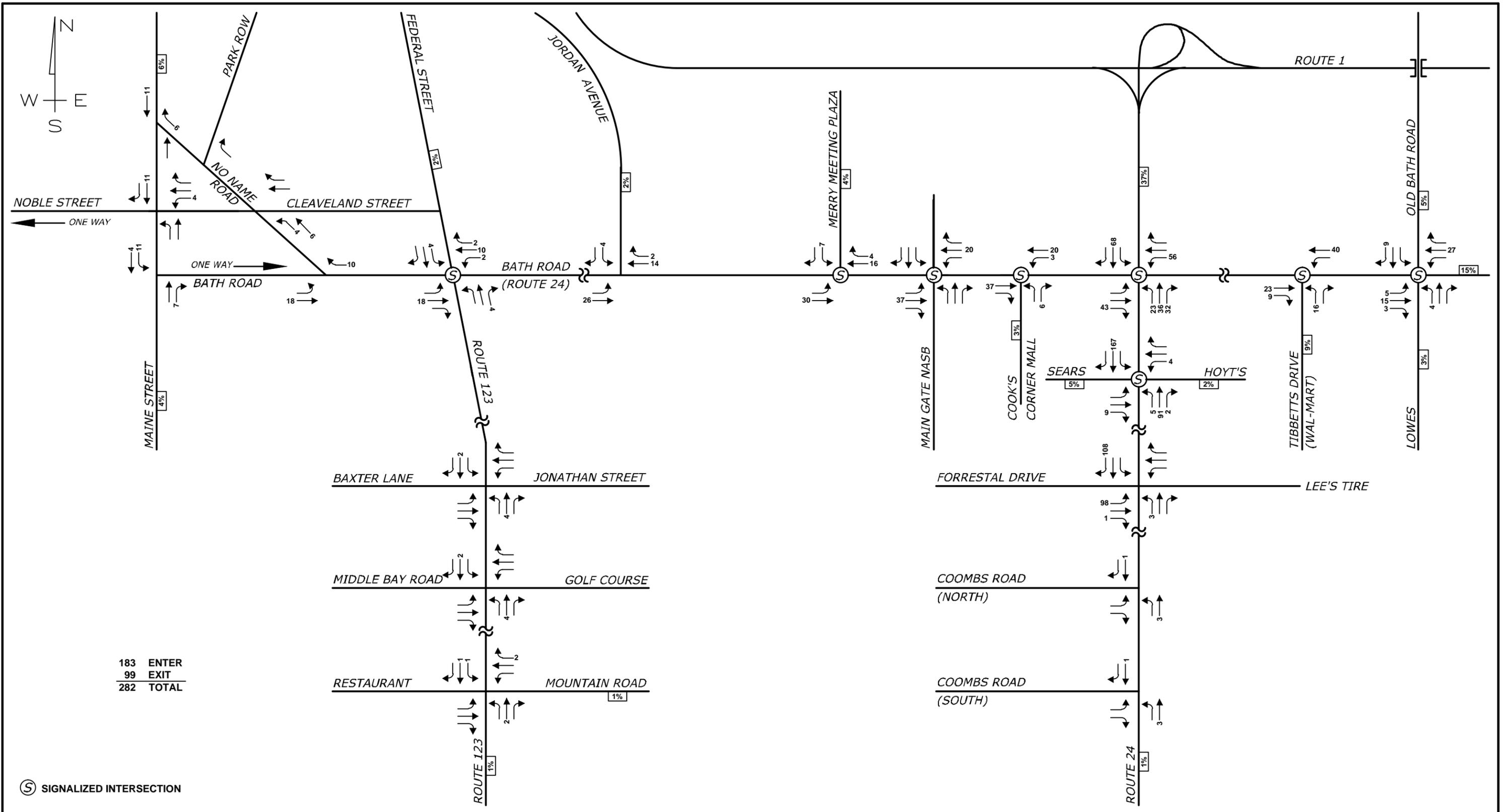
REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
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# 2008 PM Peak Hour Design Volumes, No-Build Volumes - PM Peak Hour



REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
AUGUST 2010

# Trip Assignment for Housing off Forrestal Drive - No Action Plan



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# PM Peak Hour Design Volumes with No Action Plan

Figure No. **7B**

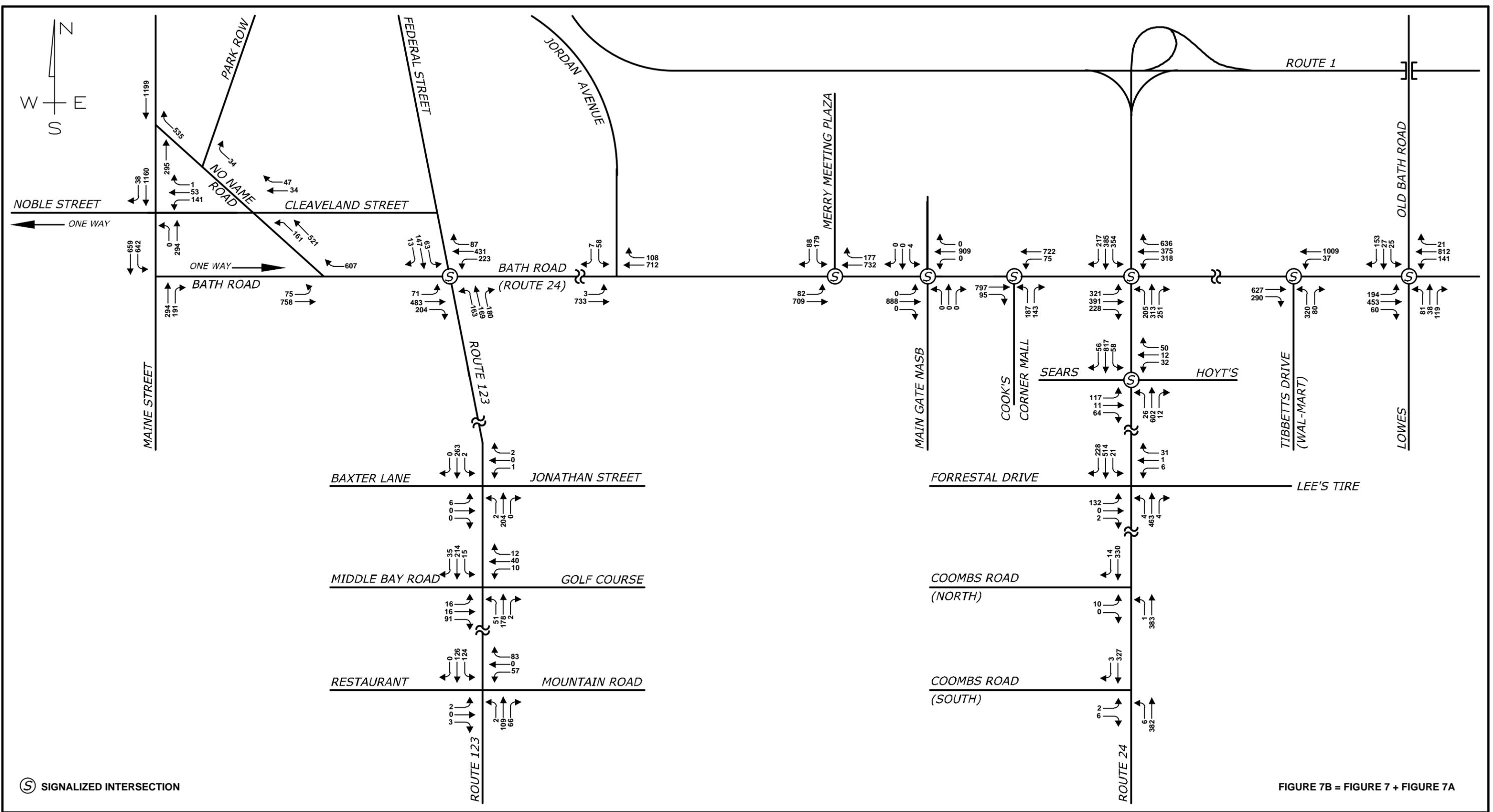
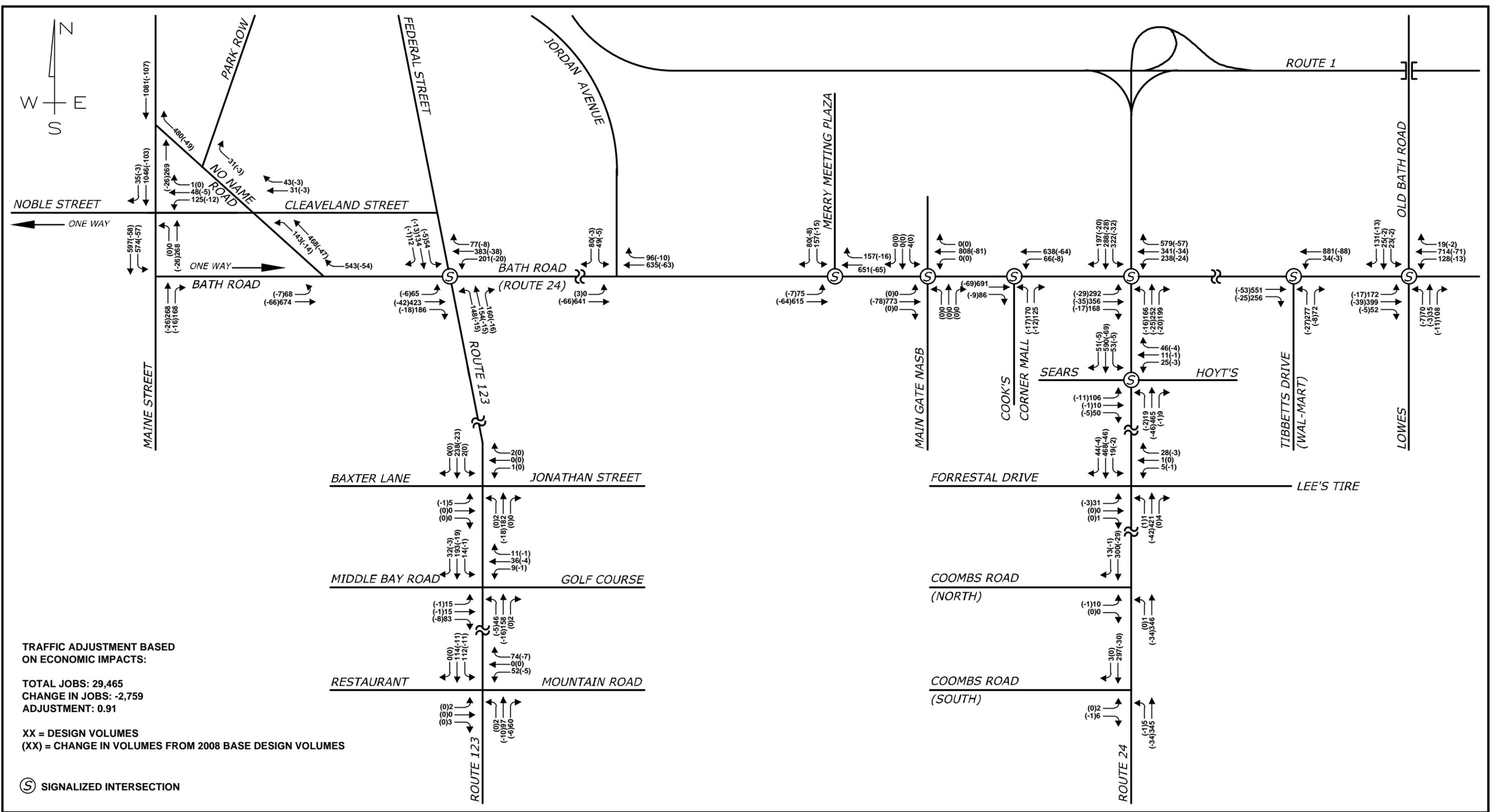


FIGURE 7B = FIGURE 7 + FIGURE 7A

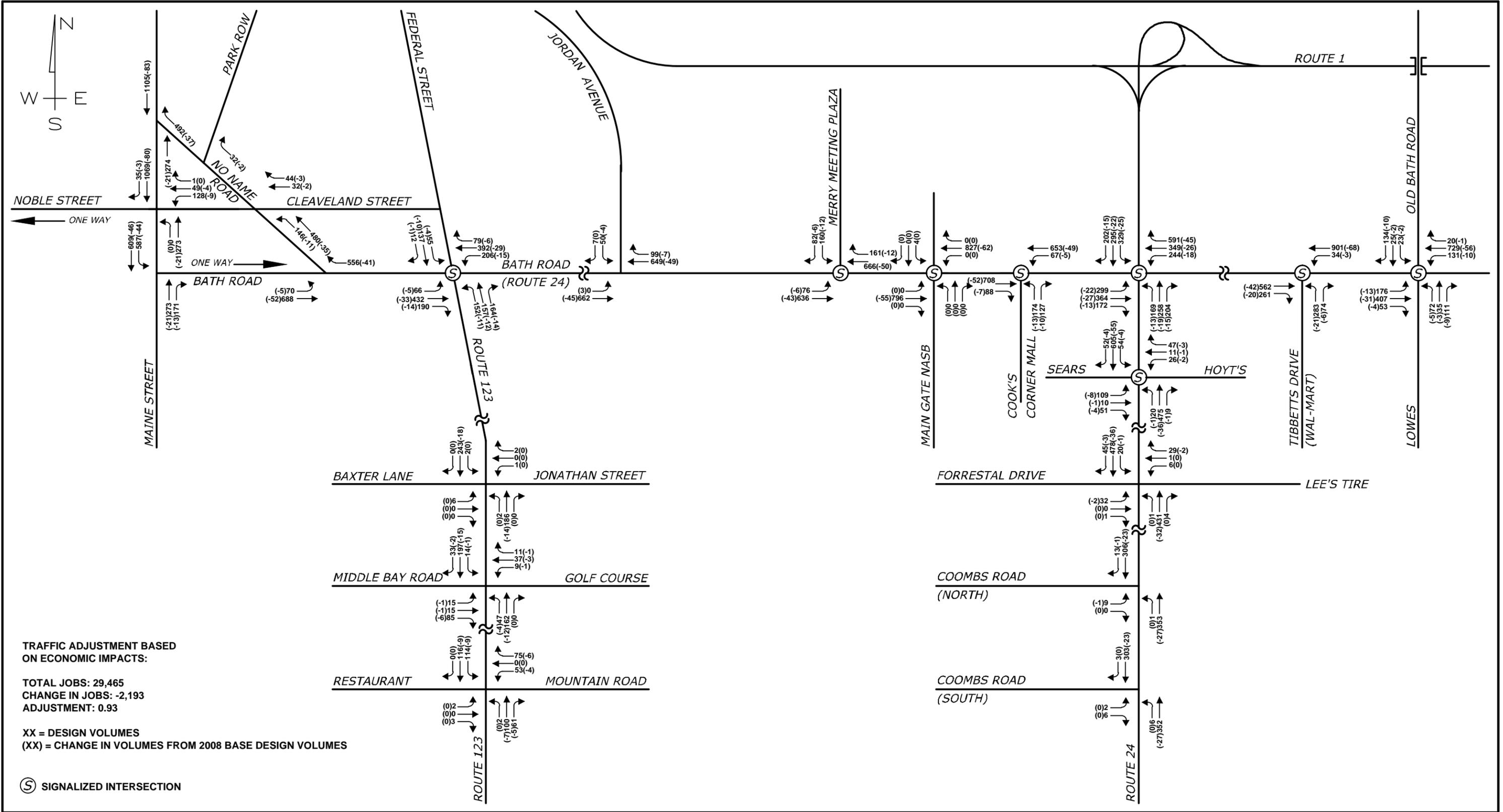
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# No-Build PM Peak Hour Volumes for 5-Year Reuse Scenario



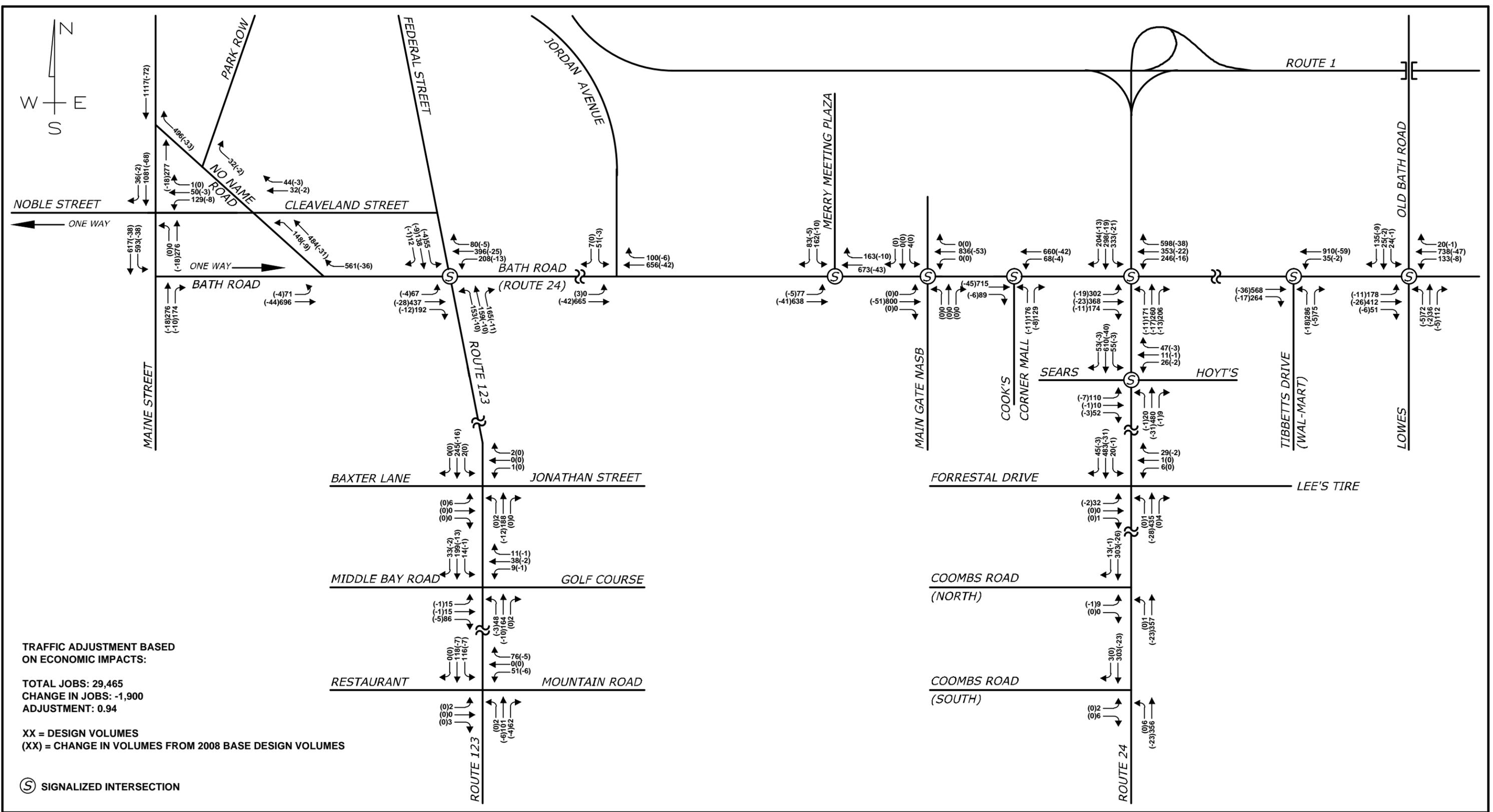
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# No-Build PM Peak Hour Volumes for 5-Year High Density Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

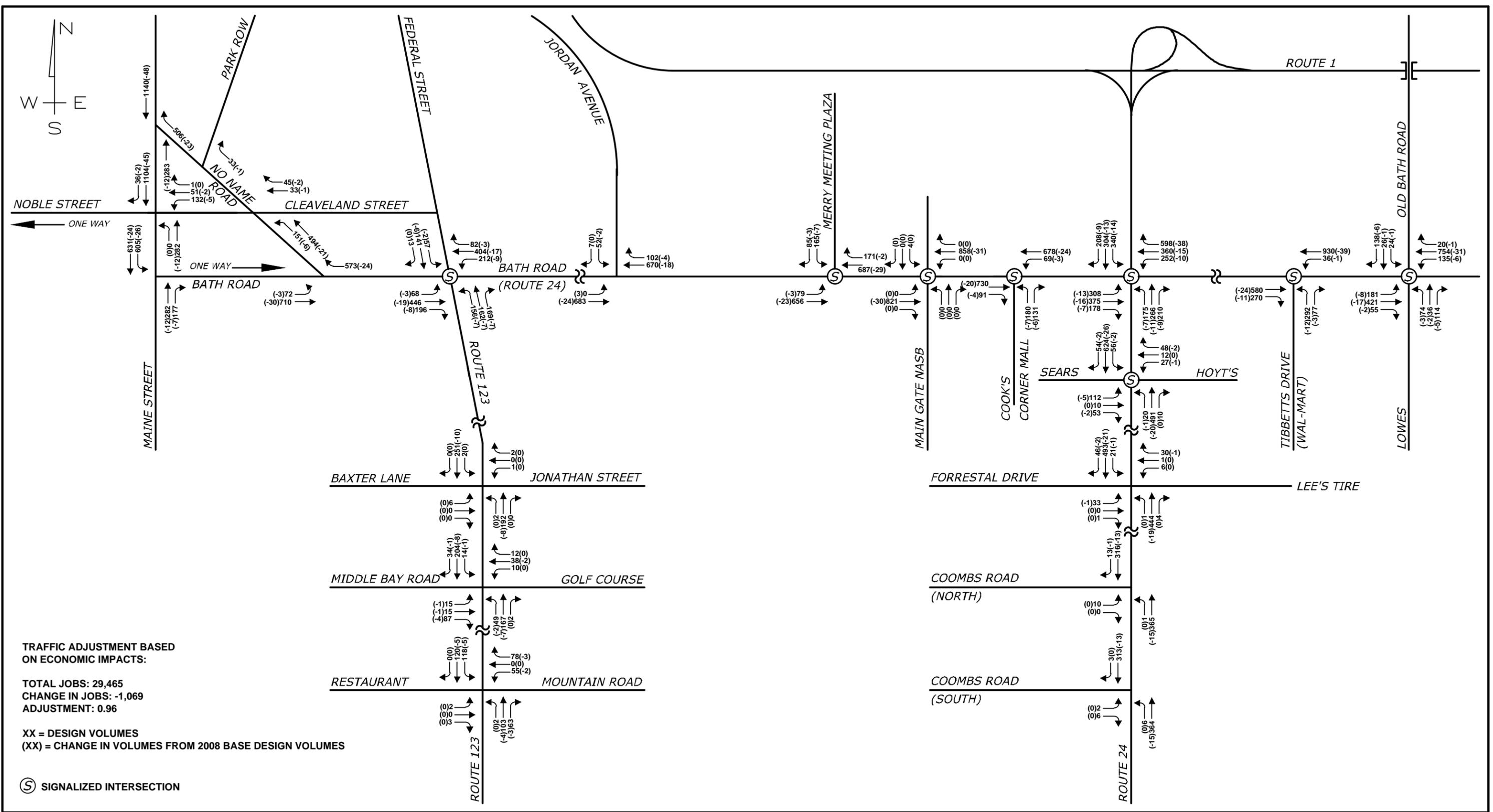
# No-Build PM Peak Hour Volumes for 10-Year Reuse Scenario



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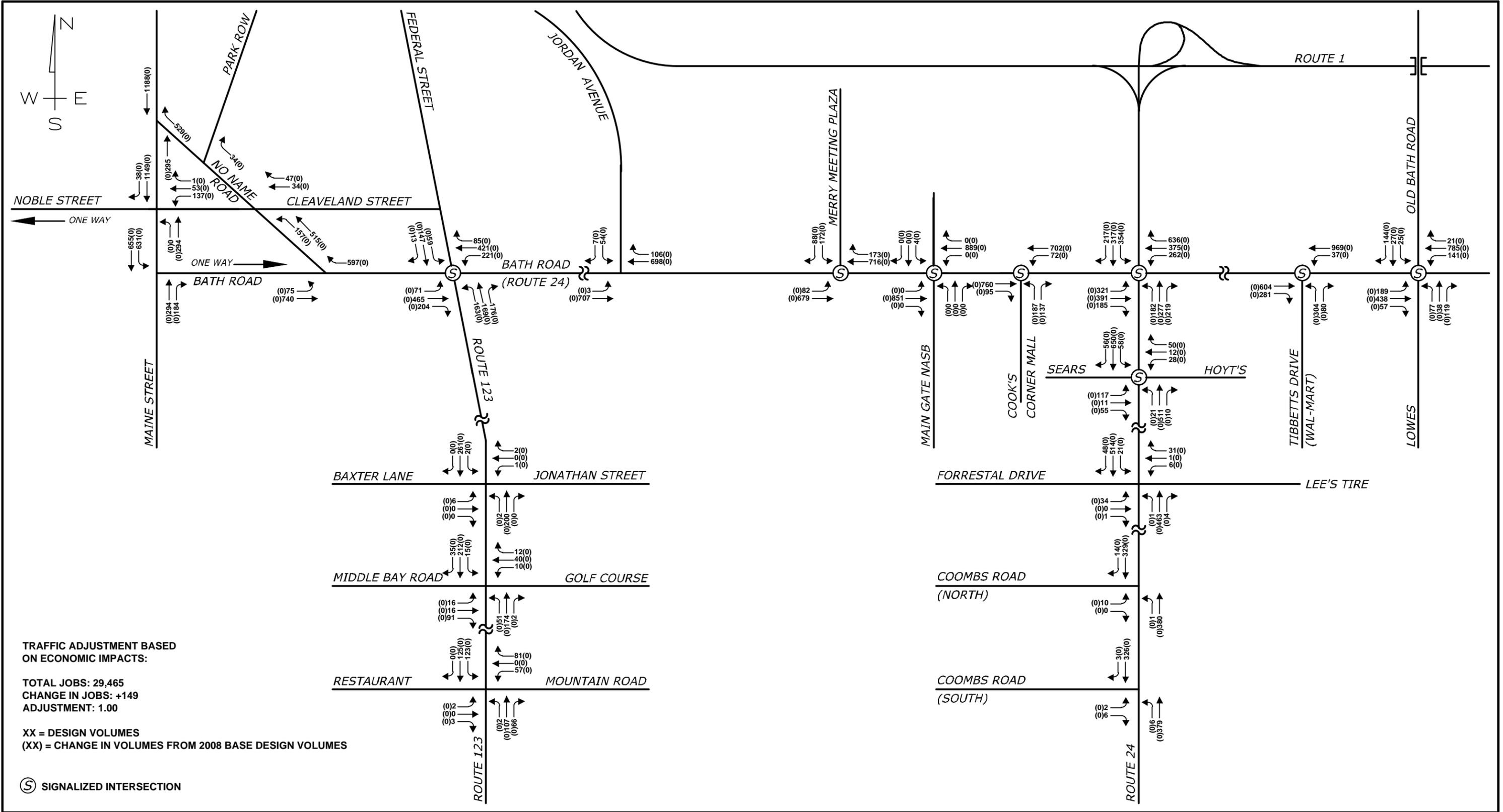
# No-Build PM Peak Hour Volumes for 10-Year High Density Scenario

Figure No. 7F



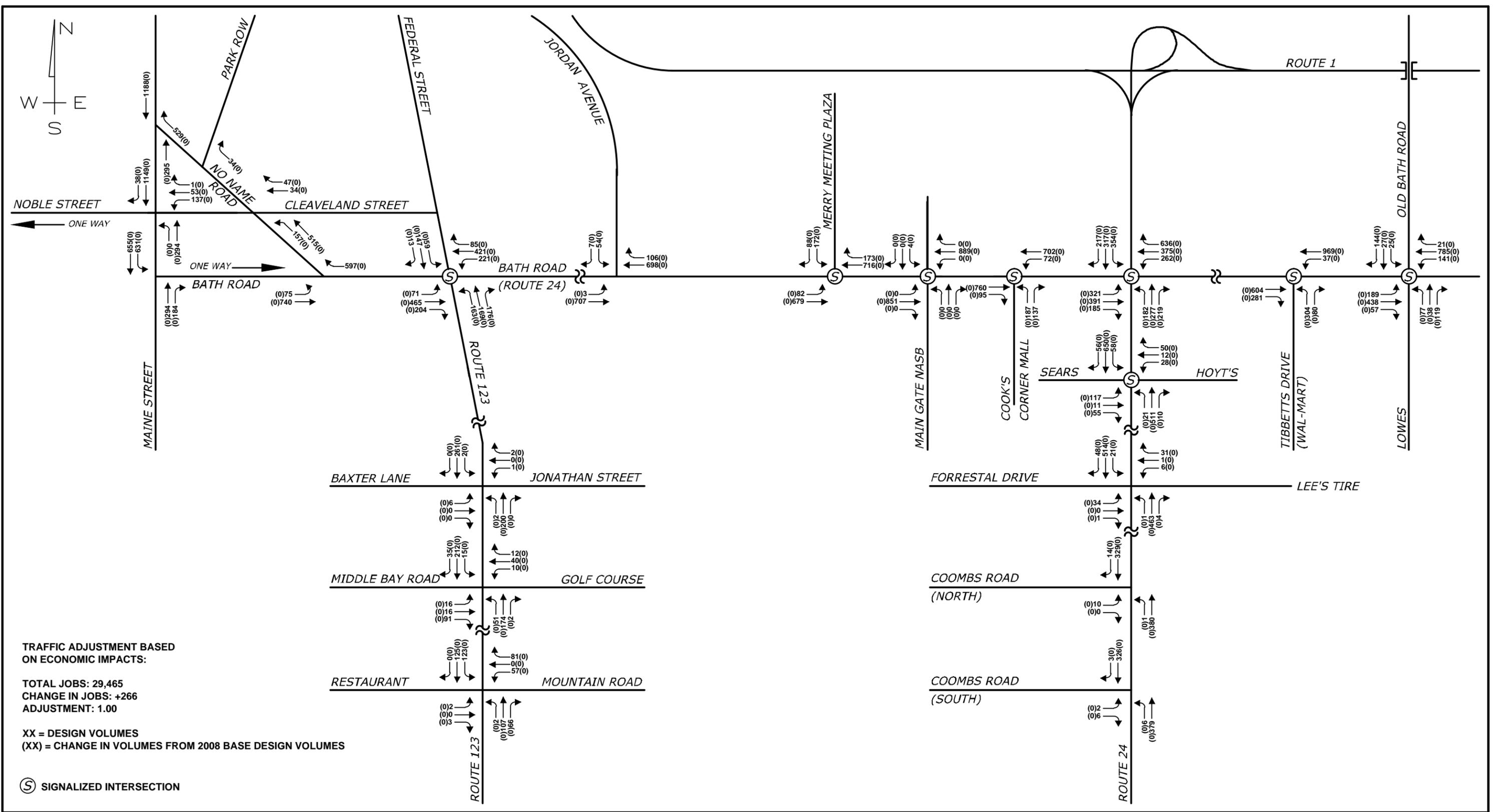
REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 AUGUST 2010

# No-Build PM Peak Hour Volumes for 15-Year Reuse Scenario



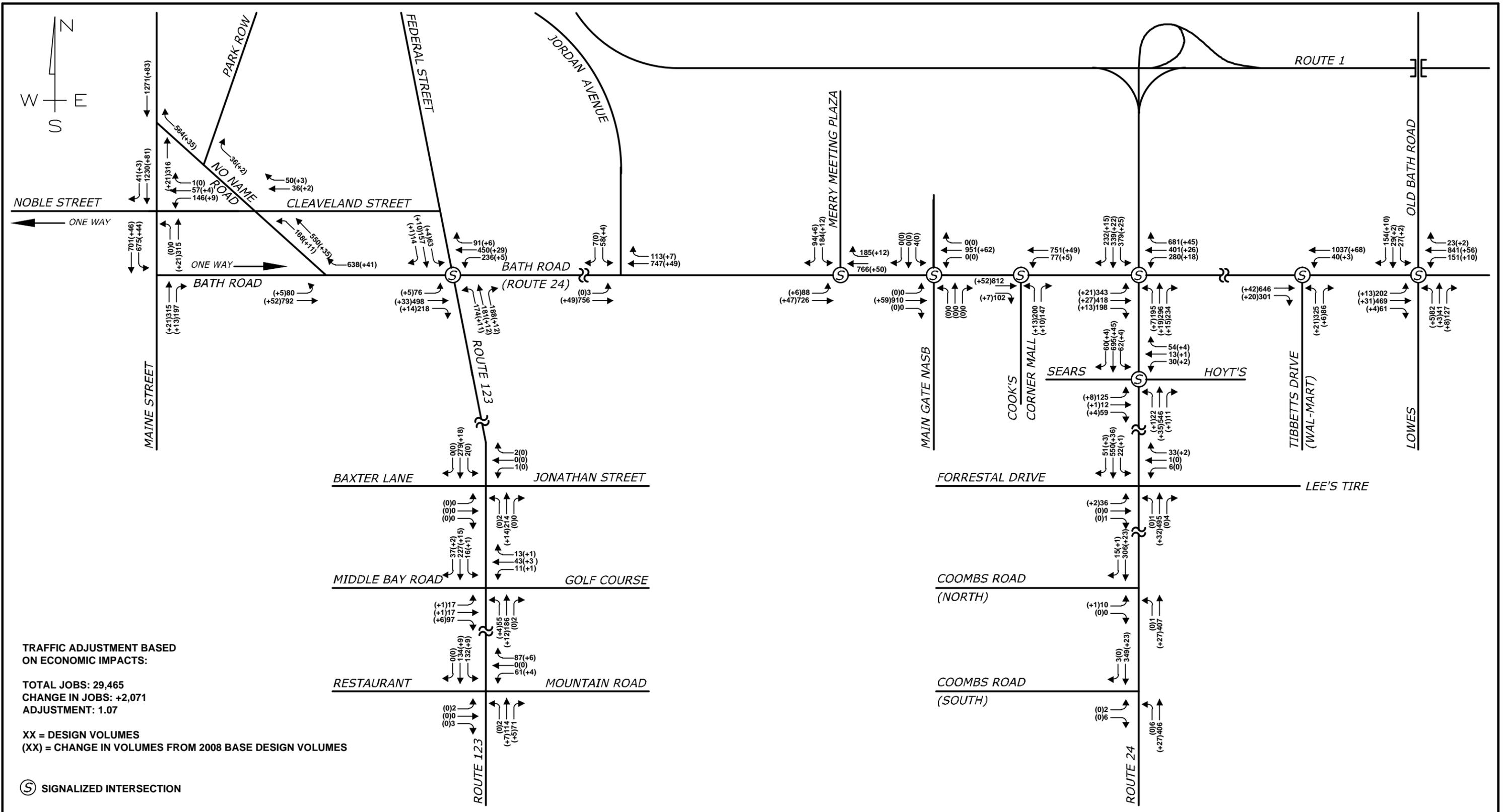
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# No-Build PM Peak Hour Volumes for 15-Year High Density Scenario



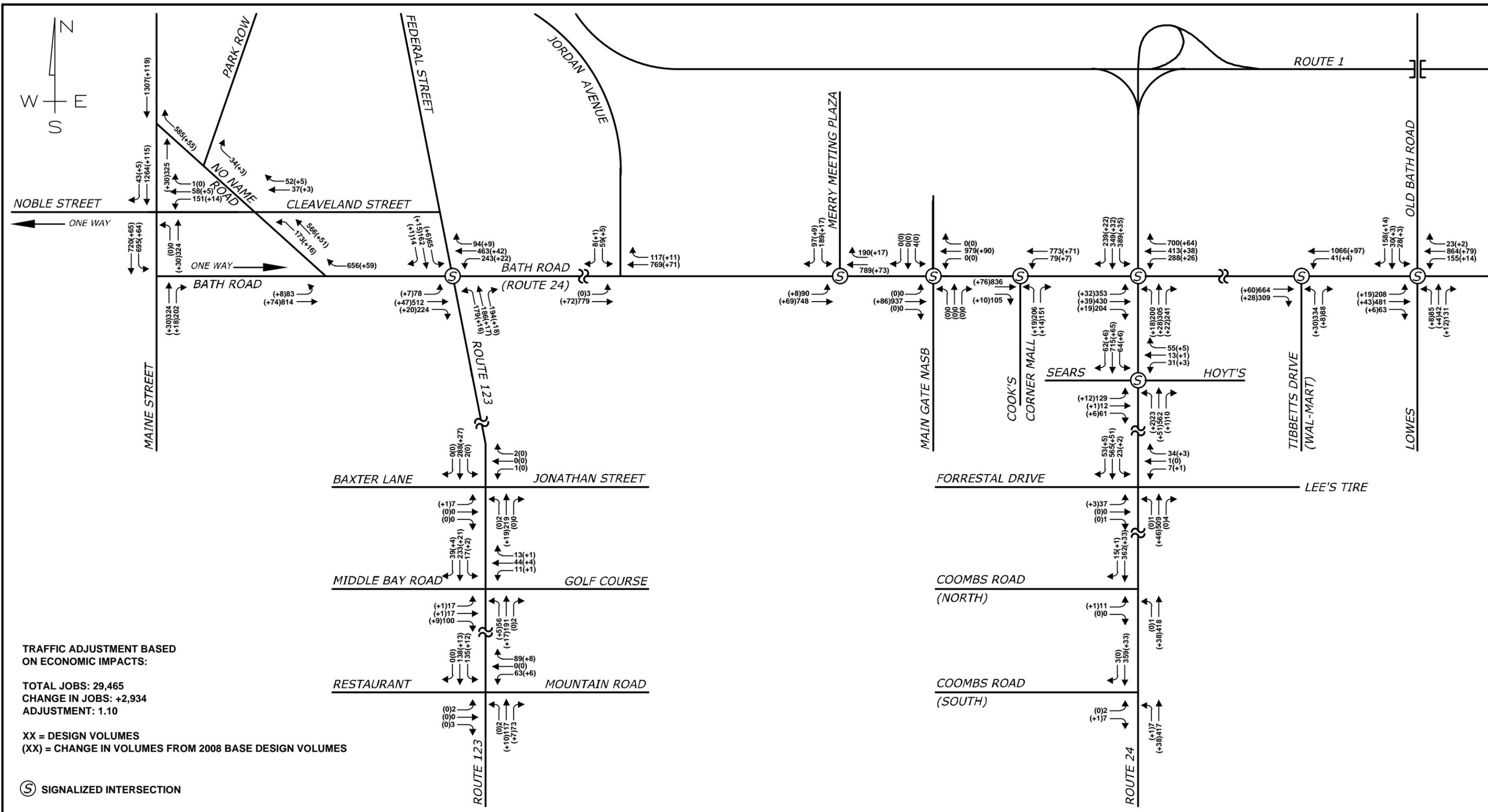
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# No-Build PM Peak Hour Volumes for 20-Year Reuse Scenario



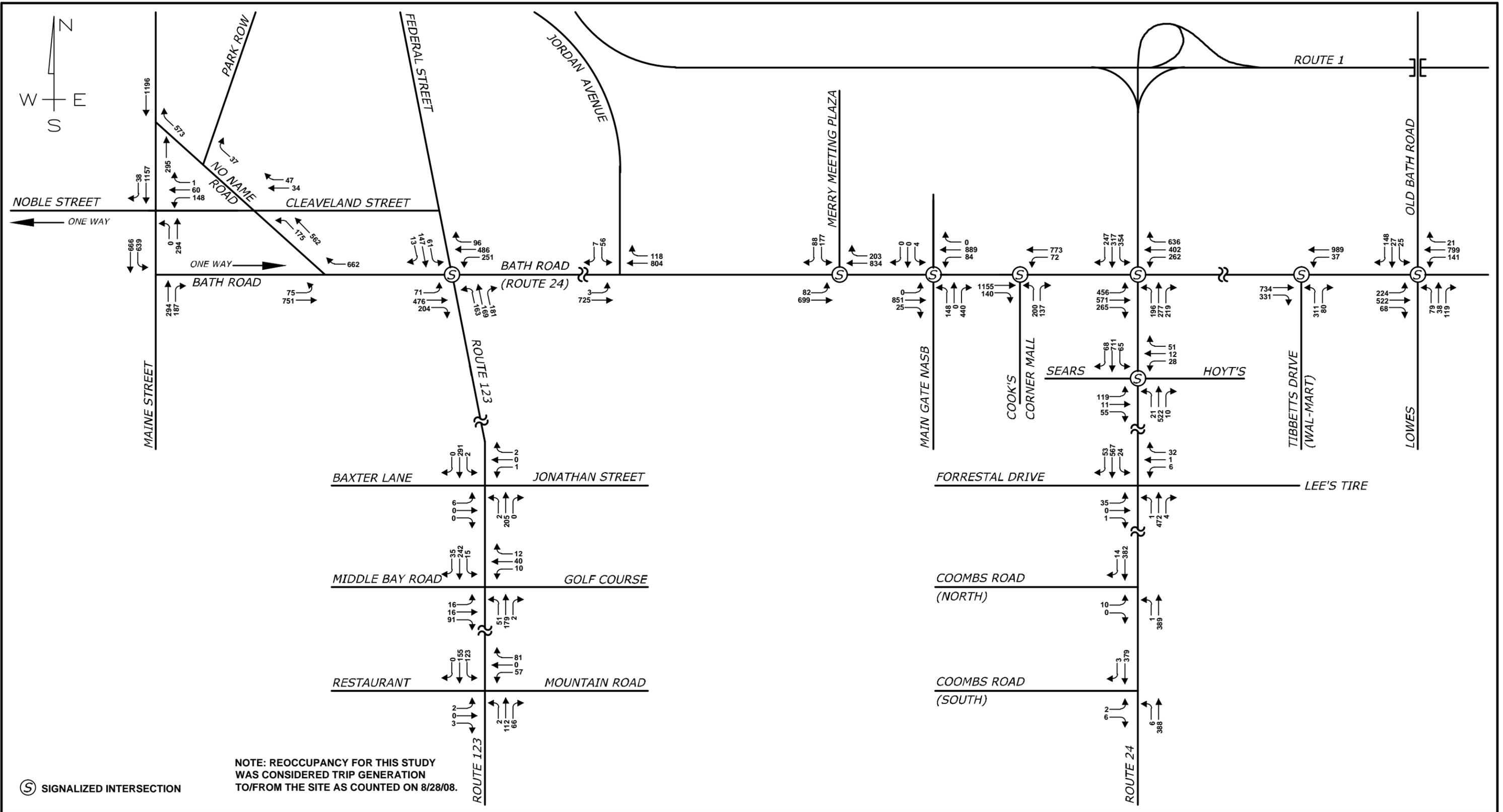
REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 AUGUST 2010

# No-Build PM Peak Hour Volumes for 20-Year High Density Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# 2008 Adjusted Volumes With Occupancy of Site - PM Peak Hour



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Total Trip Assignment: 5-Year Reuse Scenario

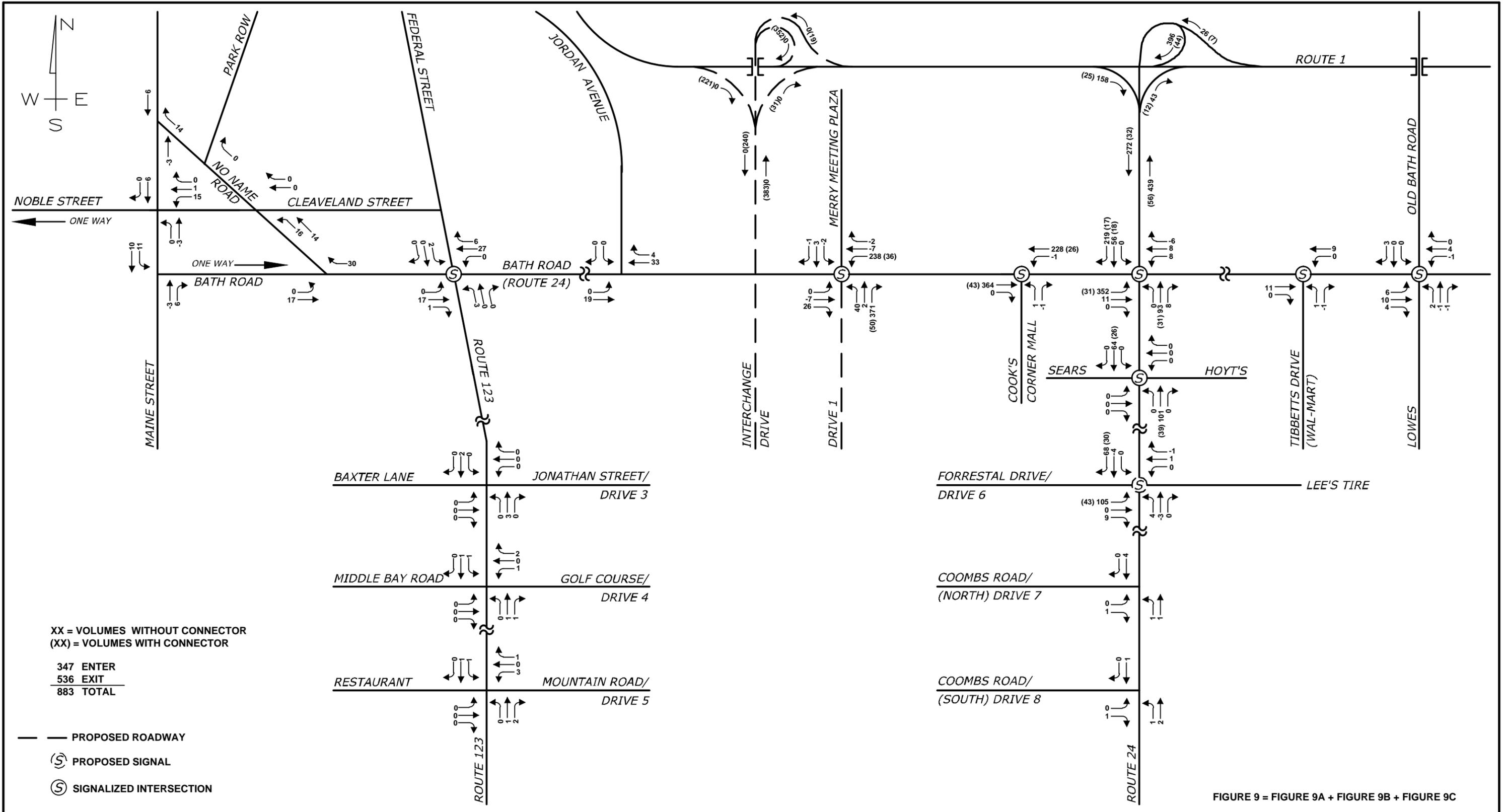
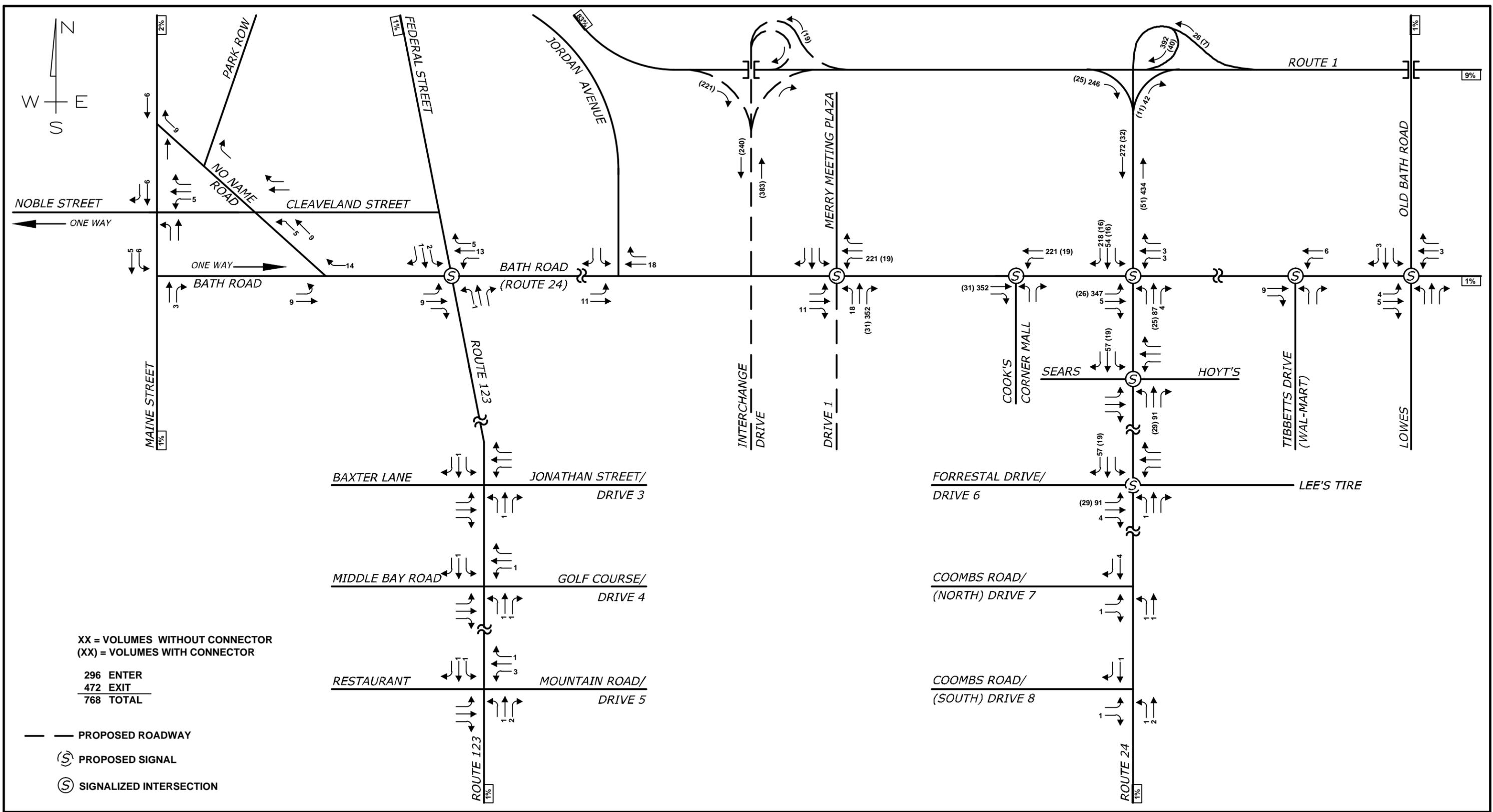


FIGURE 9 = FIGURE 9A + FIGURE 9B + FIGURE 9C

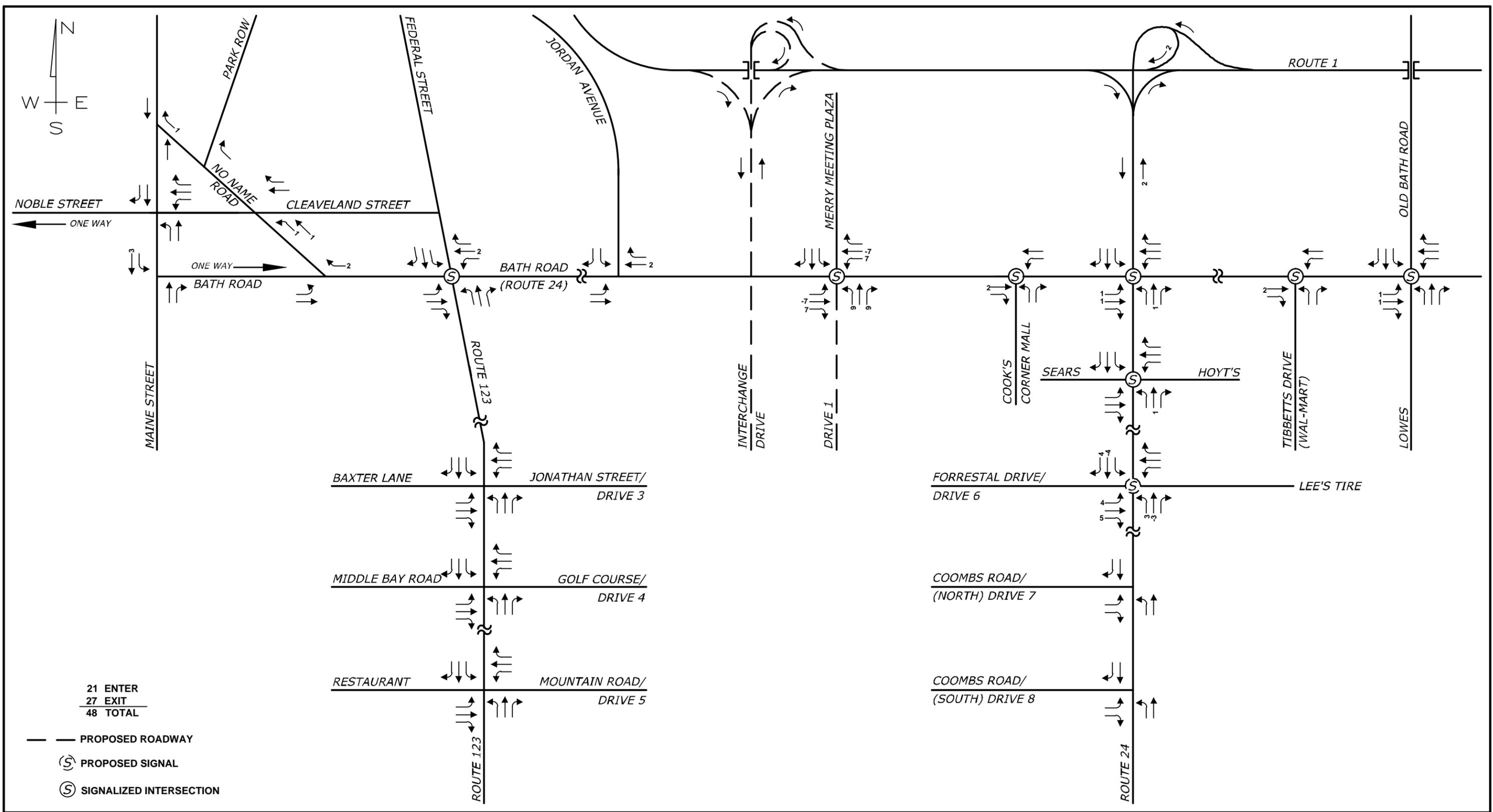
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Primary Trip Assignment: 5-Year Reuse Scenario



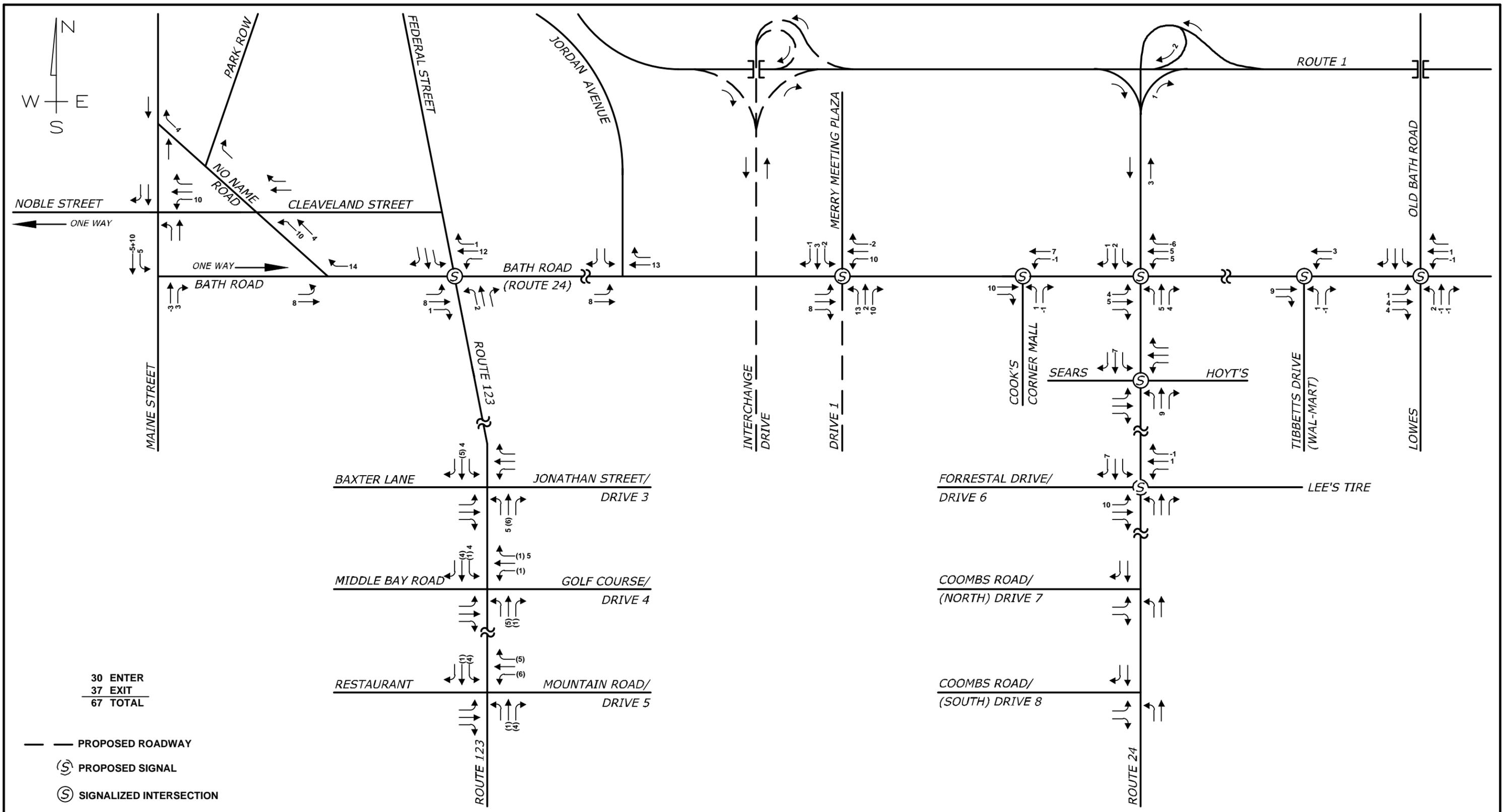
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Pass-By Trip Assignment: 5-Year Reuse Scenario



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
AUGUST 2010**

# Diverted Trips: 5-Year Reuse Scenario



**REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
AUGUST 2010**

# Total Trip Assignment: 5-Year High Density Scenario

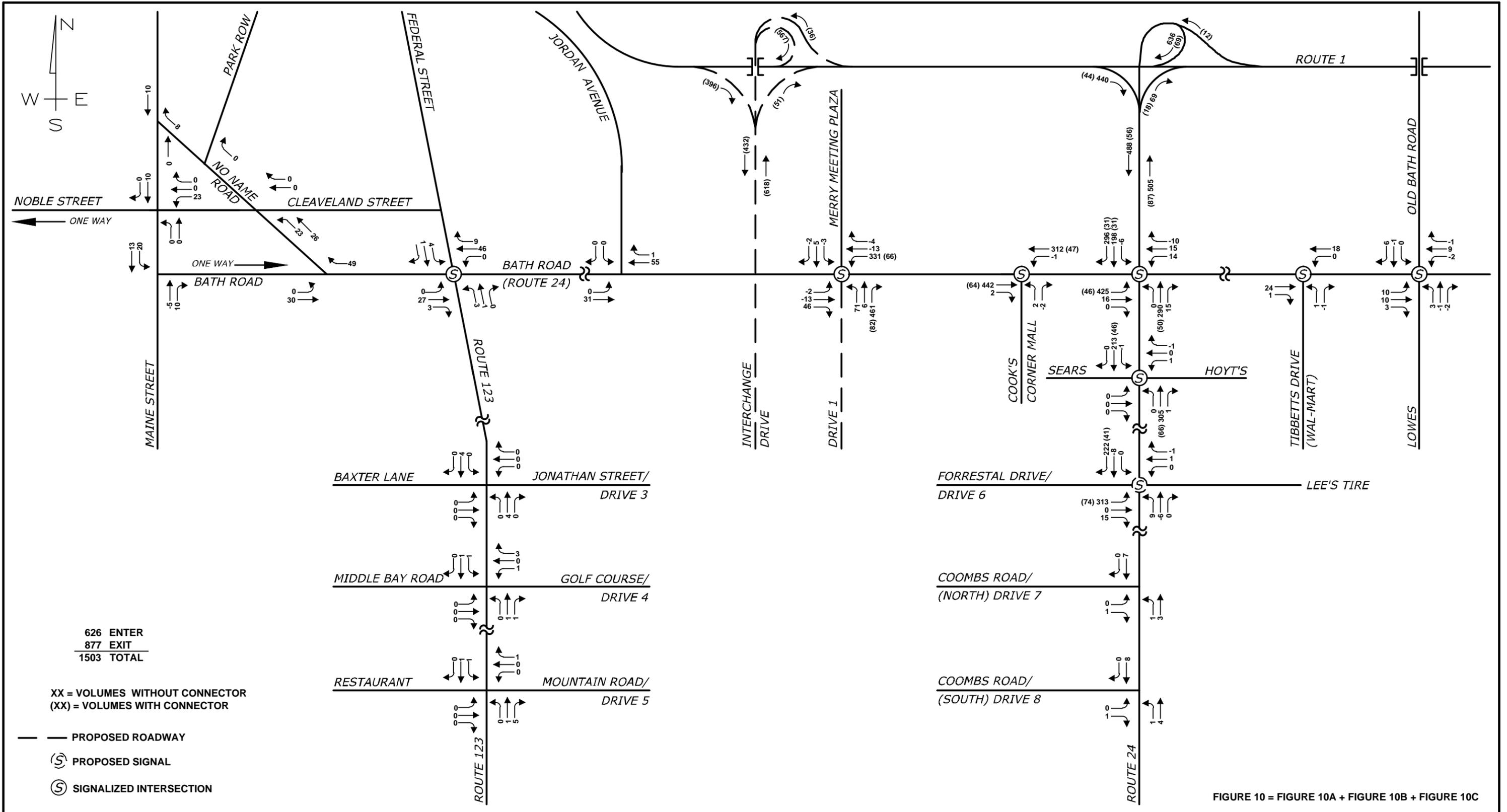
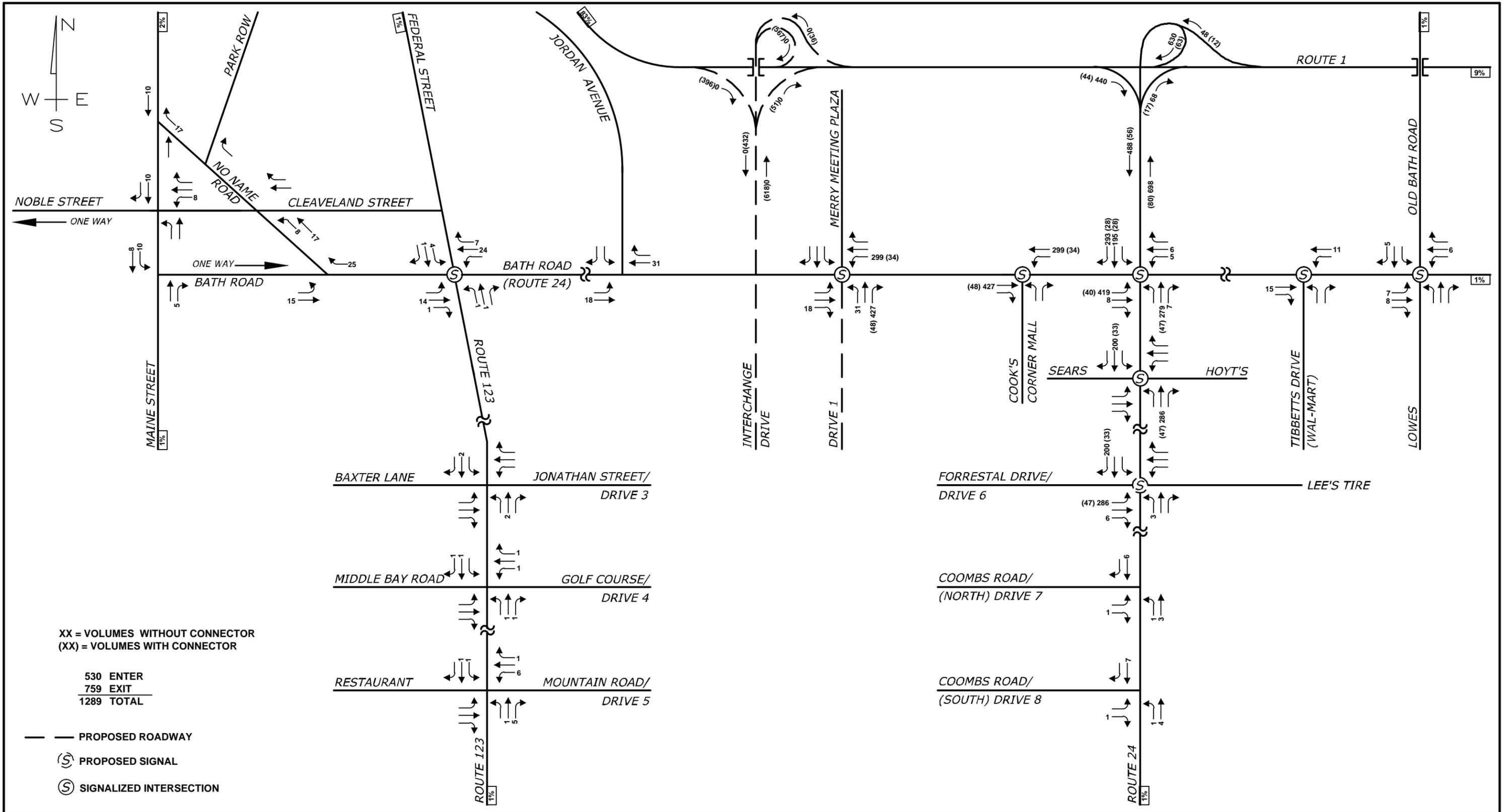


FIGURE 10 = FIGURE 10A + FIGURE 10B + FIGURE 10C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Primary Trip Assignment: 5-Year High Density Scenario

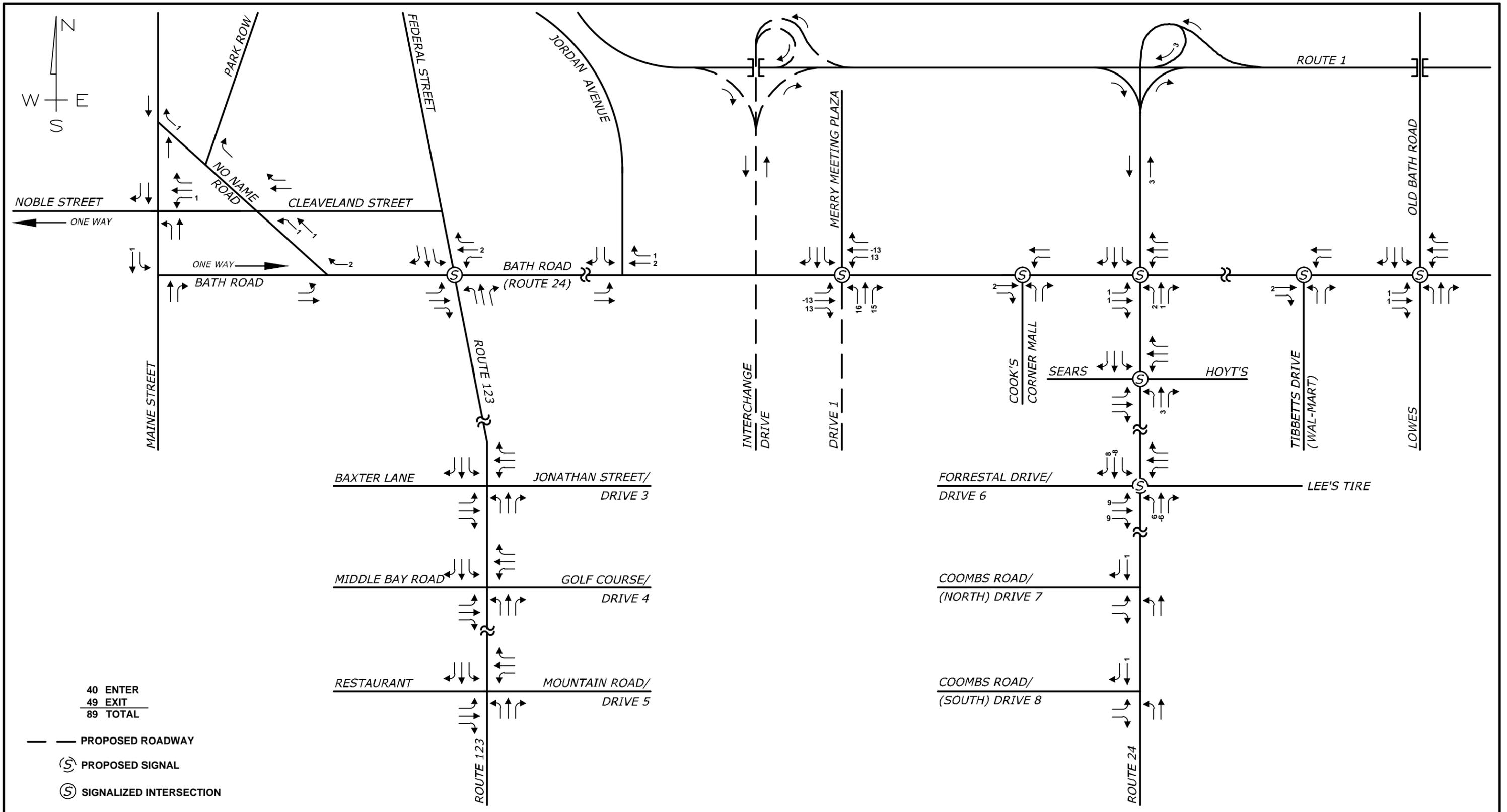
Figure No. 10A



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Pass-By Trip Assignment: 5-Year High Density Scenario

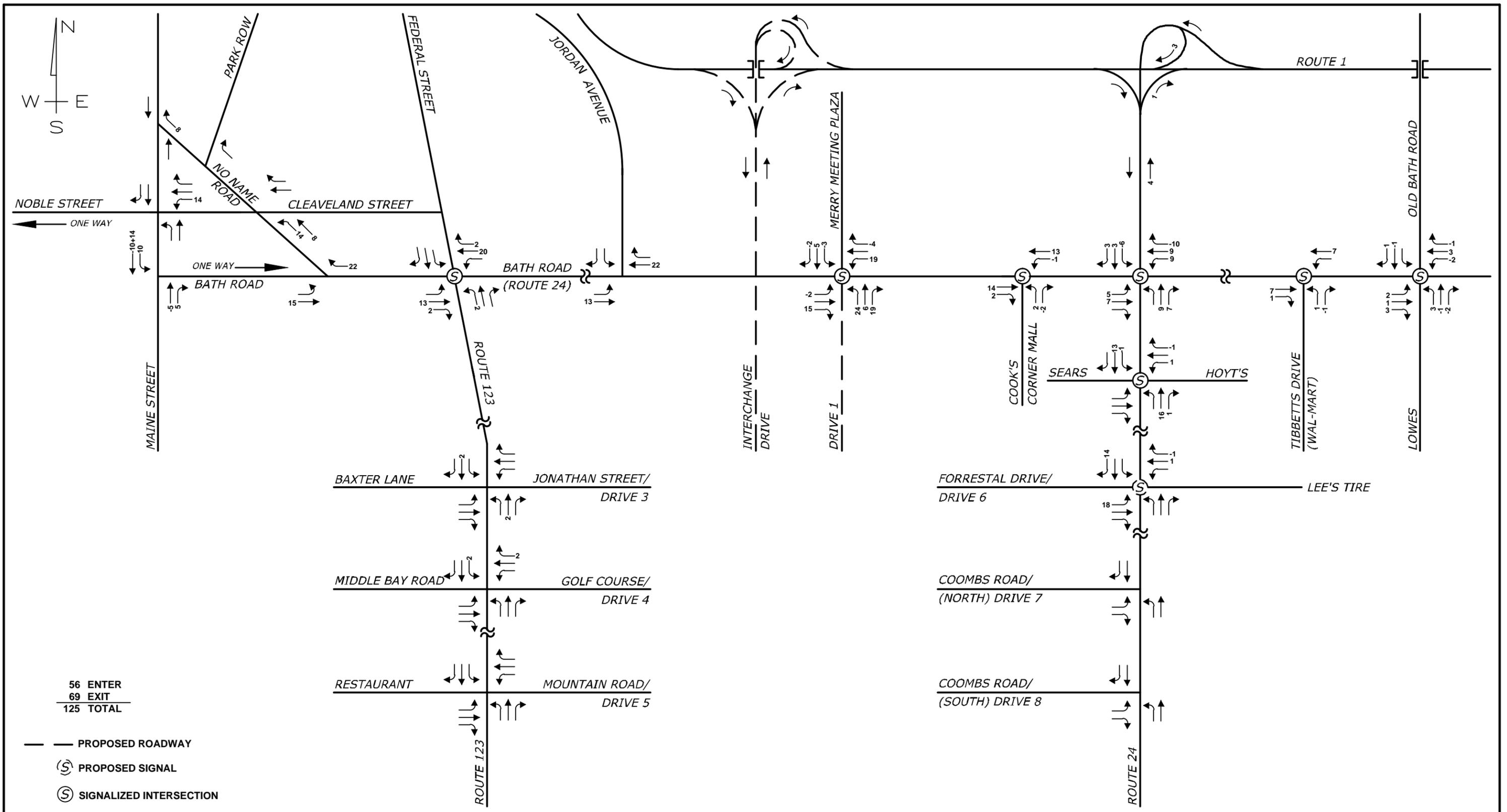
Figure No. 10B



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Diverted Trips: 5-Year High Density Scenario

Figure No. 10C



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Total Trip Assignment: 10-Year Reuse Scenario

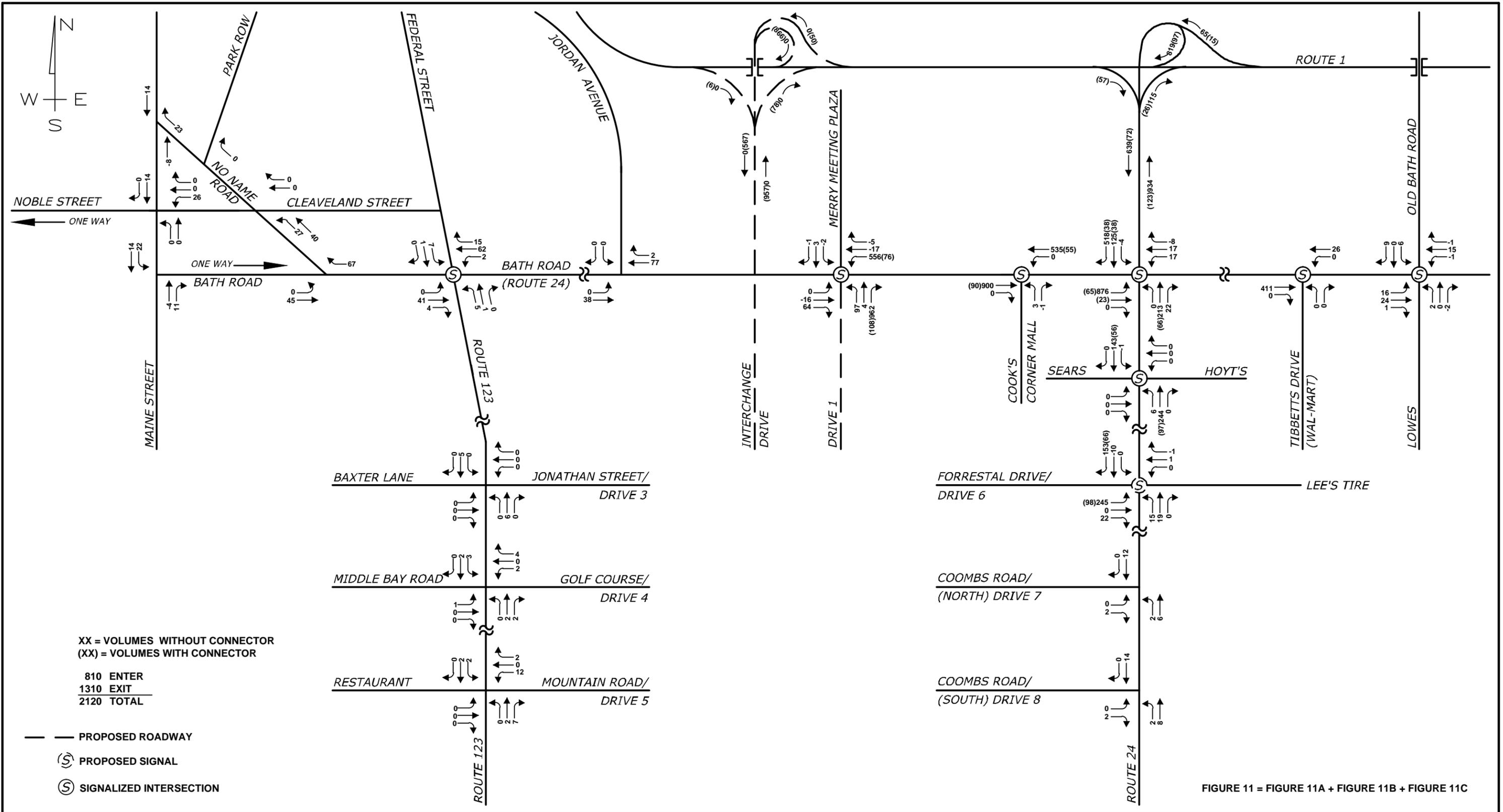
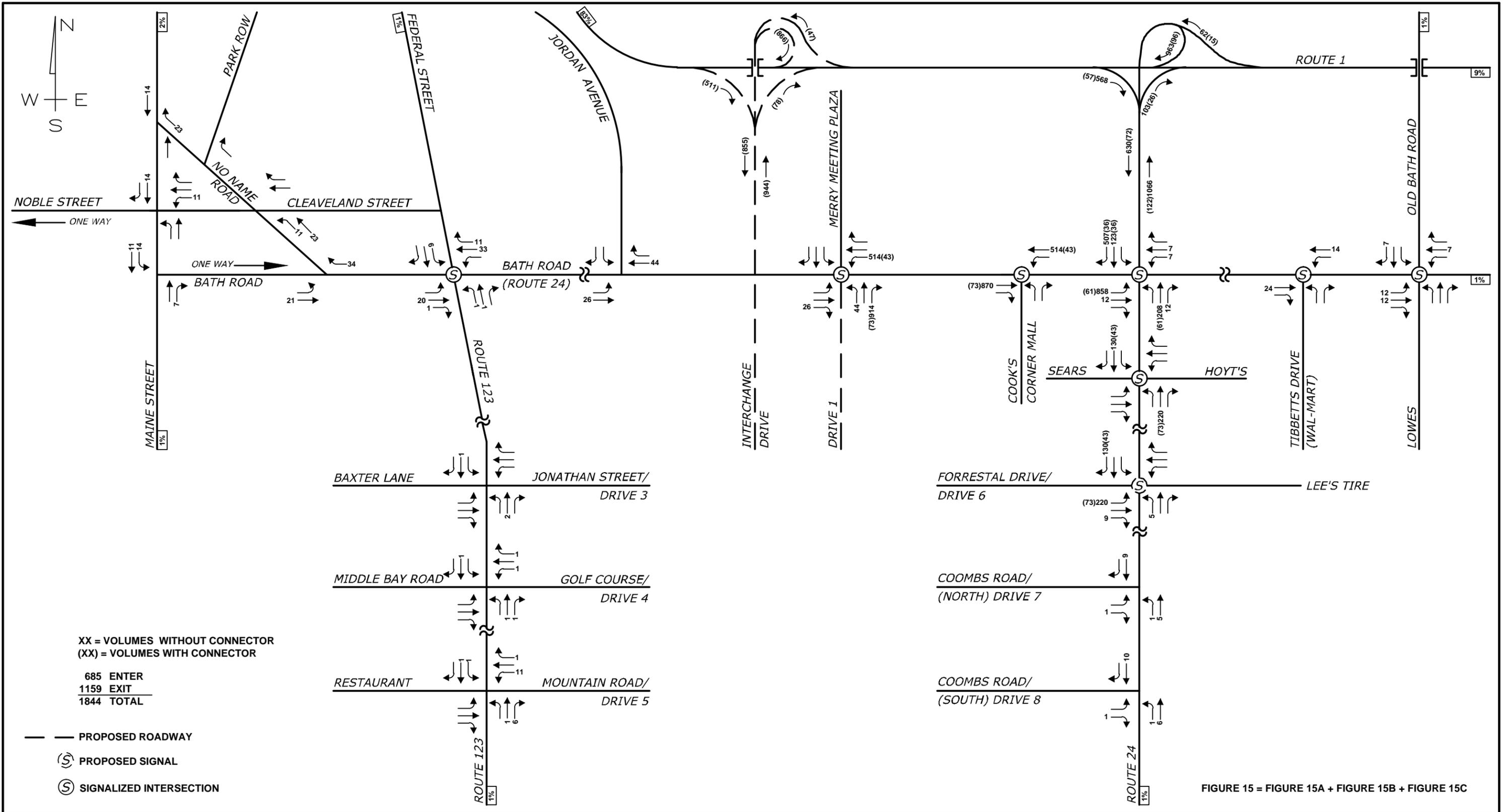


FIGURE 11 = FIGURE 11A + FIGURE 11B + FIGURE 11C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Primary Trip Assignment: 10-Year Reuse Scenario

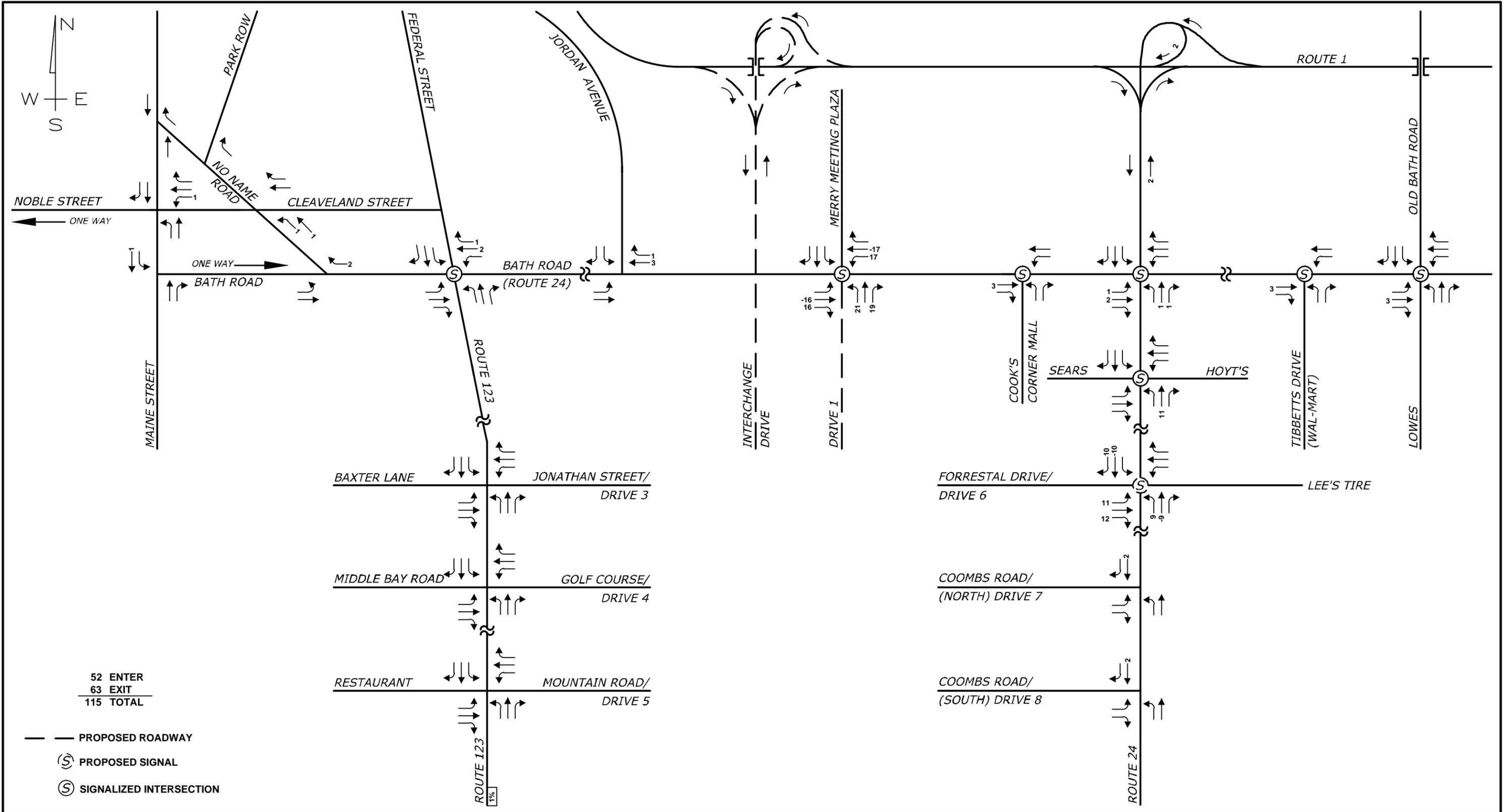
Figure No. 11A



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

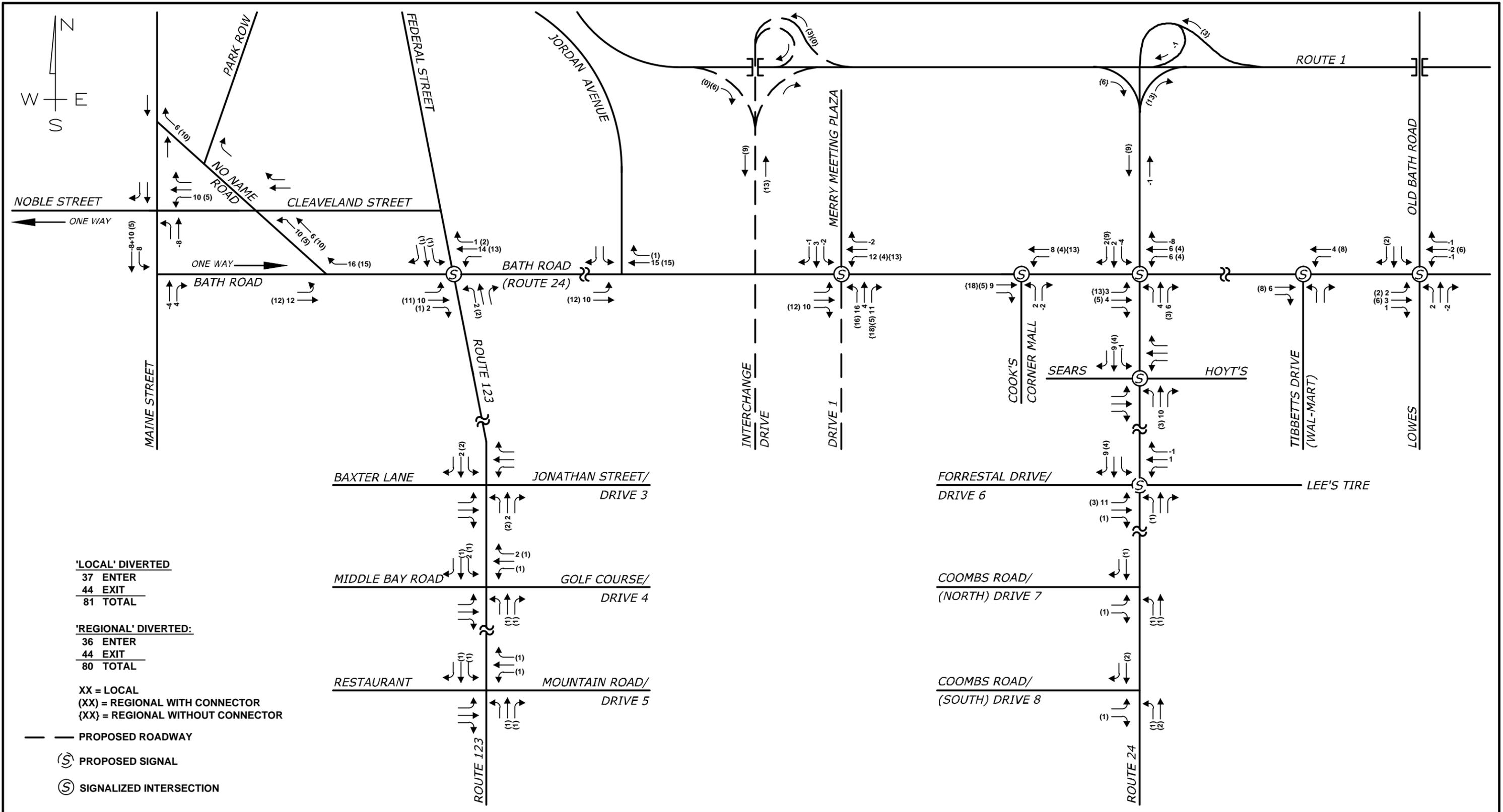
# Pass-By Trip Assignment: 10-Year Reuse Scenario

Figure No. 11B



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Diverted Trips: 10-Year Reuse Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Total Trip Assignment: 10-Year High Density Scenario

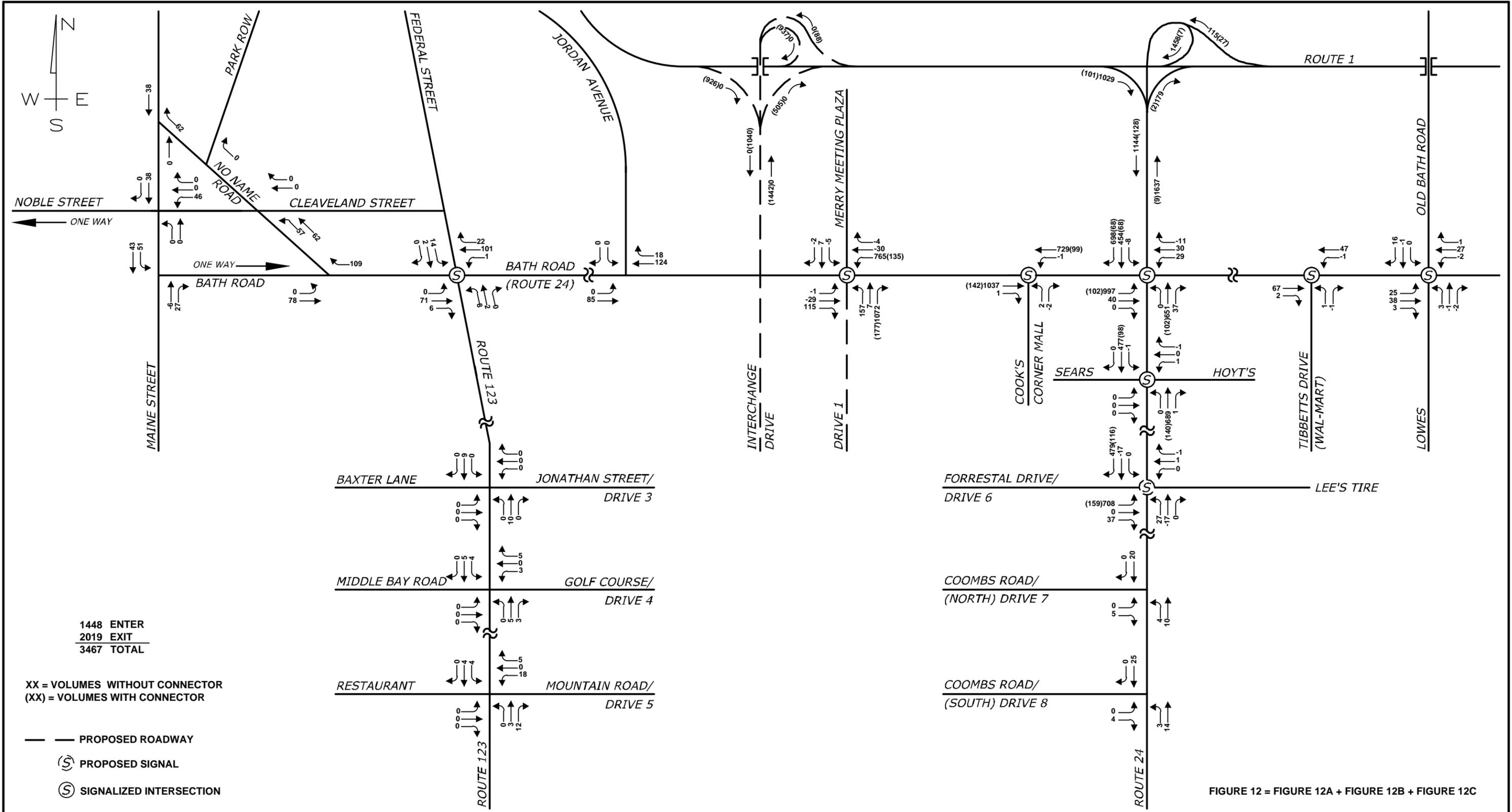
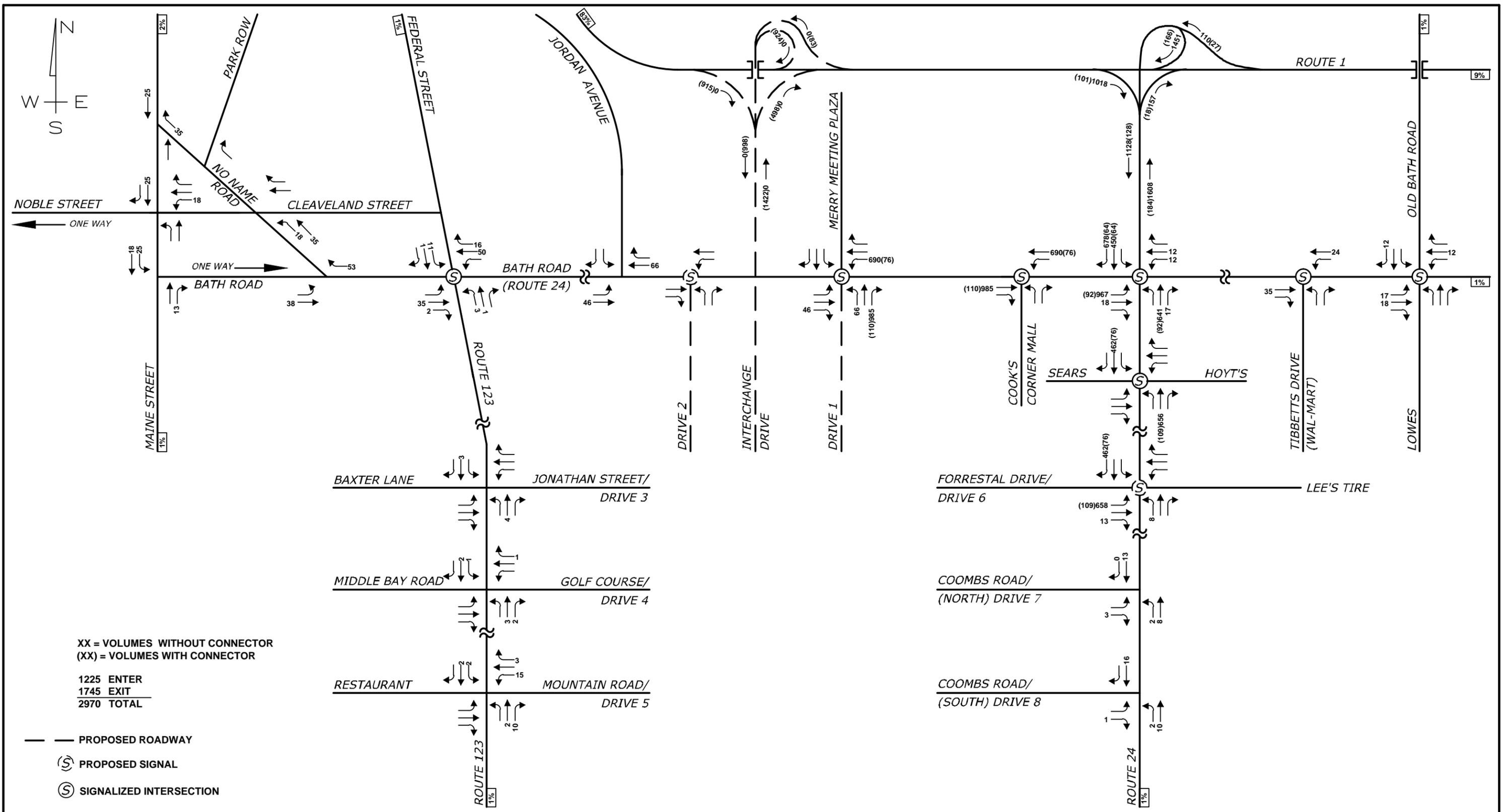


FIGURE 12 = FIGURE 12A + FIGURE 12B + FIGURE 12C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

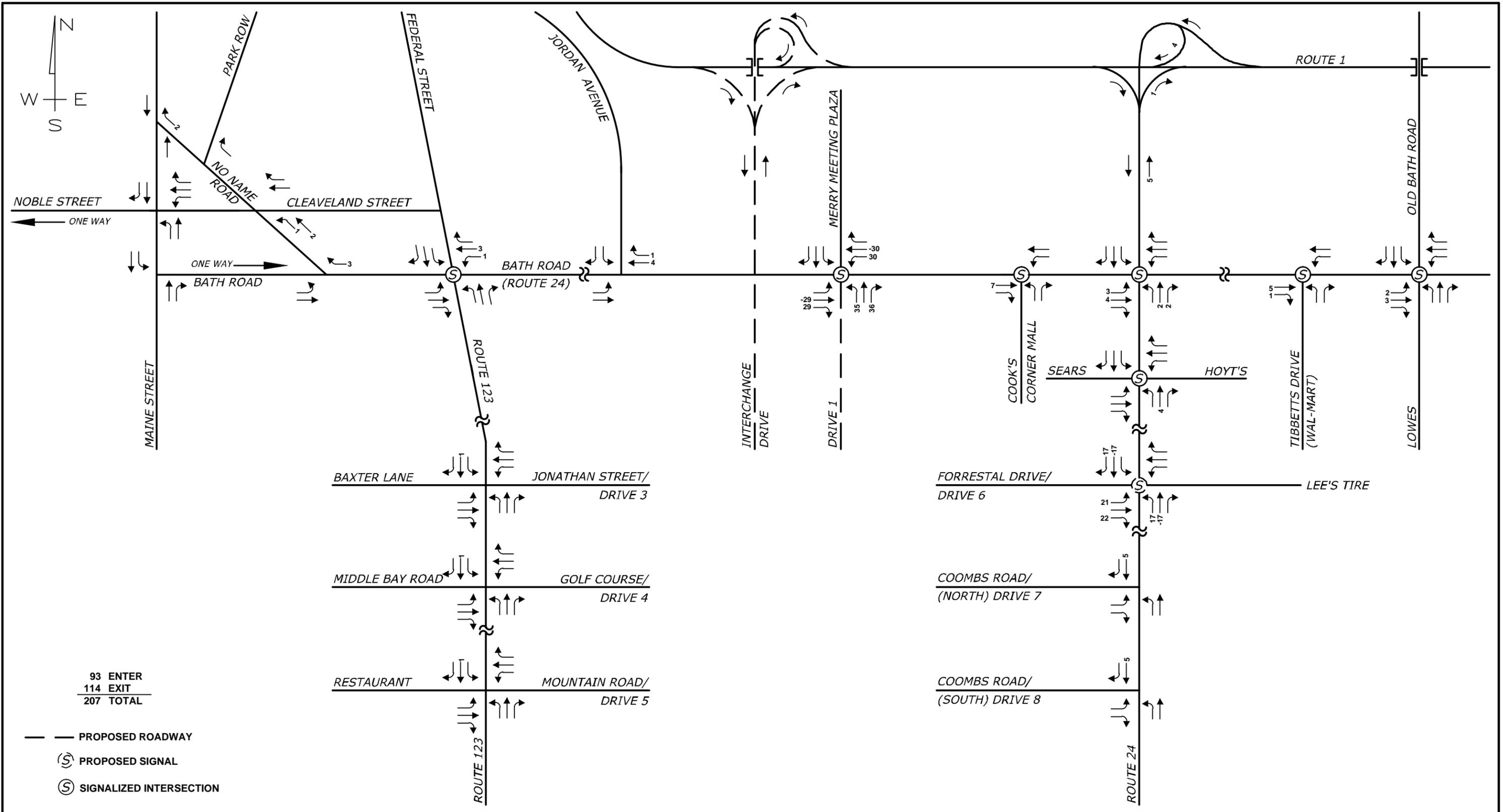
# Primary Trip Assignment: 10-Year High Density Scenario

Figure No. 12A



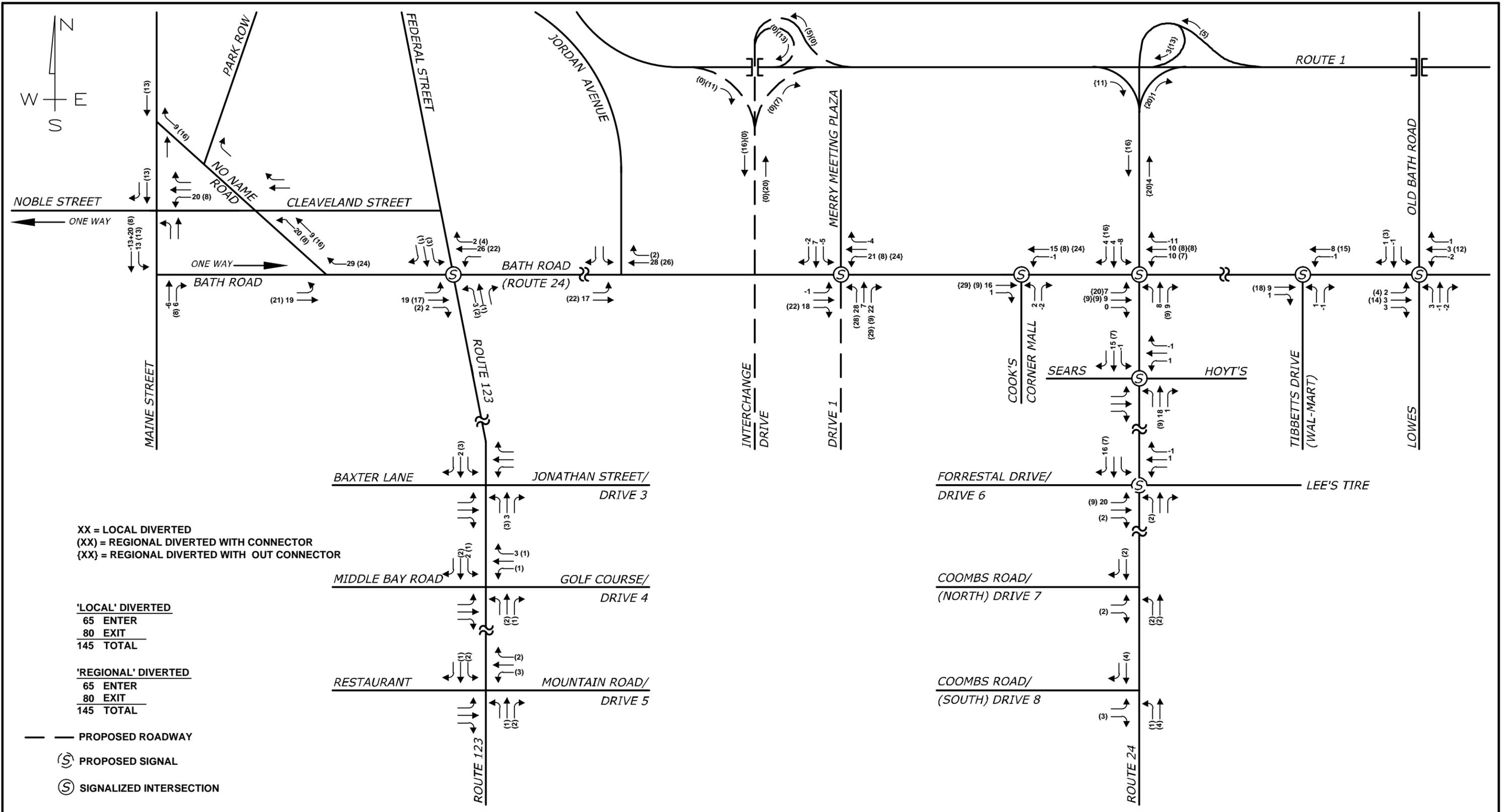
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Pass-By Trip Assignment: 10-Year High Density Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Diverted Trips: 10-Year High Density Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Total Trip Assignment: 15-Year Reuse Scenario

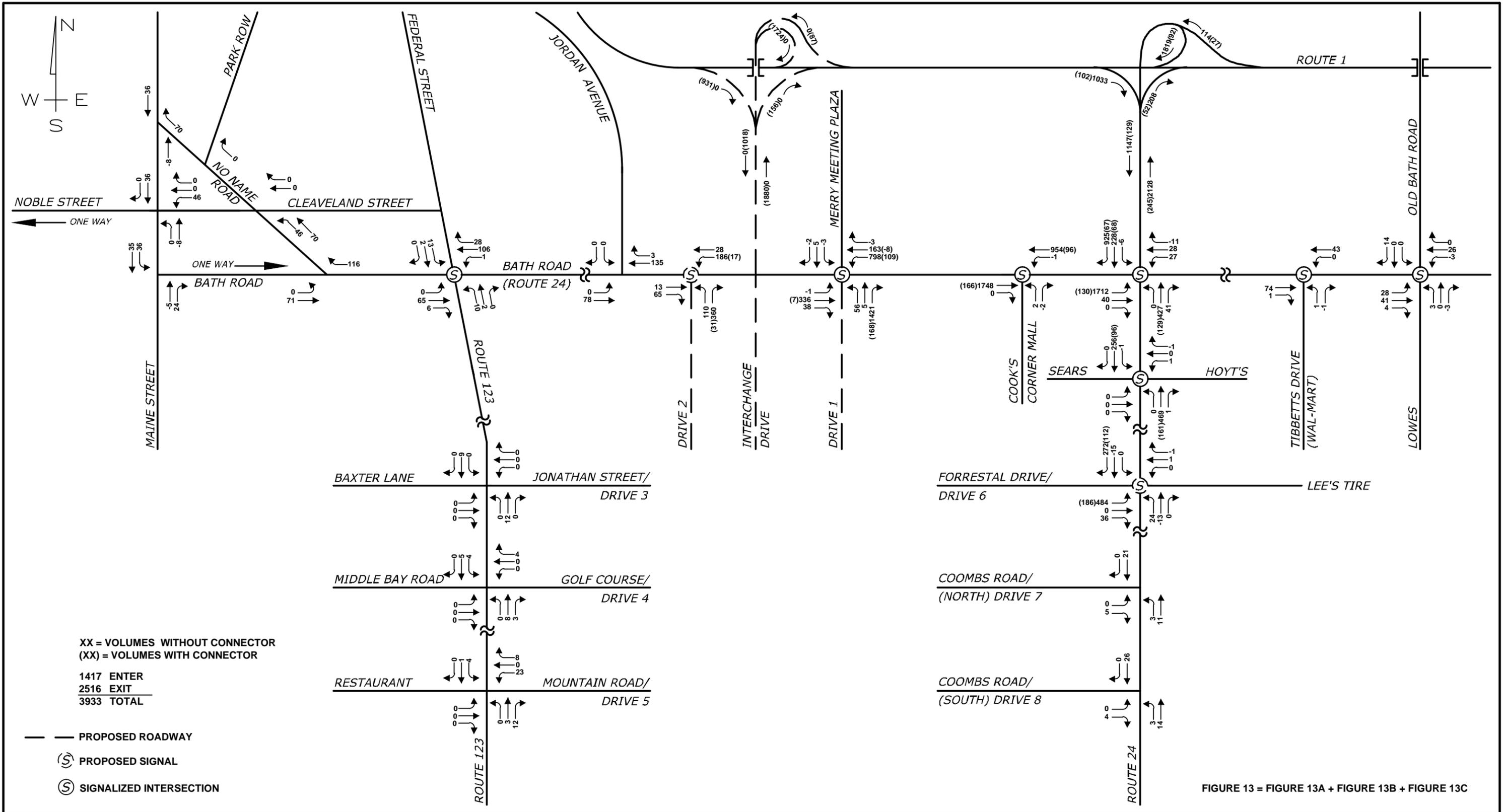


FIGURE 13 = FIGURE 13A + FIGURE 13B + FIGURE 13C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Primary Trip Assignment: 15 -Year Reuse Scenario

Figure No. 13A

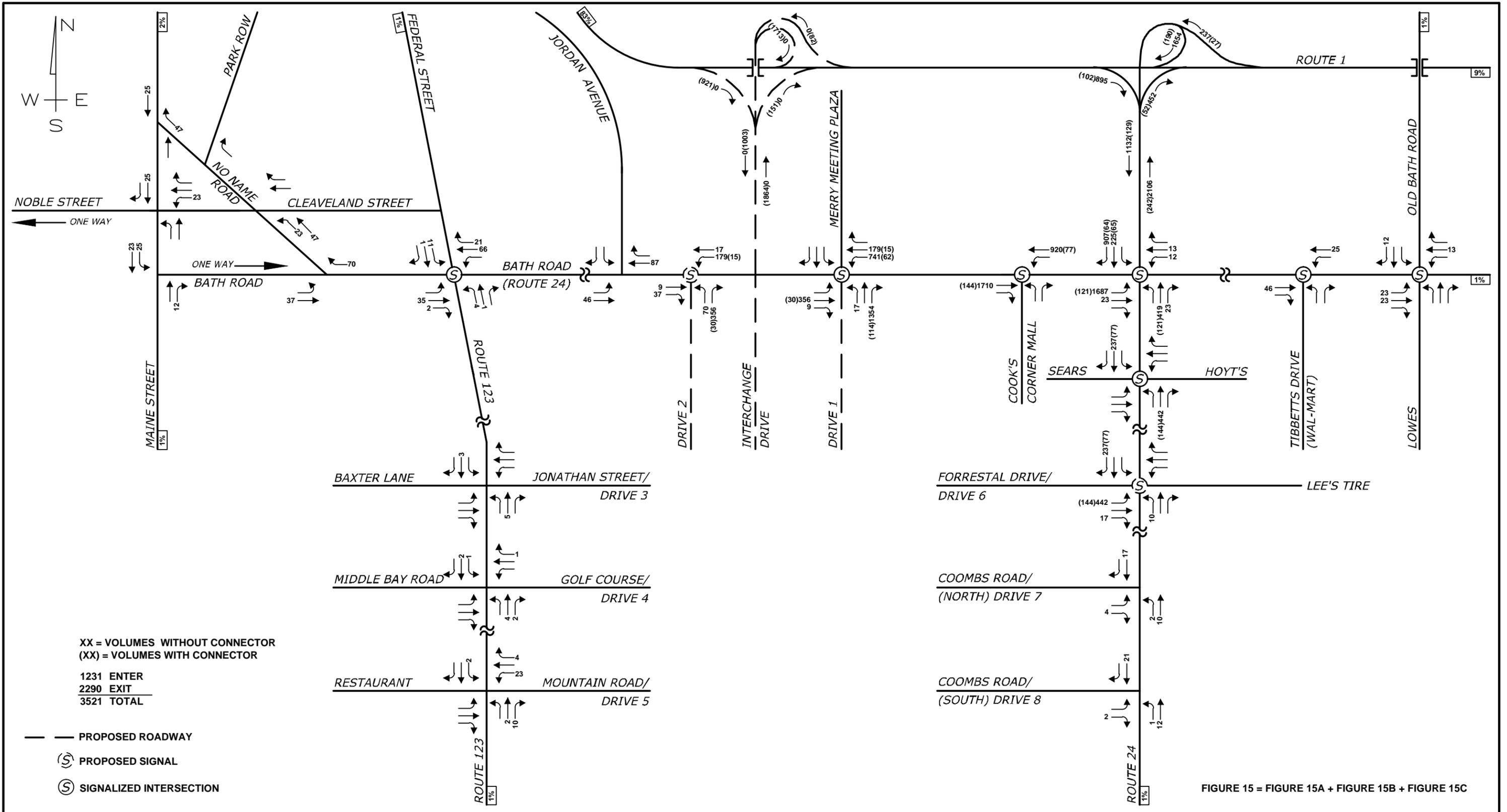
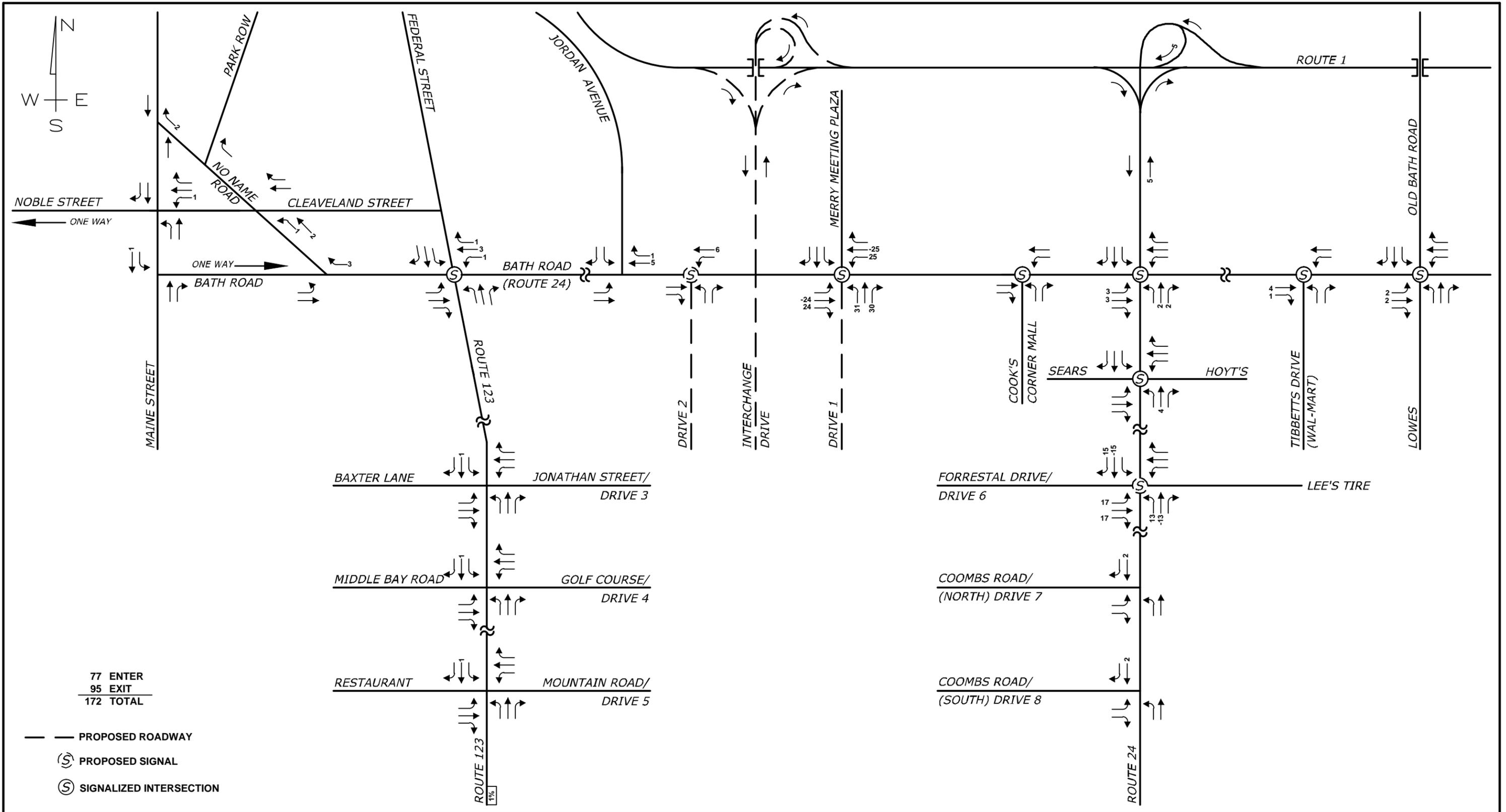


FIGURE 15 = FIGURE 15A + FIGURE 15B + FIGURE 15C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

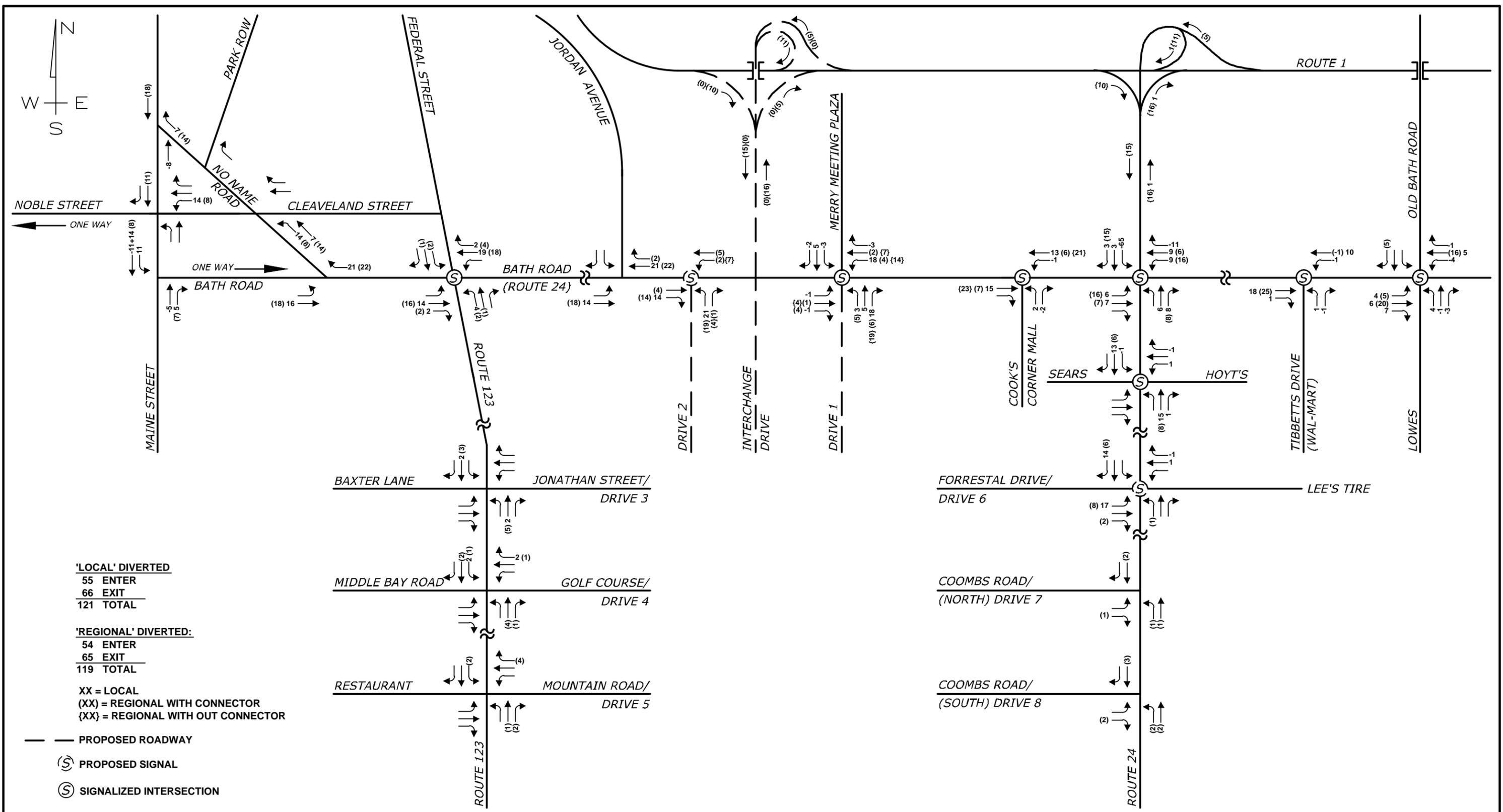
# Pass-By Trip Assignment: 15-Year Reuse Scenario

Figure No. 13B



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Diverted Trips: 15-Year Reuse Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Total Trip Assignment: 15-Year High Density Scenario

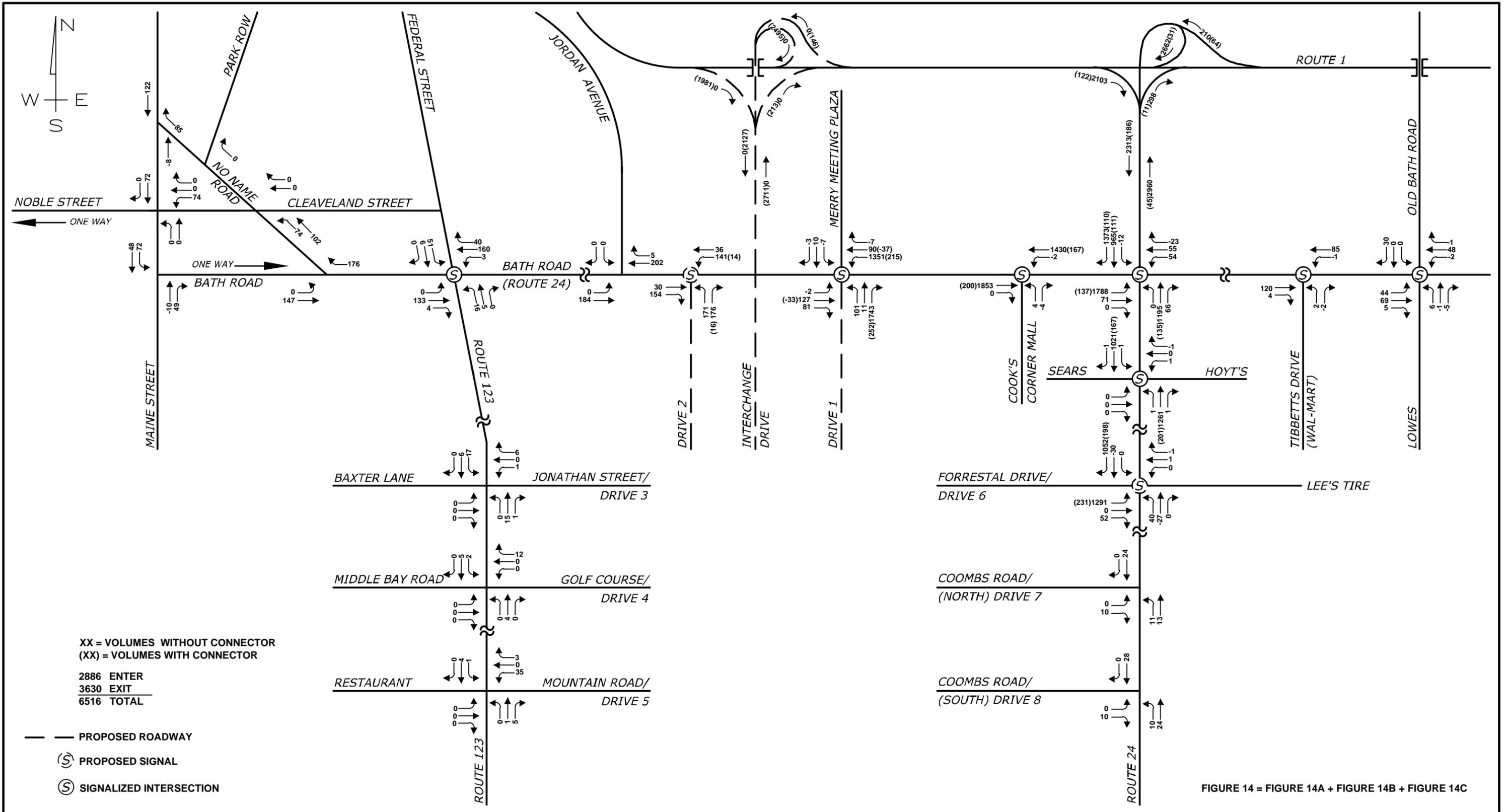
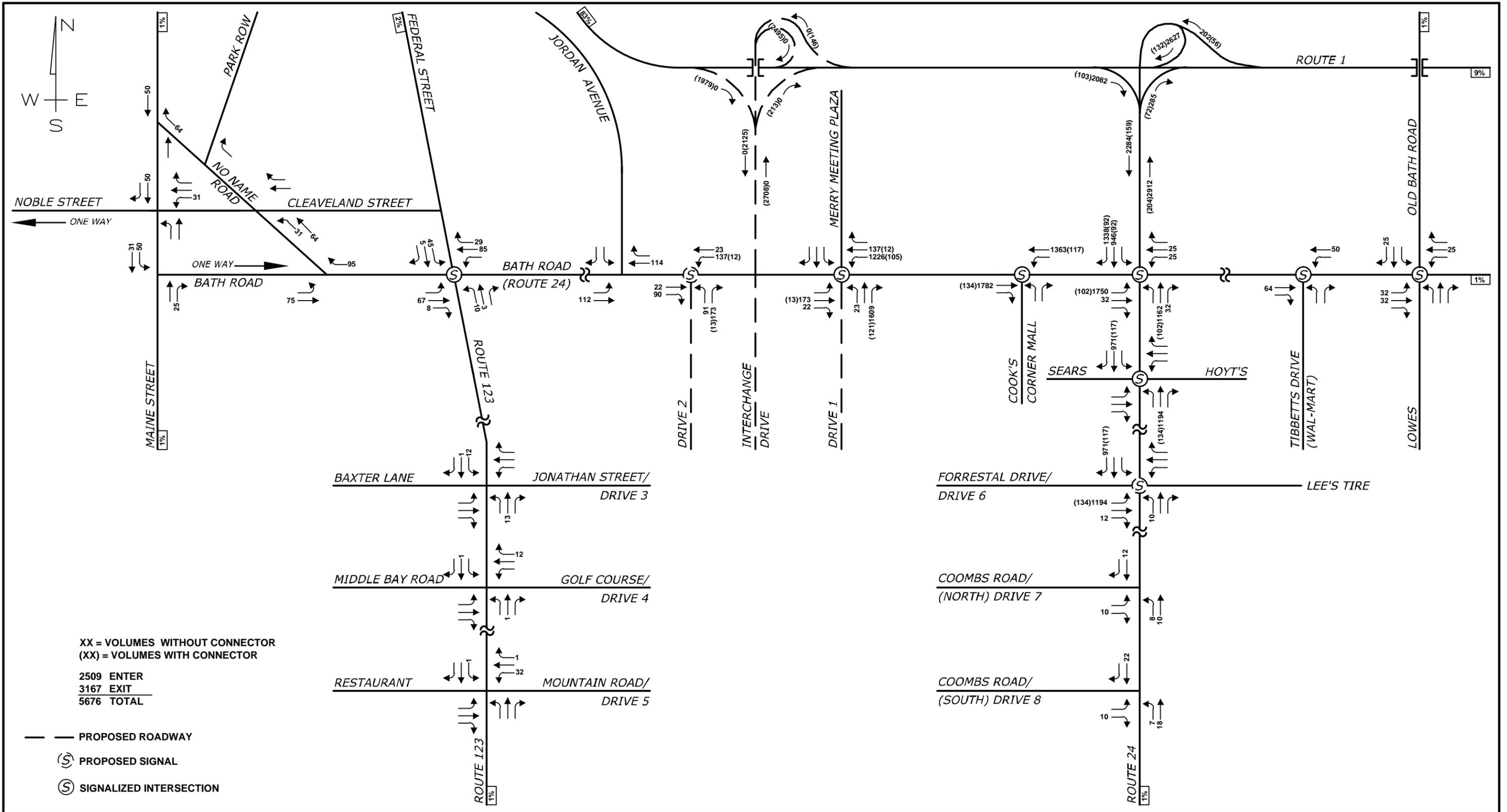


FIGURE 14 = FIGURE 14A + FIGURE 14B + FIGURE 14C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Primary Trip Assignment: 15-Year High Density Scenario

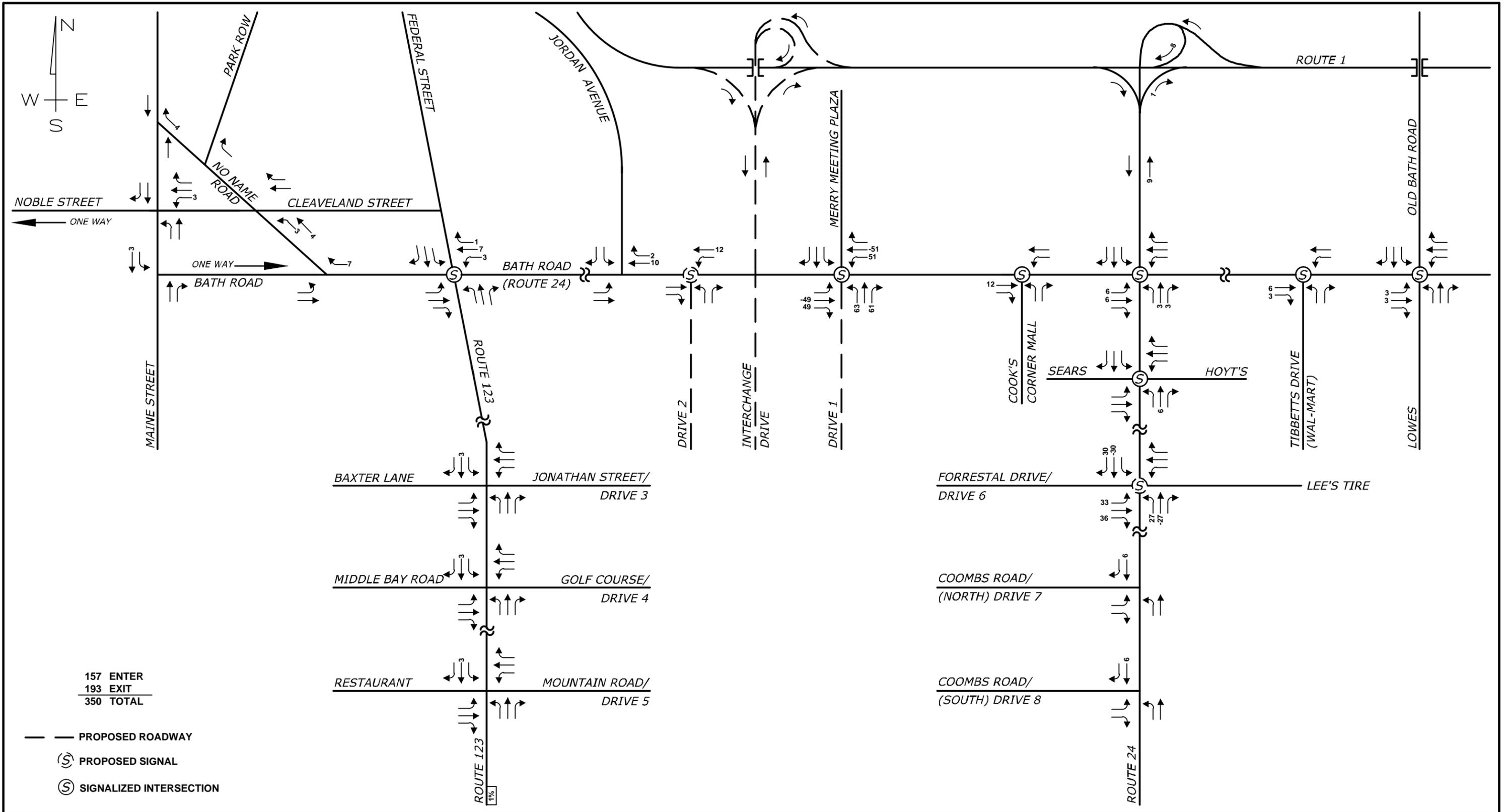
Figure No. 14A



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

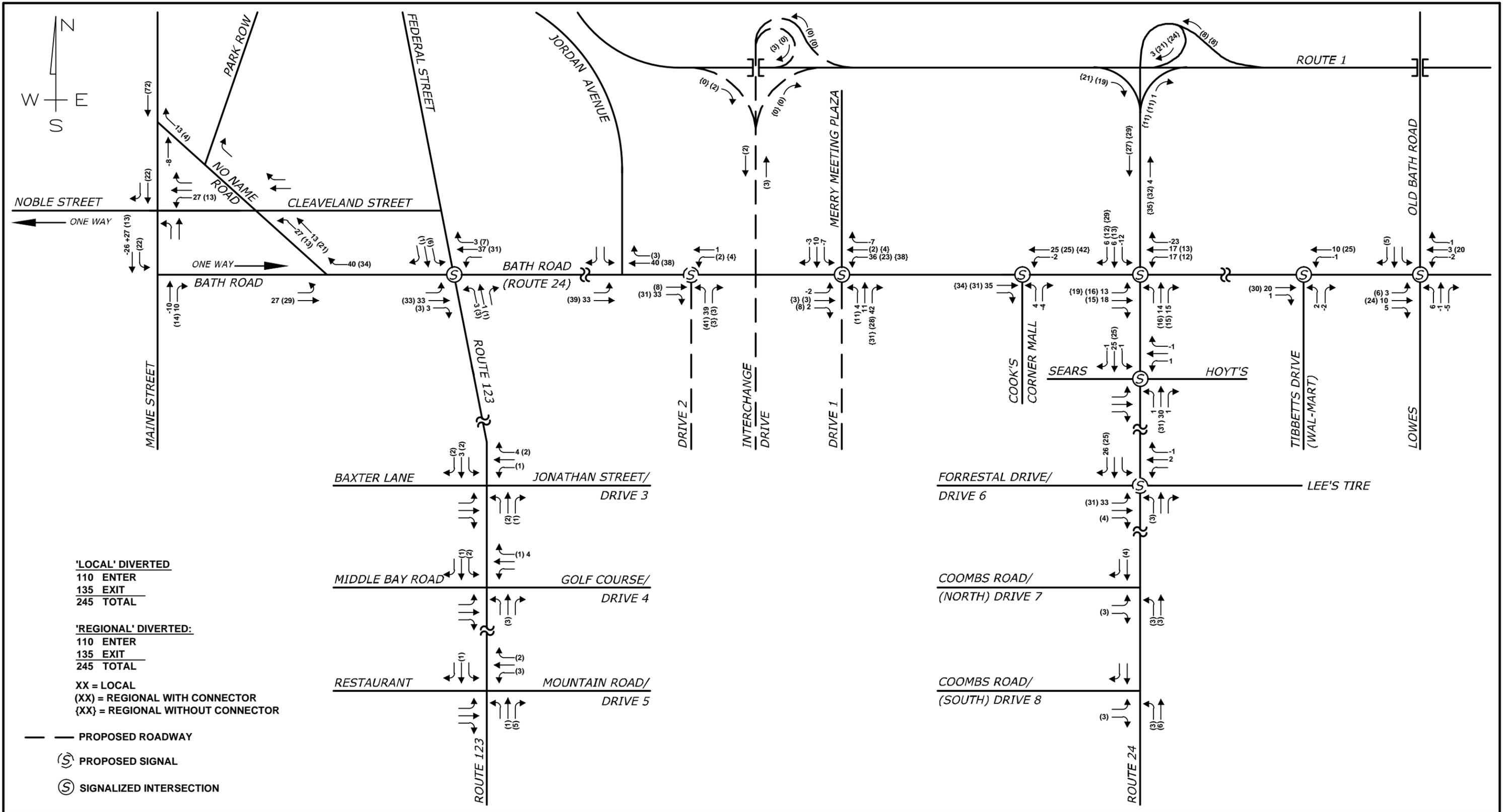
# Pass-By Trip Assignment: 15-Year High Density Scenario

Figure No. 14B



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Diverted Trips: 15-Year High Density Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Total Trip Assignment: 20-Year Reuse Scenario

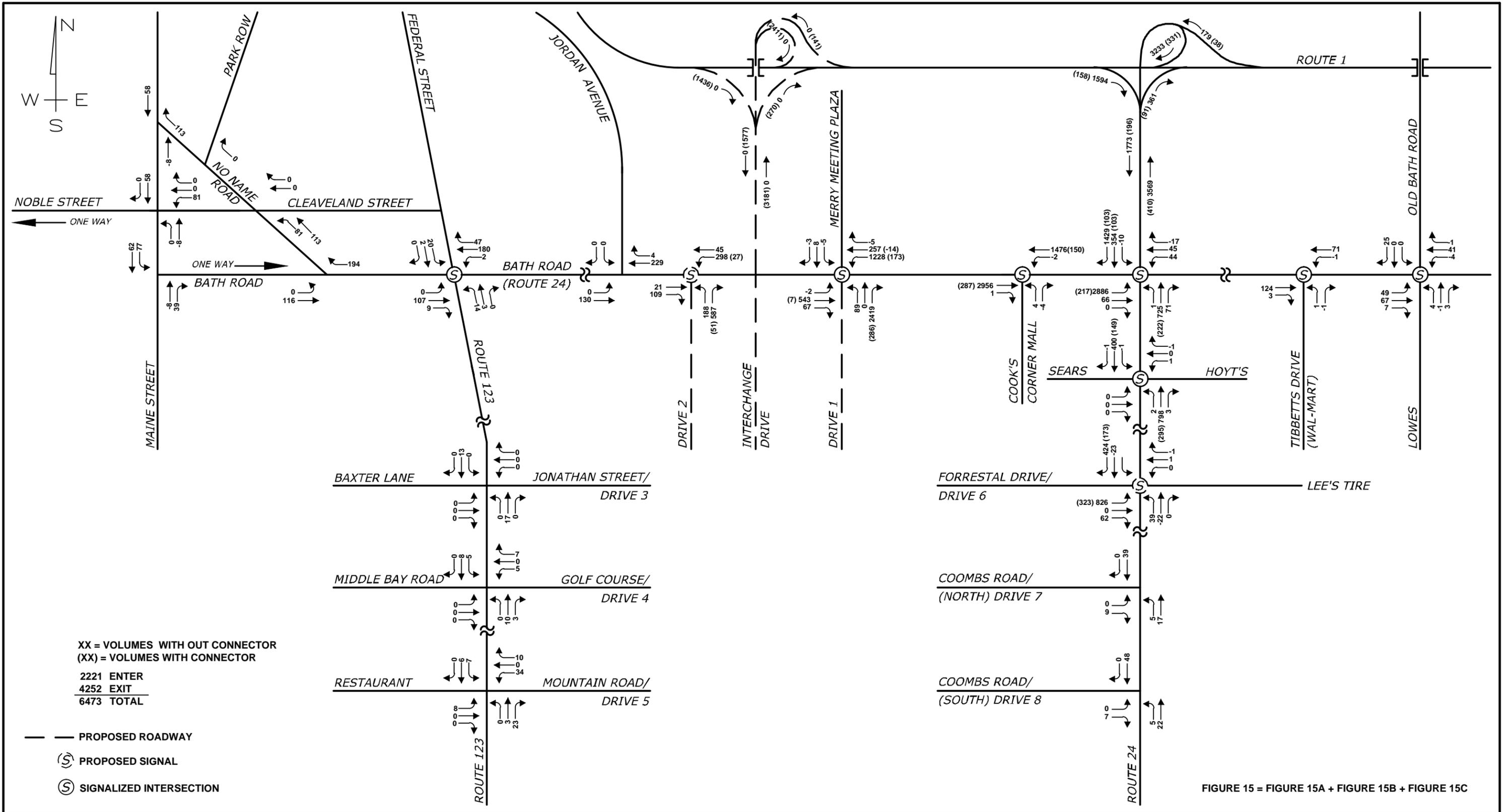
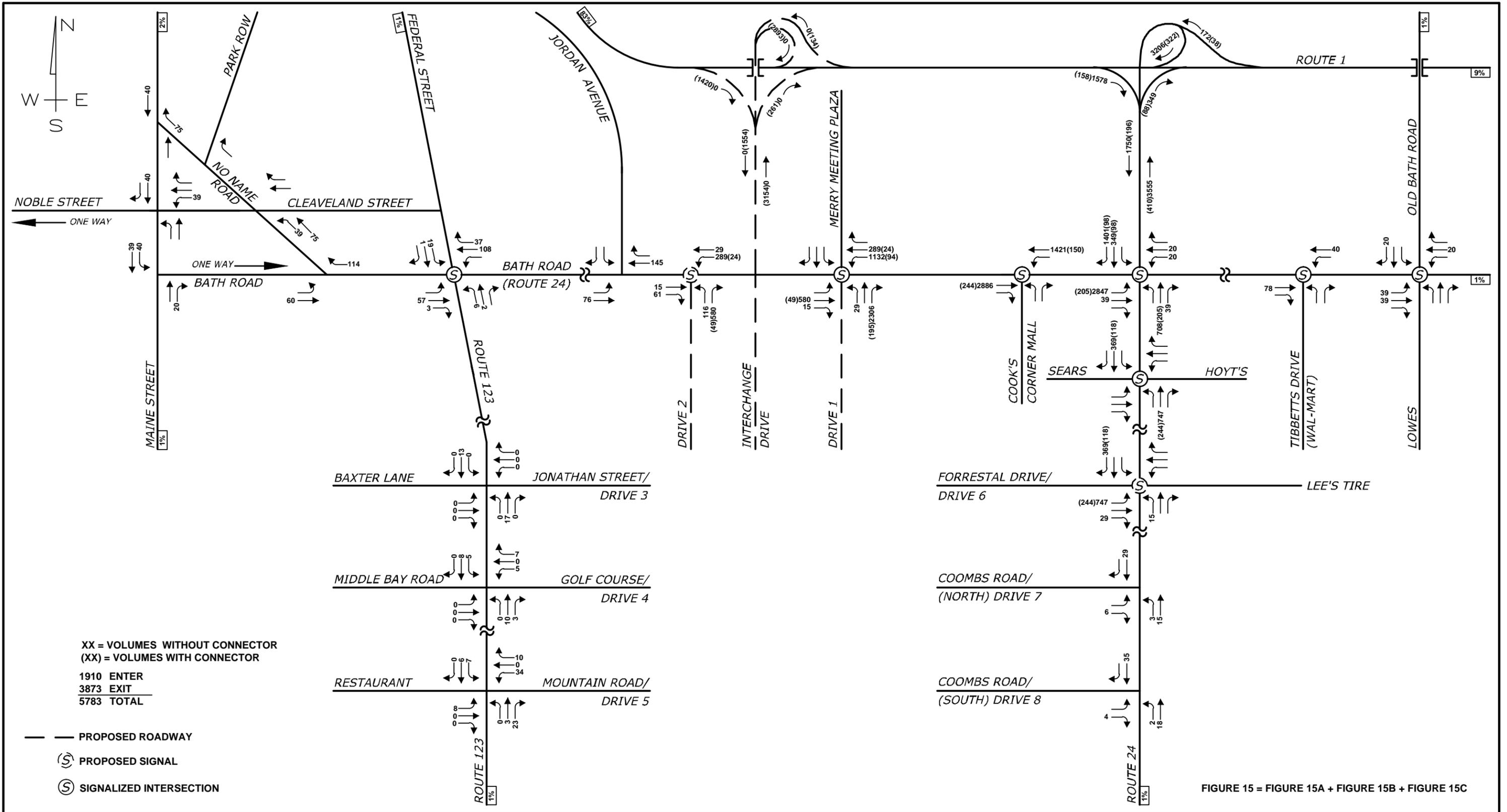


FIGURE 15 = FIGURE 15A + FIGURE 15B + FIGURE 15C

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

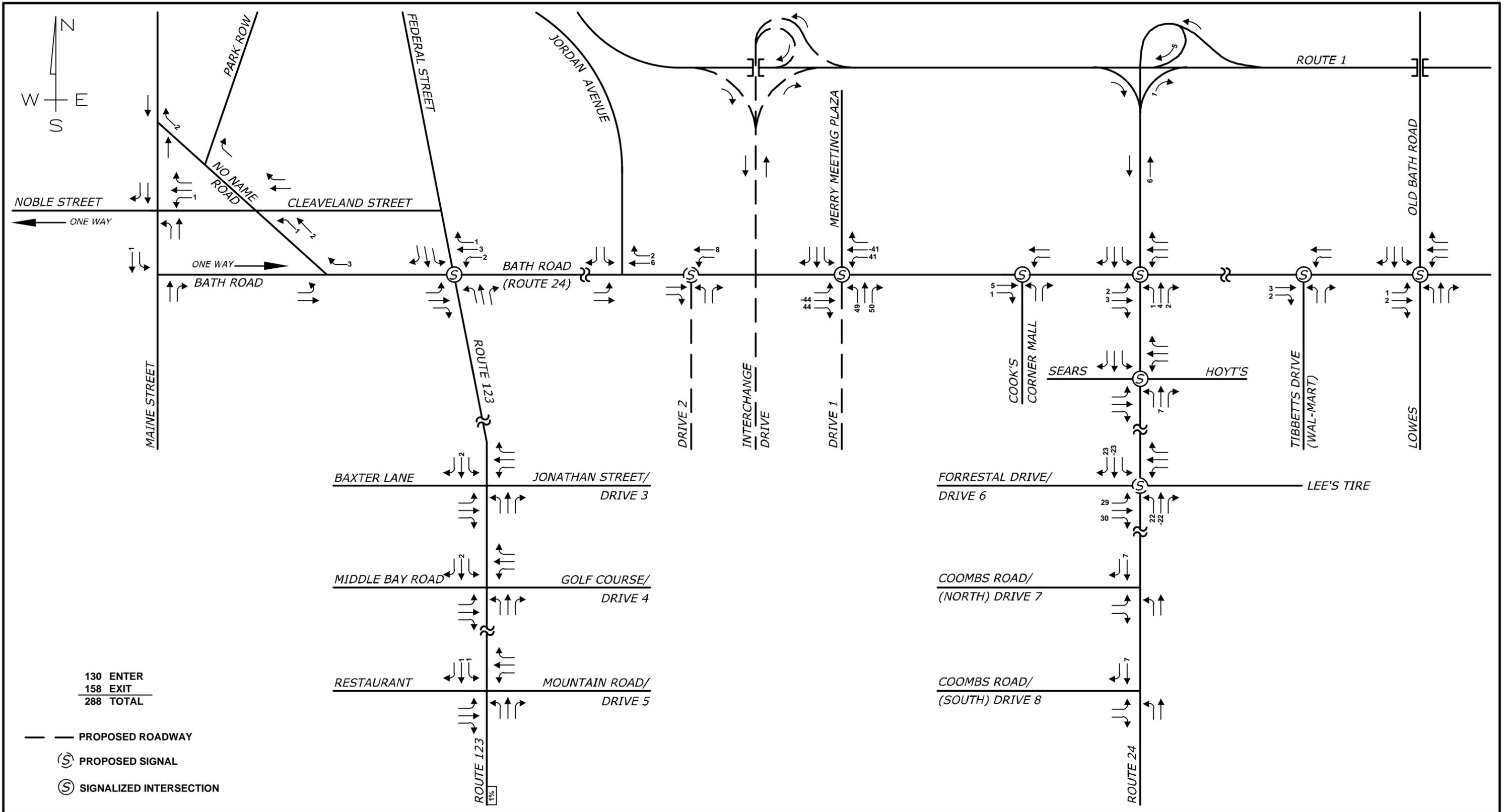
# Primary Trip Assignment: 20-Year Reuse Scenario

Figure No. 15A



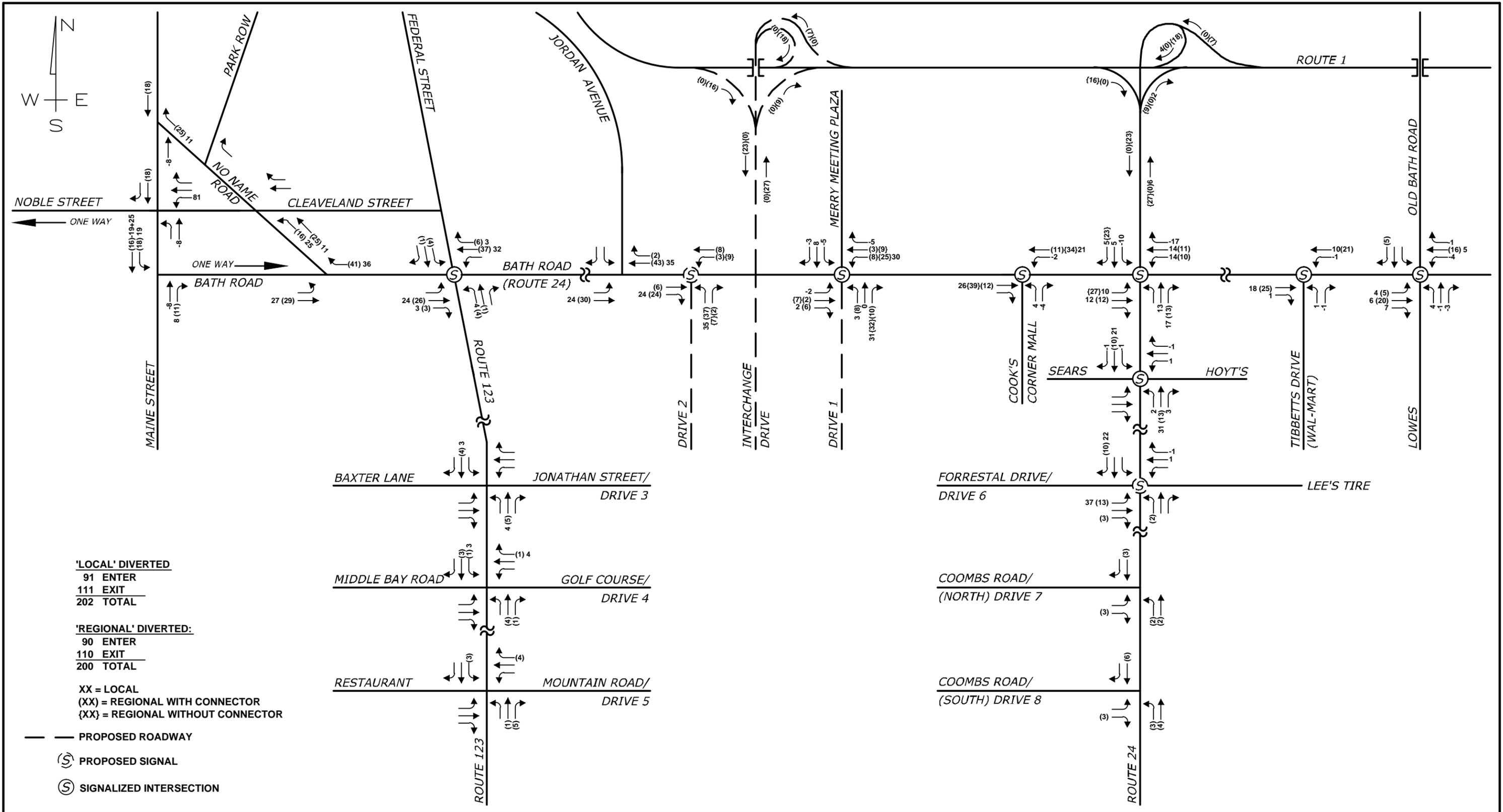
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Pass-By Trip Assignment: 20-Year Reuse Scenario



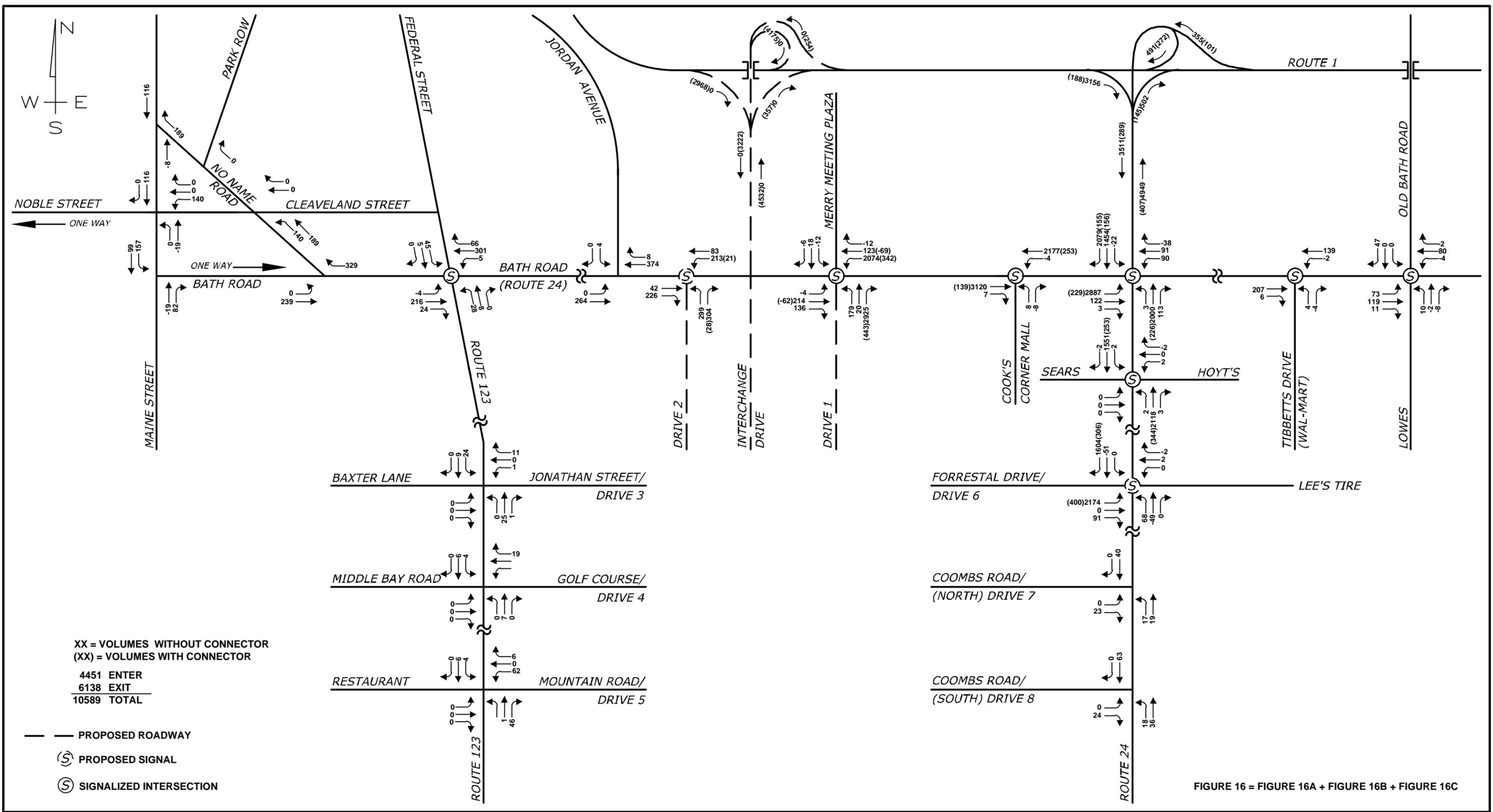
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Diverted Trips: 20-Year Reuse Scenario



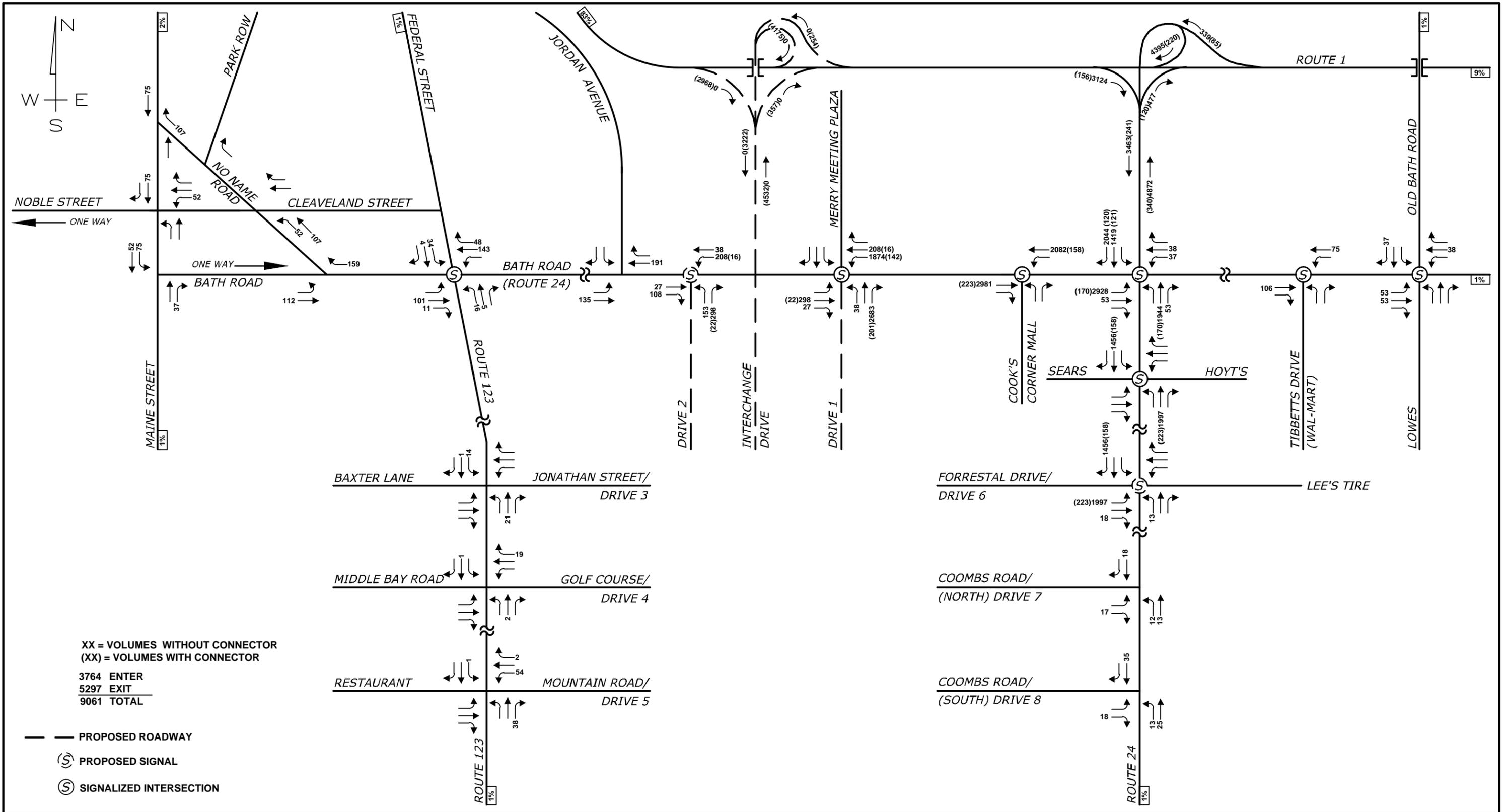
## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Total Trip Assignment: 20-Year High Density Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

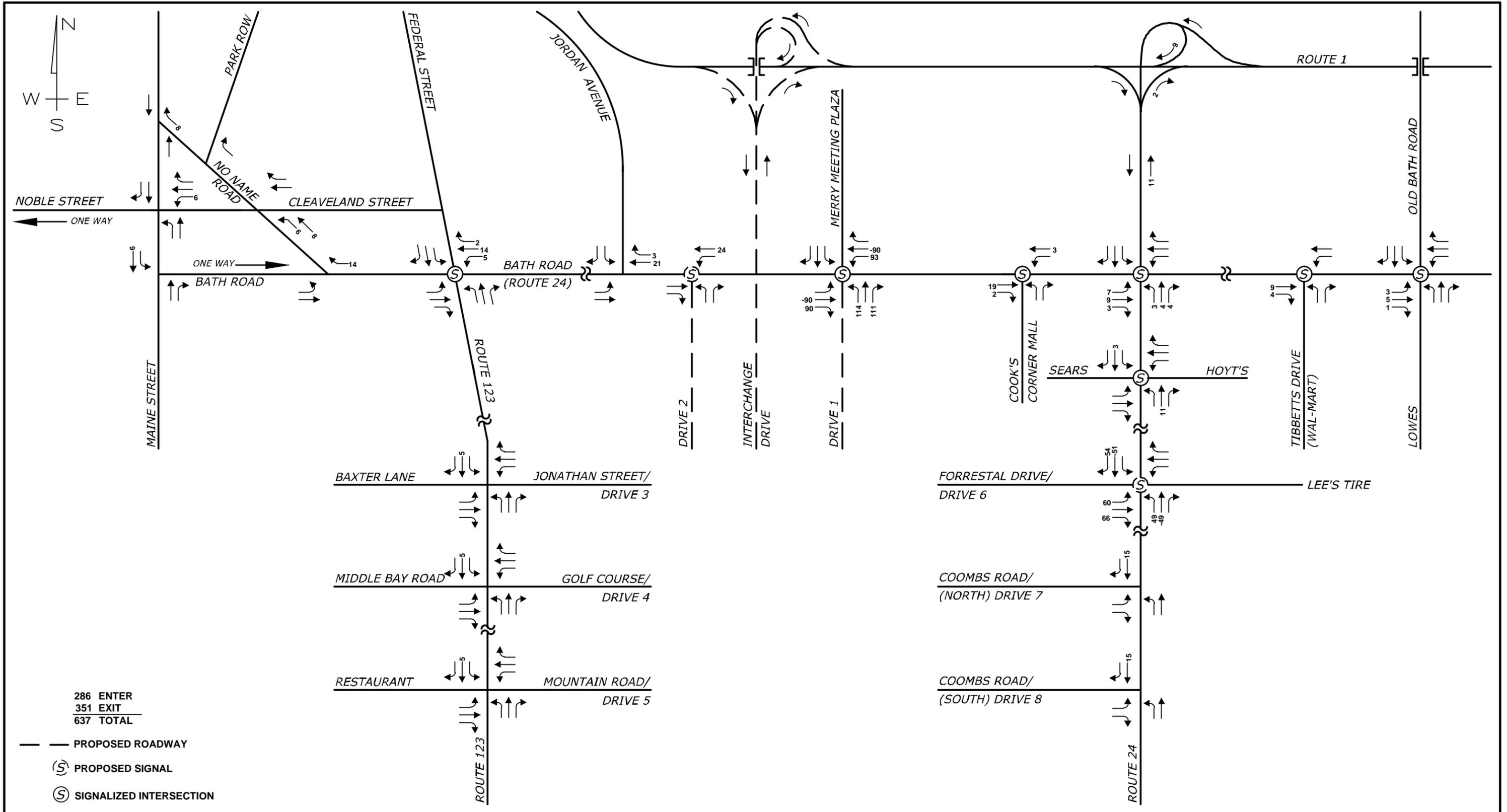
# Primary Trip Assignment: 20-Year High Density Scenario



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

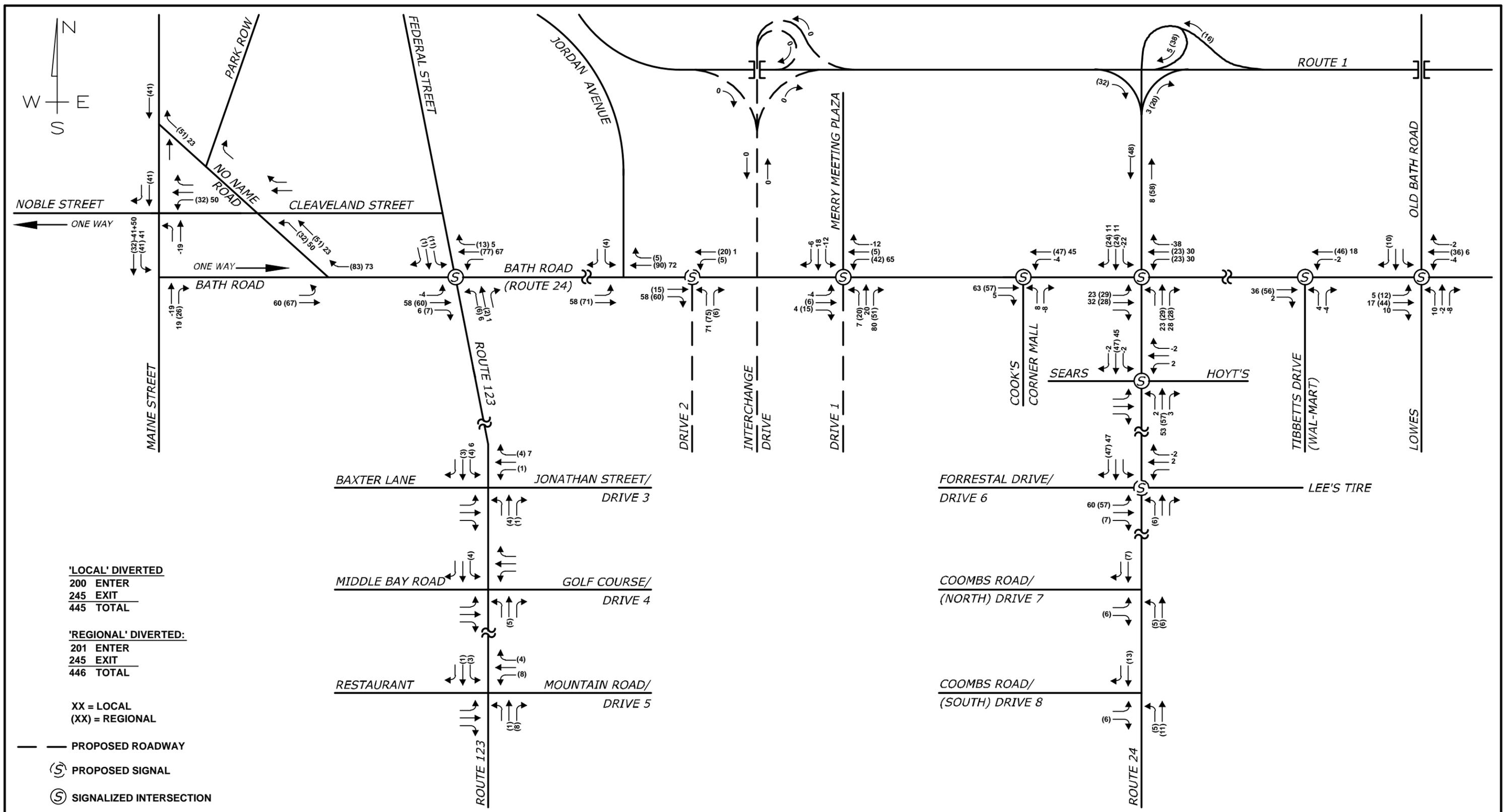
# Pass-By Trip Assignment: 20-Year High Density Scenario

Figure No. 16B



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Diverted Trips: 20-Year High Density Scenario



REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
 AUGUST 2010

# Design Hour Volumes - 5-Year Reuse Scenario - PM Peak Hour

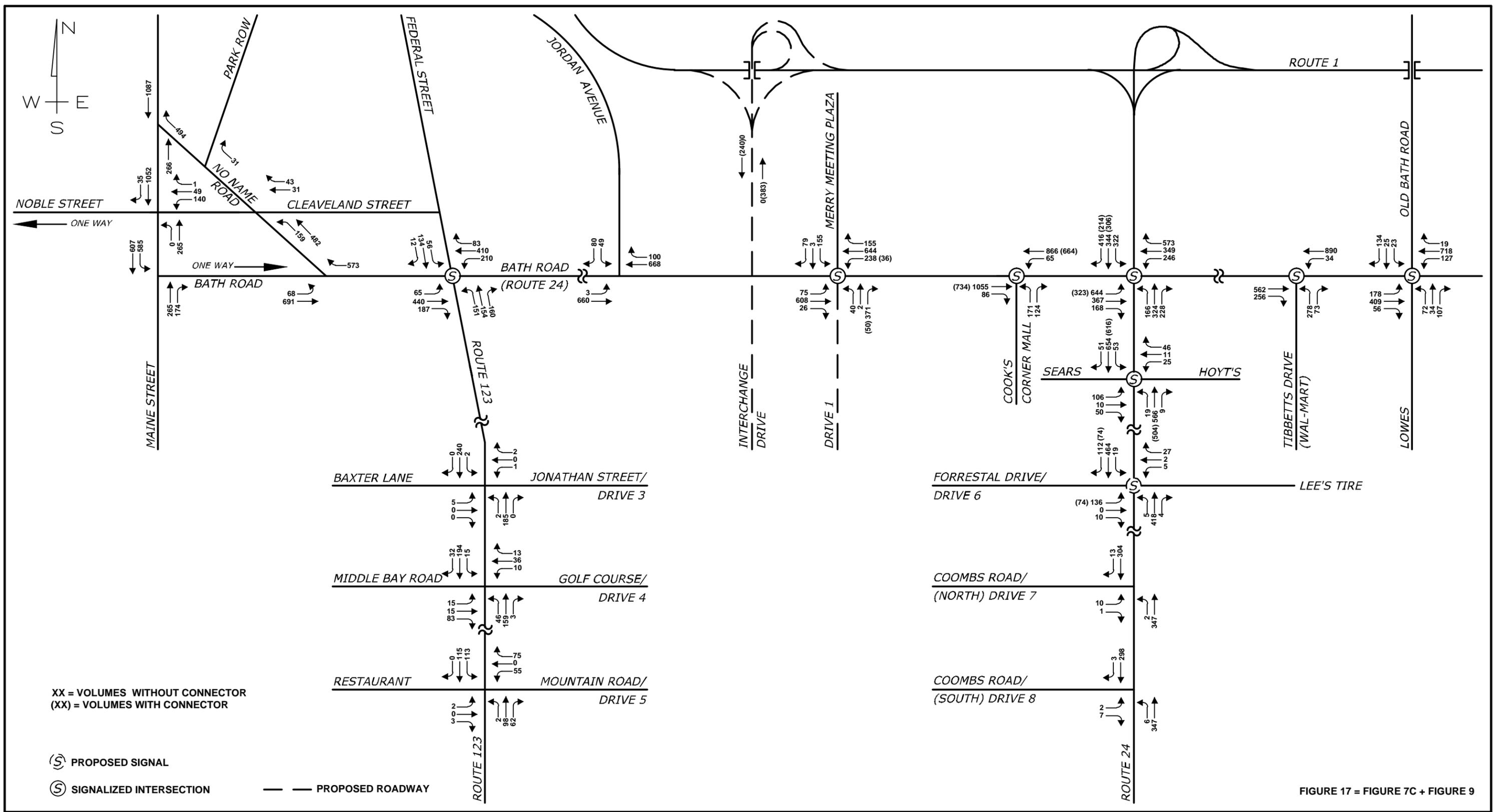


FIGURE 17 = FIGURE 7C + FIGURE 9

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Design Hour Volumes - 5-Year High Density Scenario - PM Peak Hour

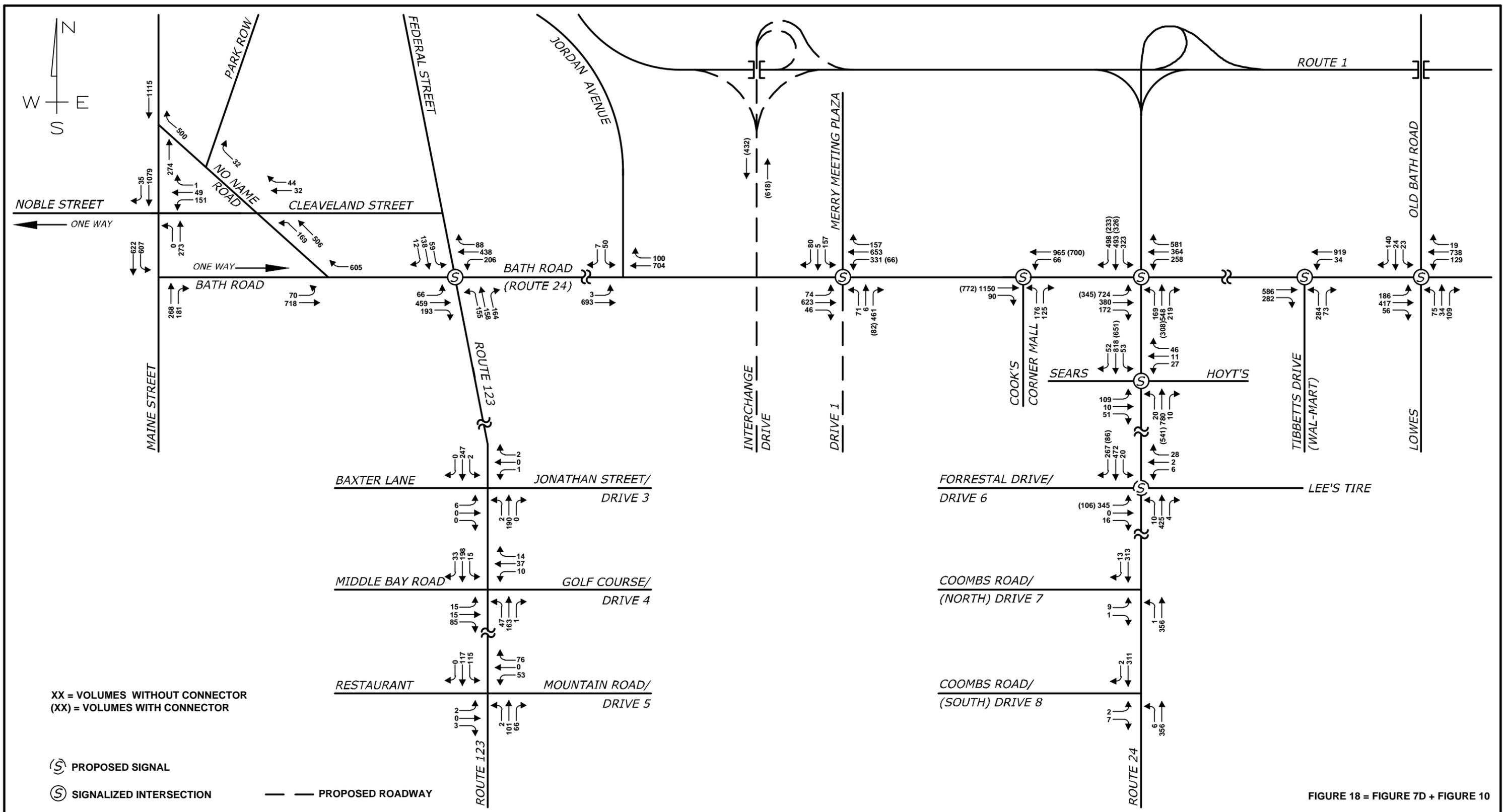
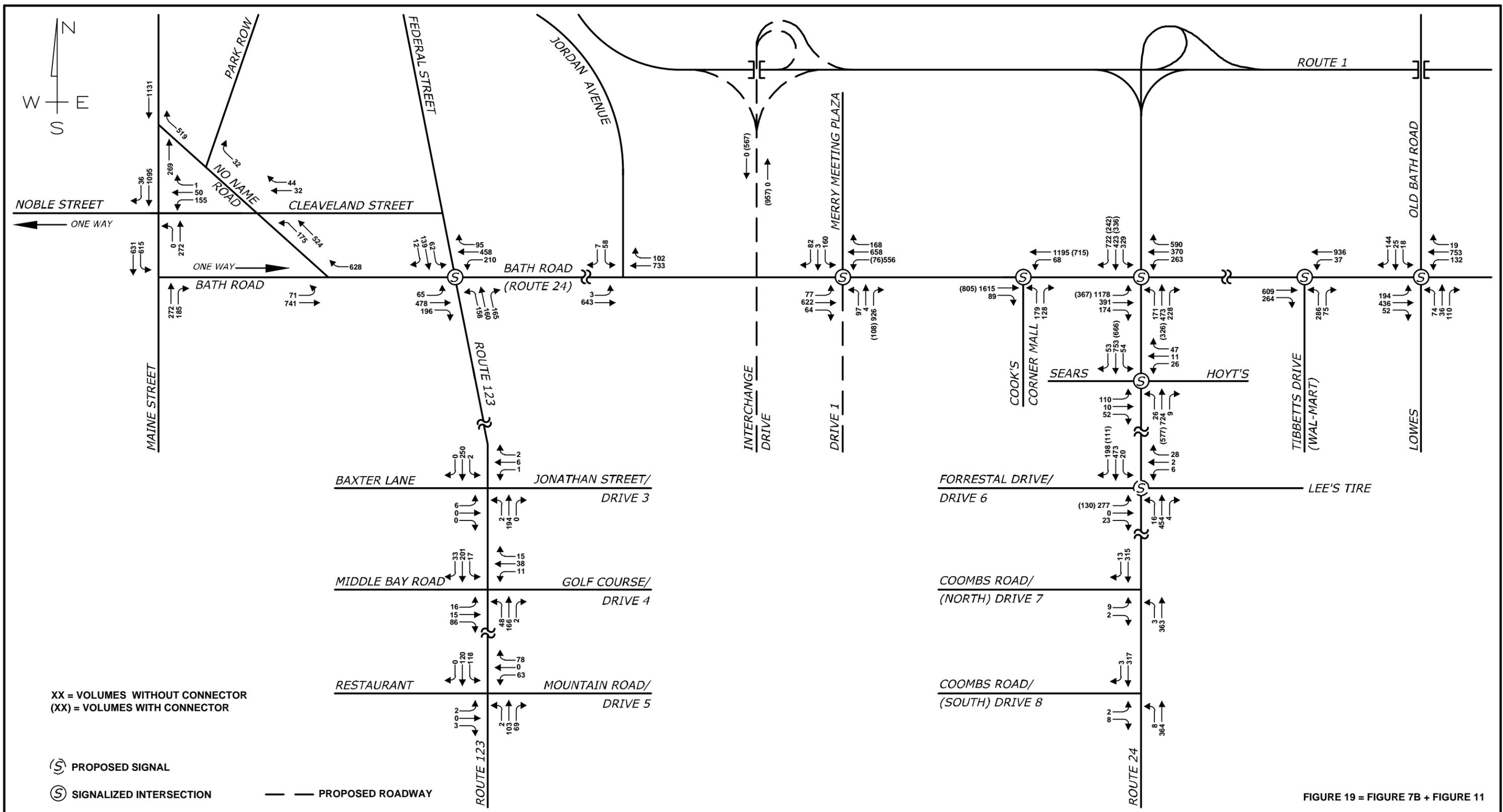


FIGURE 18 = FIGURE 7D + FIGURE 10

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Design Hour Volumes - 10-Year Reuse Scenario - PM Peak Hour



## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

FIGURE 19 = FIGURE 7B + FIGURE 11

# Design Hour Volumes 10-Year High Density Scenario - PM Peak Hour

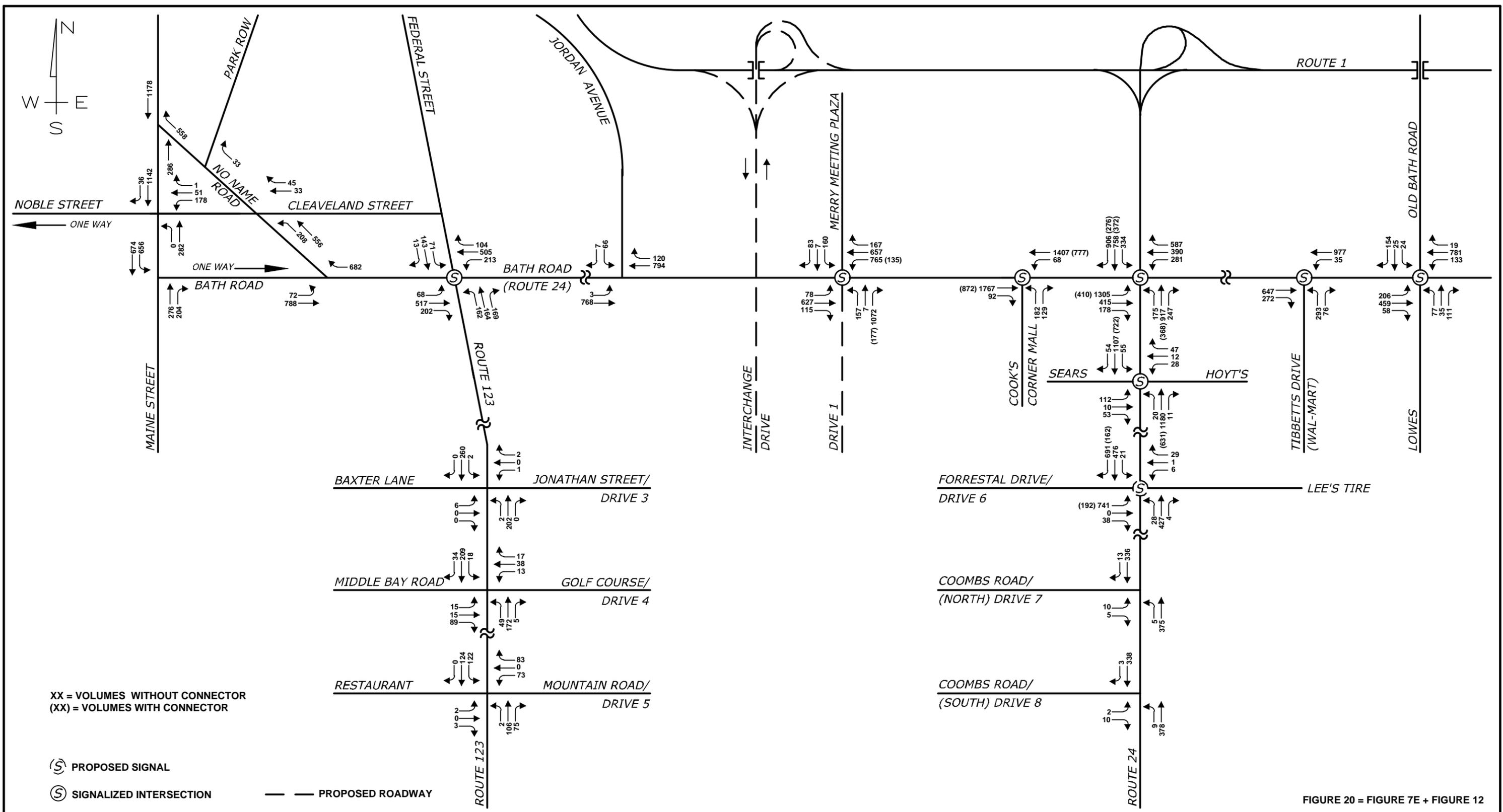


FIGURE 20 = FIGURE 7E + FIGURE 12

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Design Hour Volumes 15-Year Reuse Scenario - PM Peak Hour

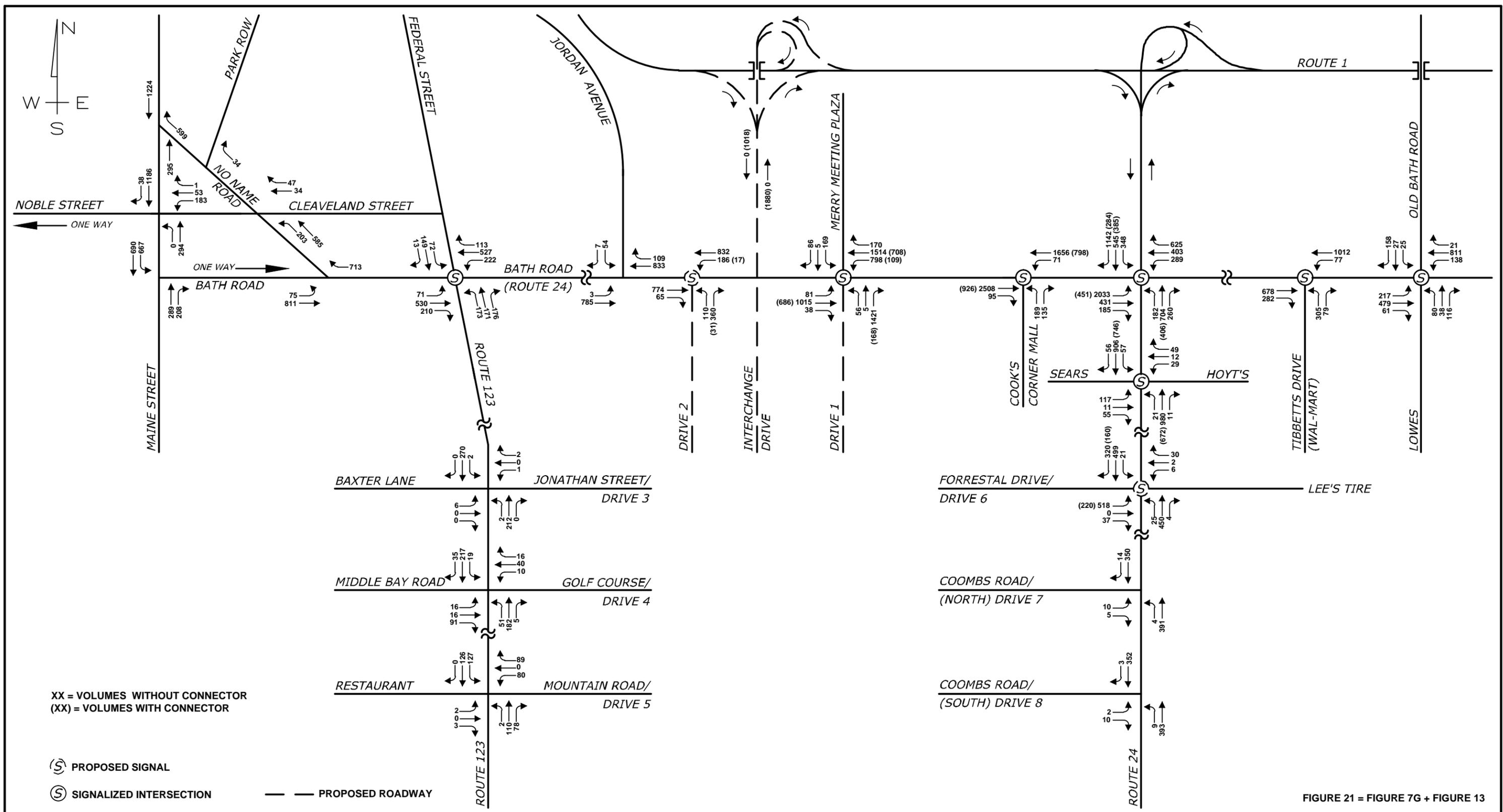
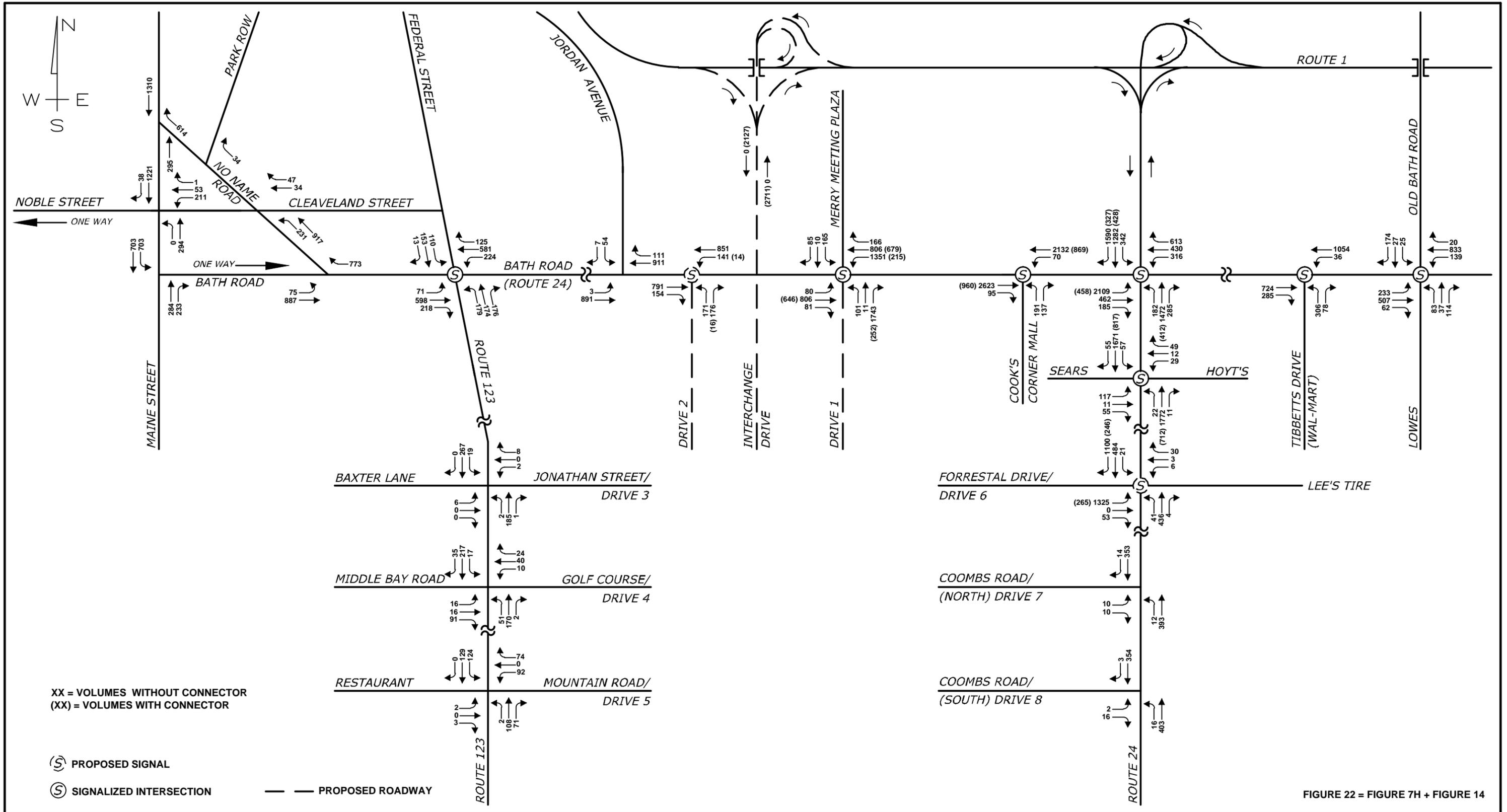


FIGURE 21 = FIGURE 7G + FIGURE 13

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Design Hour Volumes 15-Year High Density Scenario - PM Peak Hour



REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE  
AUGUST 2010

FIGURE 22 = FIGURE 7H + FIGURE 14

# Design Hour Volumes - 20-Year Reuse Scenario - PM Peak Hour

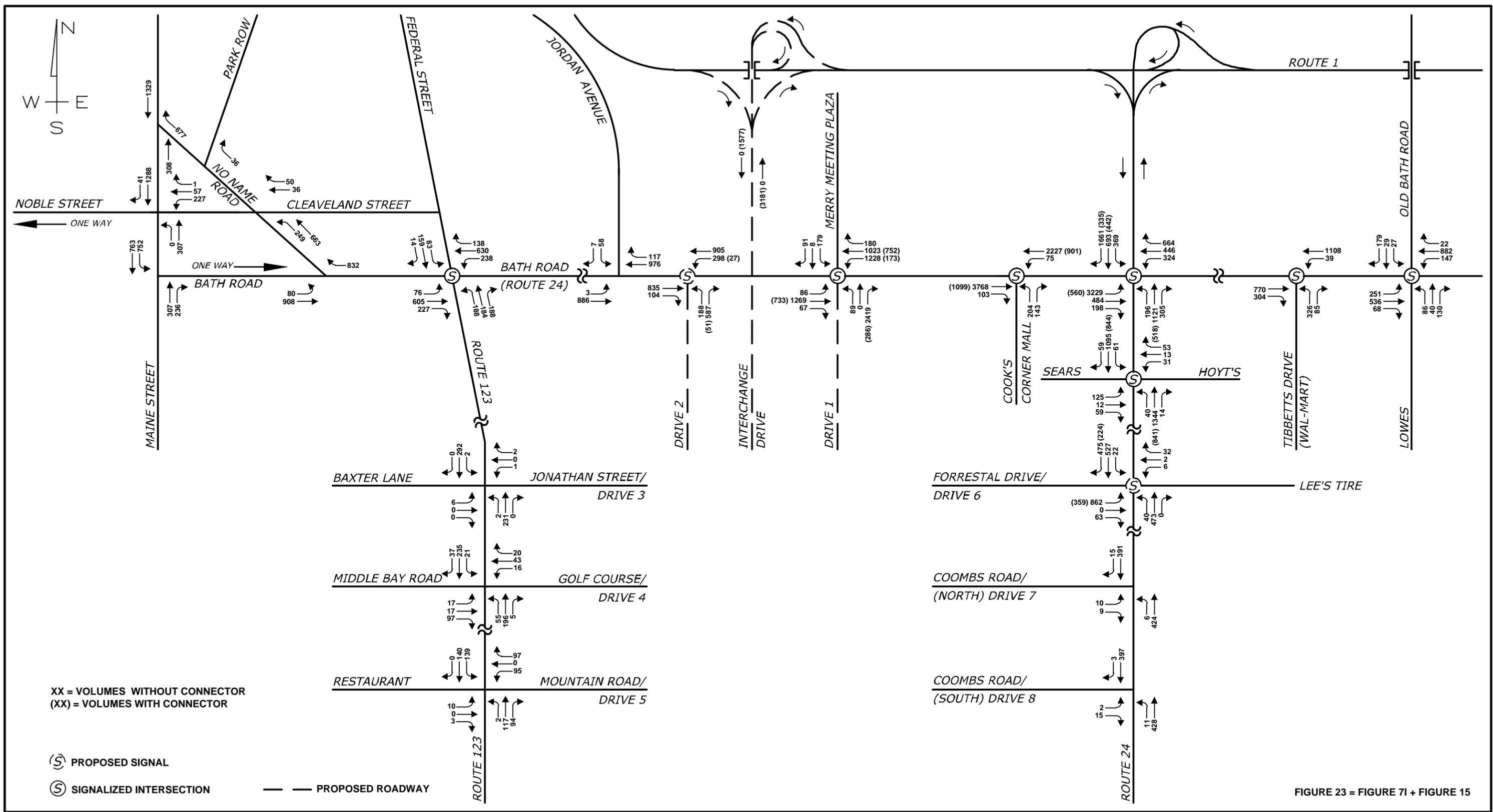


FIGURE 23 = FIGURE 71 + FIGURE 15

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010

# Design Hour Volumes - 20-Year High Density Scenario - PM Peak Hour

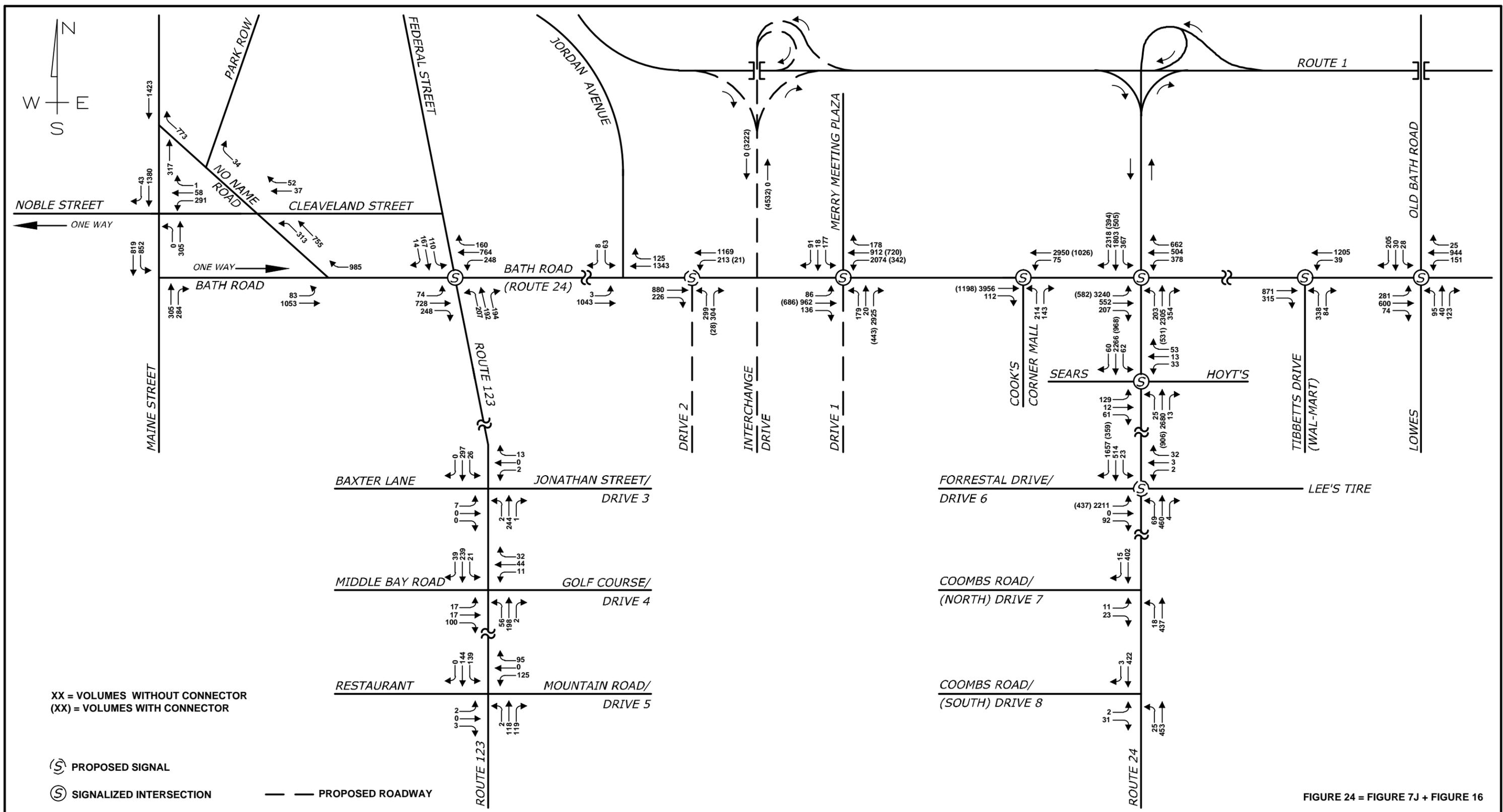


FIGURE 24 = FIGURE 7J + FIGURE 16

## REDEVELOPMENT FOR NAVAL AIR STATION, BRUNSWICK, MAINE AUGUST 2010