



PORTLAND ROAD TRAFFIC MANAGEMENT UPDATE STUDY

Town of Kennebunk, Maine

March 2008

Prepared By:

**Maine
Traffic
Resources**

25 Vine Street
Gardiner, ME
04345
tel: (207) 582-5252
fax: (207) 582-1677

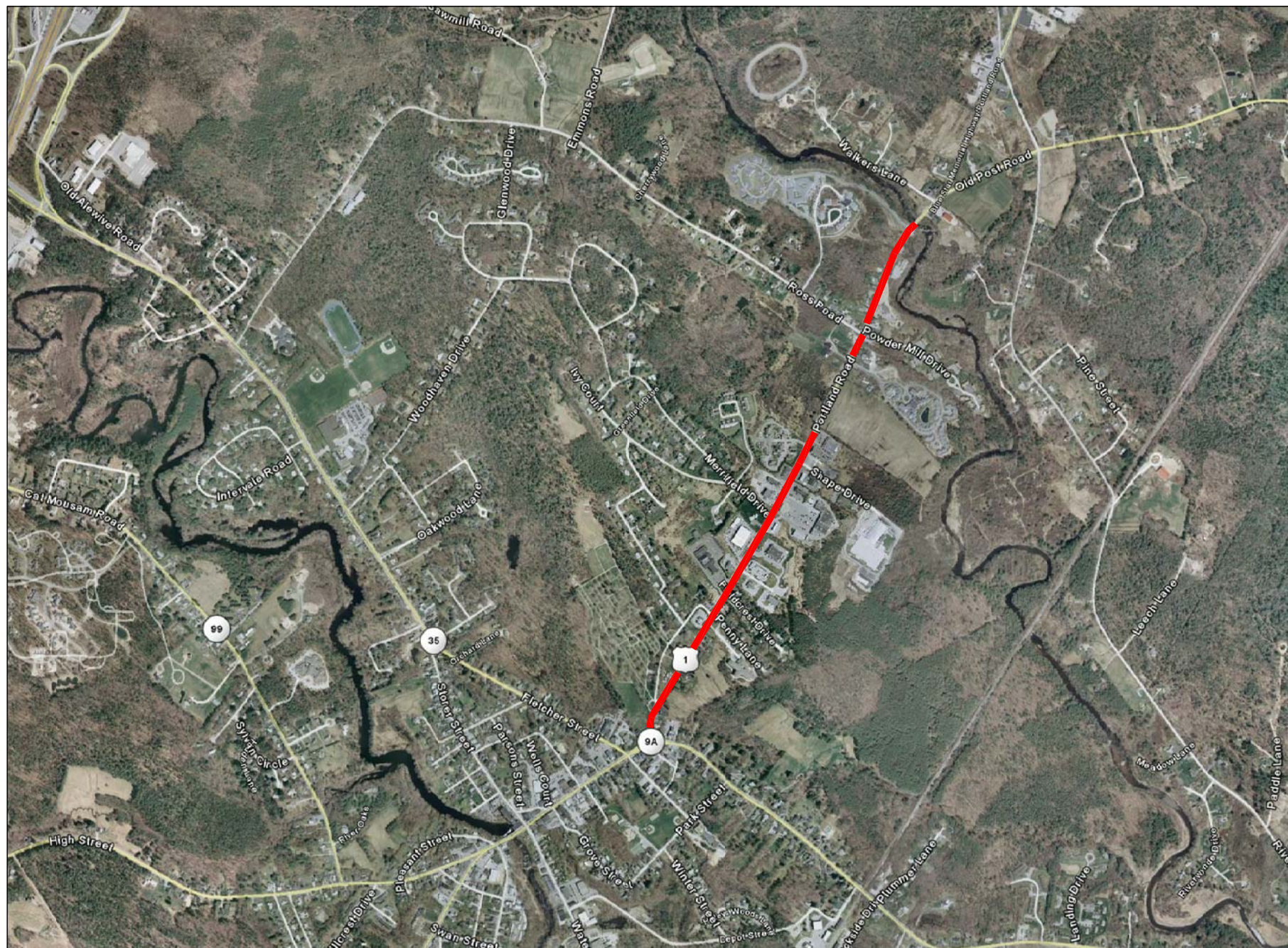


Figure 1
Portland Road Corridor Study
Kennebunk, Maine

**Maine
Traffic
Resources**

25 Vine Street
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tel: (207) 582-5252
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Intersection Peak Hour
Count Date

4:00 PM
07/17/07

3:45 PM
07/17/07

3:45 PM
07/18/07

4:15 PM
07/19/07

3:00 PM
07/26/07

4:00 PM
07/24/07

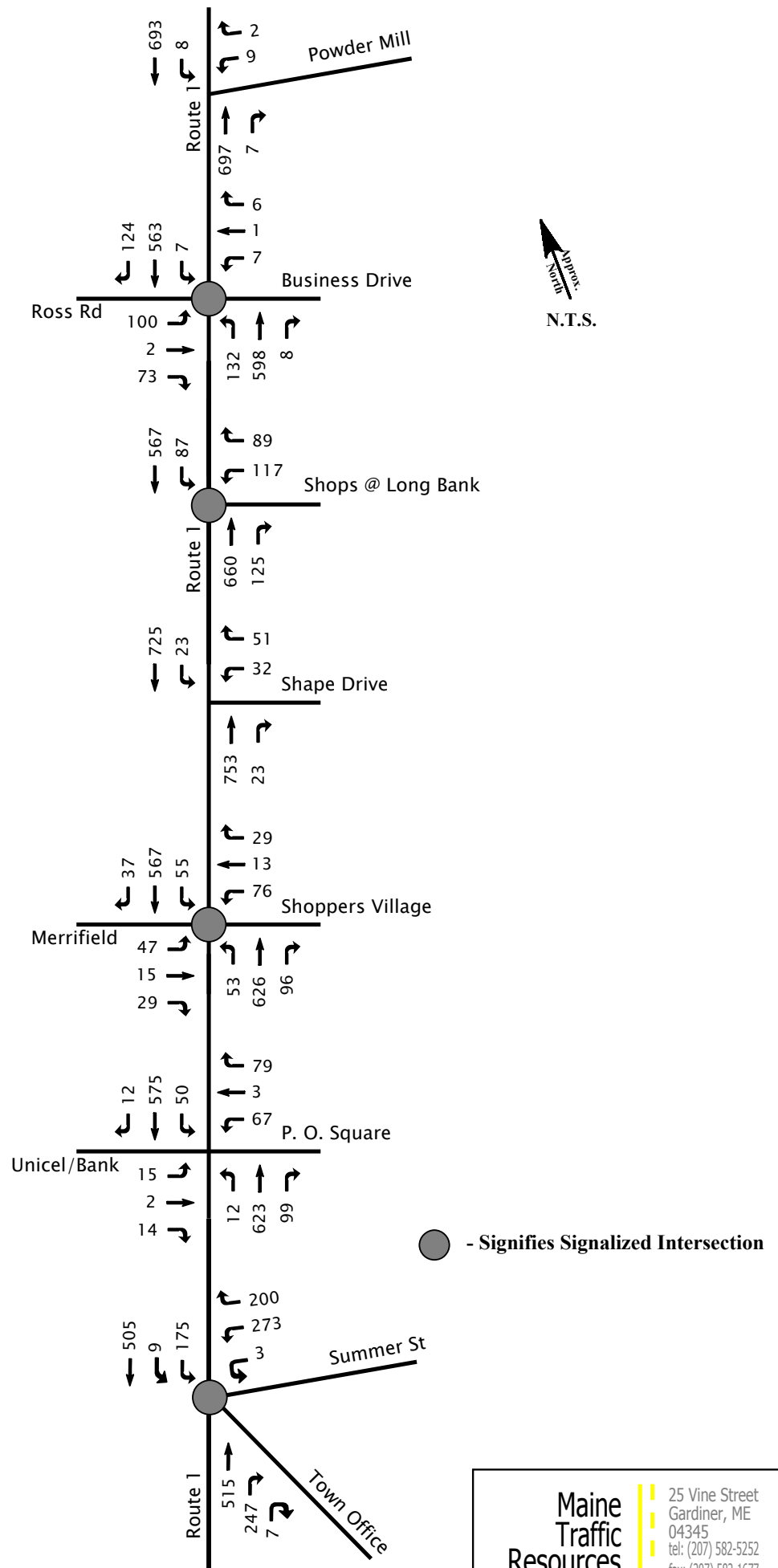


Figure 2

Kennebunk, Maine

2007 P.M. Peak Hour

Traffic Volumes

Maine Traffic Resources
25 Vine Street
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04345
tel: (207) 582-5252
fax: (207) 582-1677

Intersection Peak Hour
Count Date

11:45 AM
07/21/07

11:15 AM
07/28/07

11:15 AM
07/28/07

11:00 AM
07/21/07

11:00 AM
07/28/07

11:15 AM
08/04/07

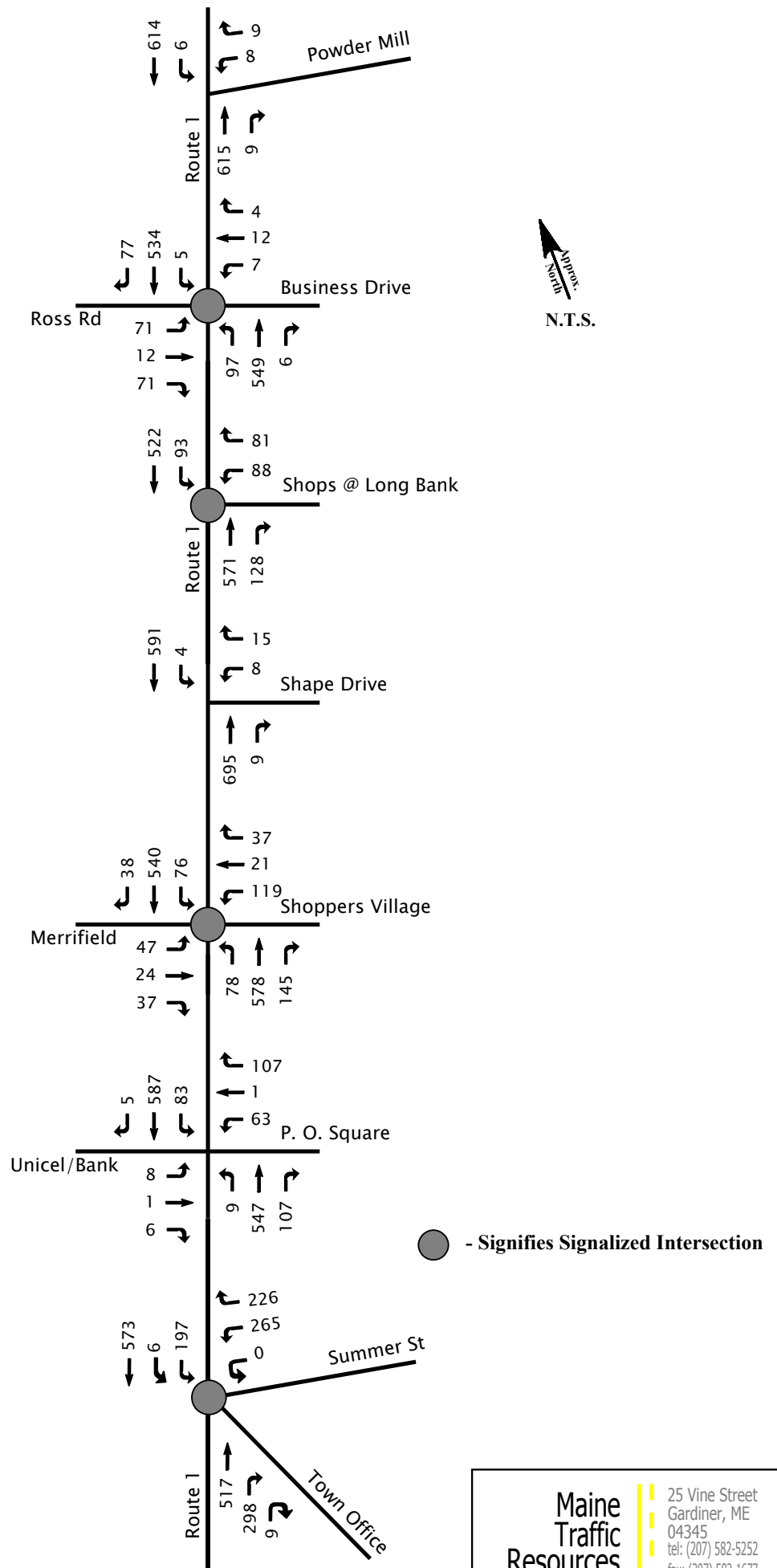


Figure 3

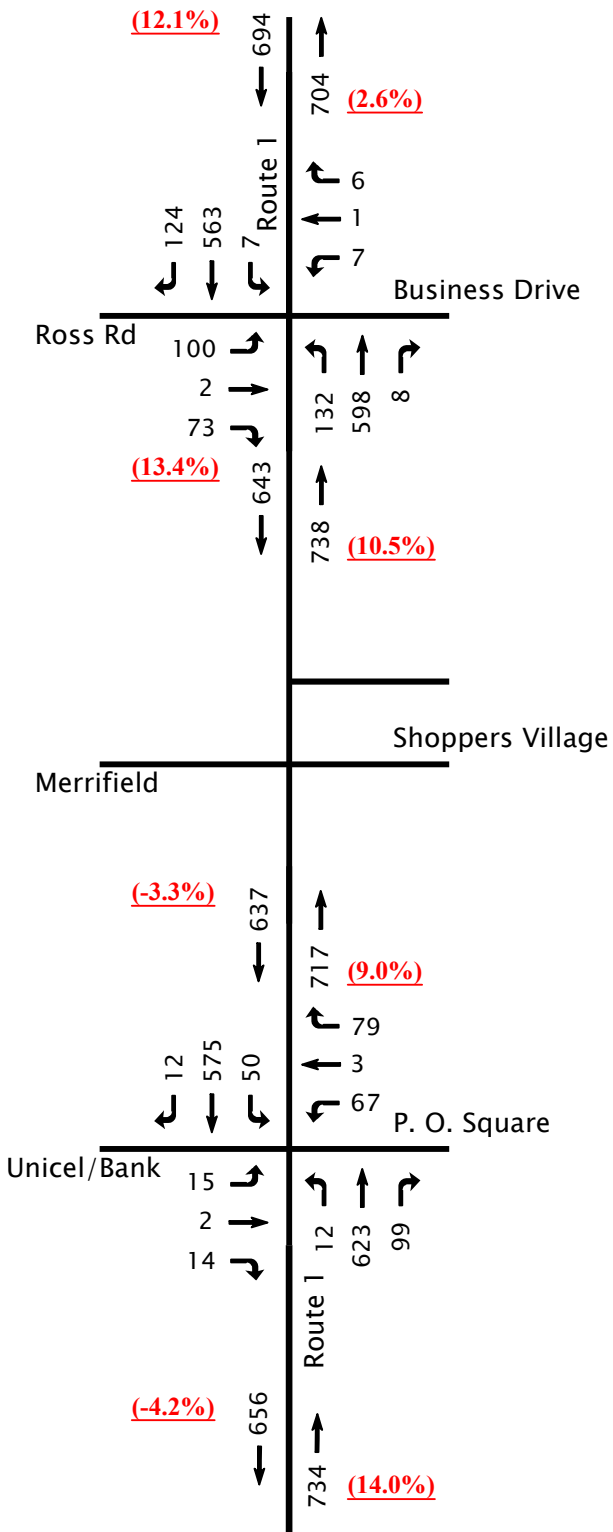
Kennebunk, Maine

2007 Saturday Peak Hour

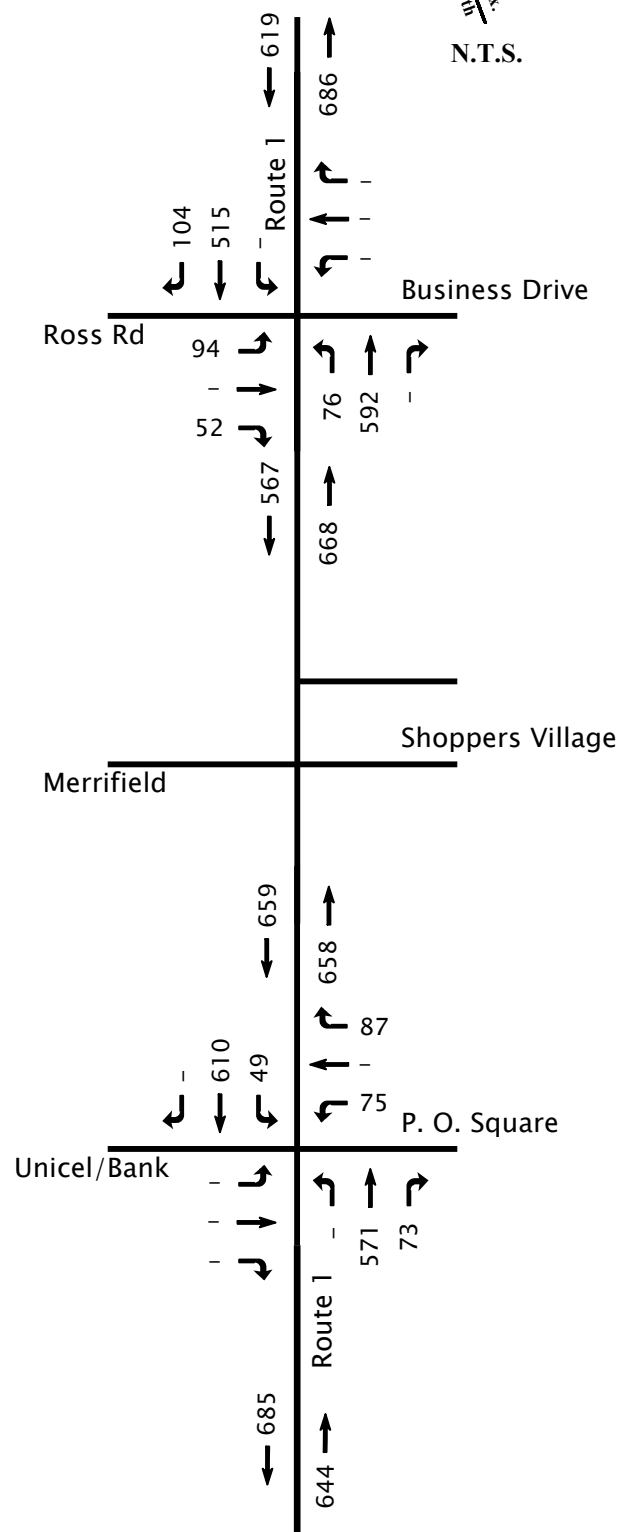
Traffic Volumes

Maine Traffic Resources

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**2007 P.M. Peak Hour
Volumes**



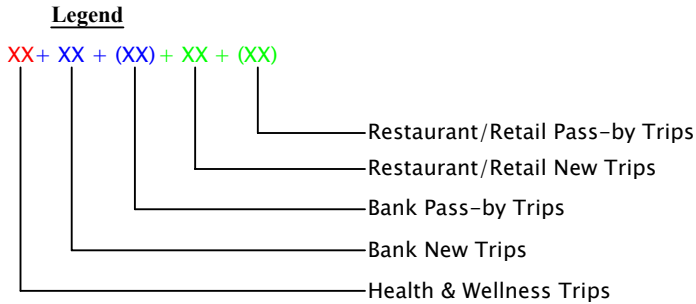
**1997 P.M. Peak Hour
Volumes**



Figure 4

Kennebunk, Maine
P.M. Peak Hour
Count Comparison

Maine Traffic Resources
25 Vine Street
Gardiner, ME 04345
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Bank- 35 (31) In, 36(31) Out
Rest/Retail- 46 (30) In, 46 (31) Out
Health Ctr- 124 In, 196 Out

● - Signifies Signalized Intersection

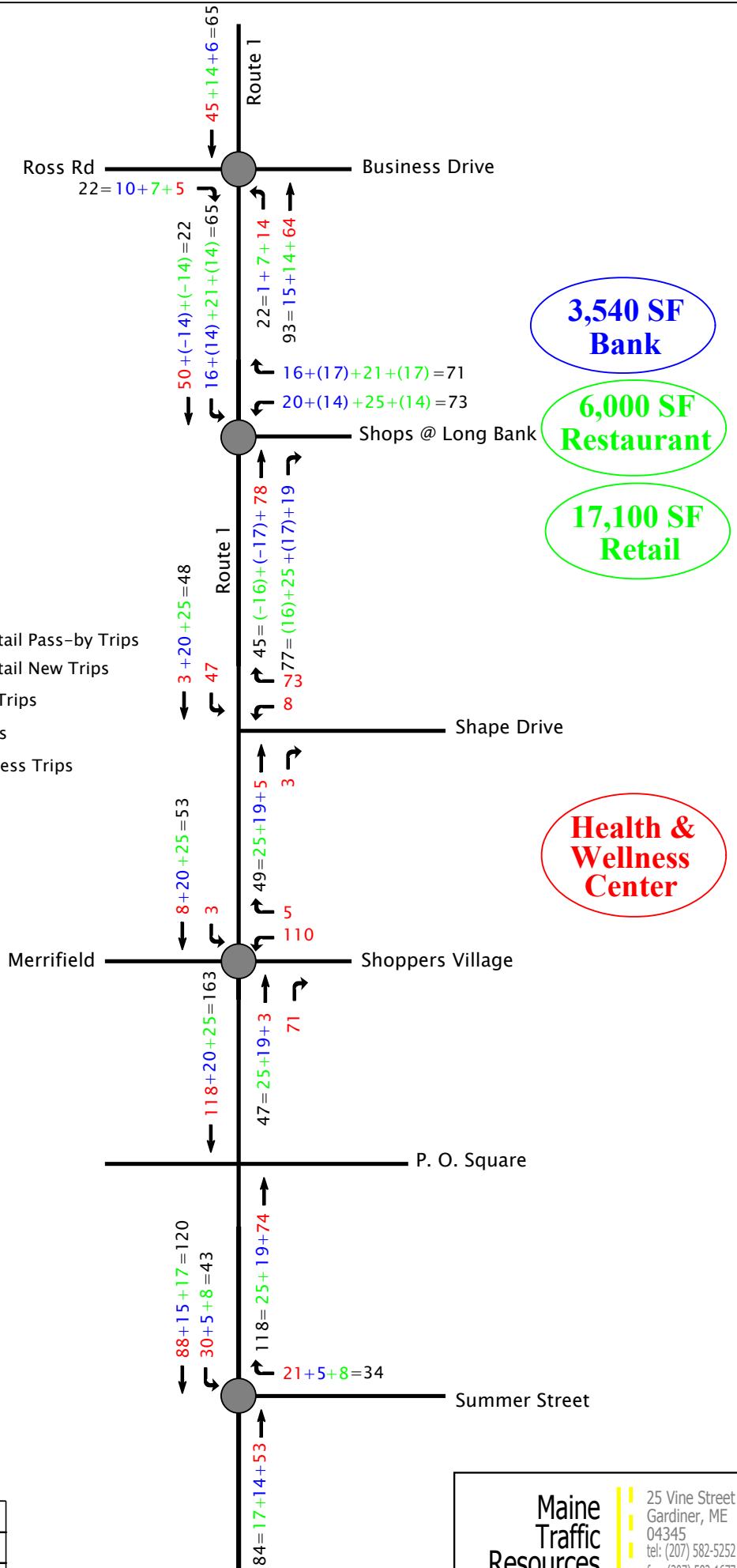
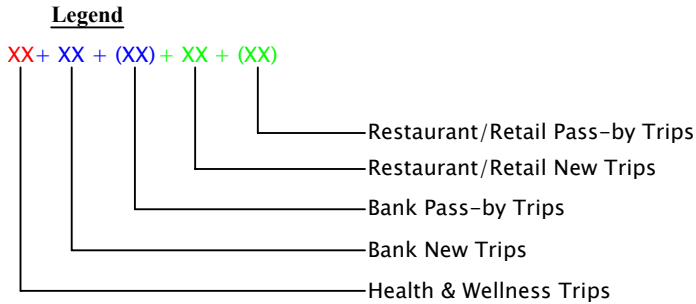


Figure 5A

Kennebunk, Maine
P.M. Peak Hour
Other Development Trip Assignments



Bank- 35 (31) In, 36(31) Out
Rest/Retail- 90 (30) In, 89 (30) Out
Health Ctr- 172 In, 130 Out

● - Signifies Signalized Intersection

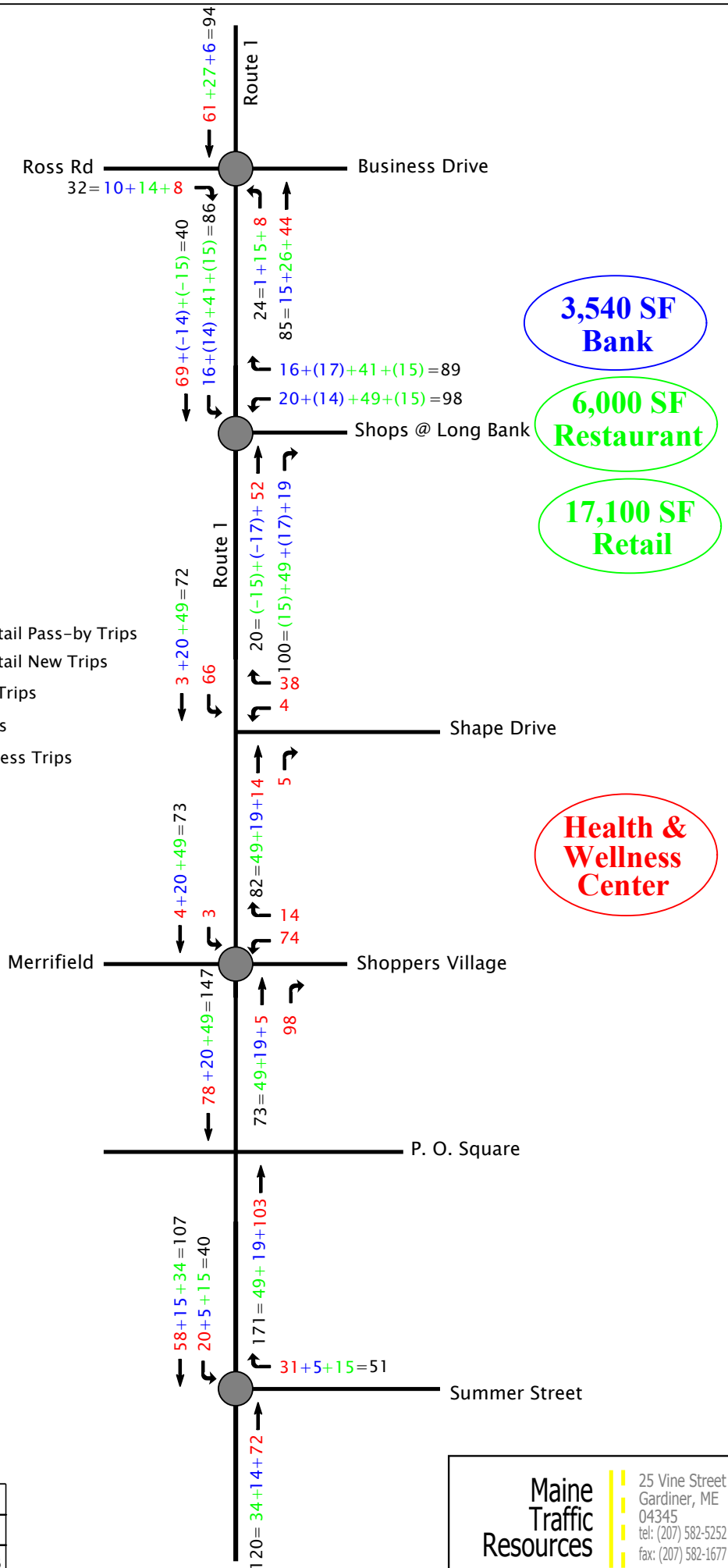


Figure 5B

Kennebunk, Maine
Saturday Peak Hour
Other Development Trip Assignments

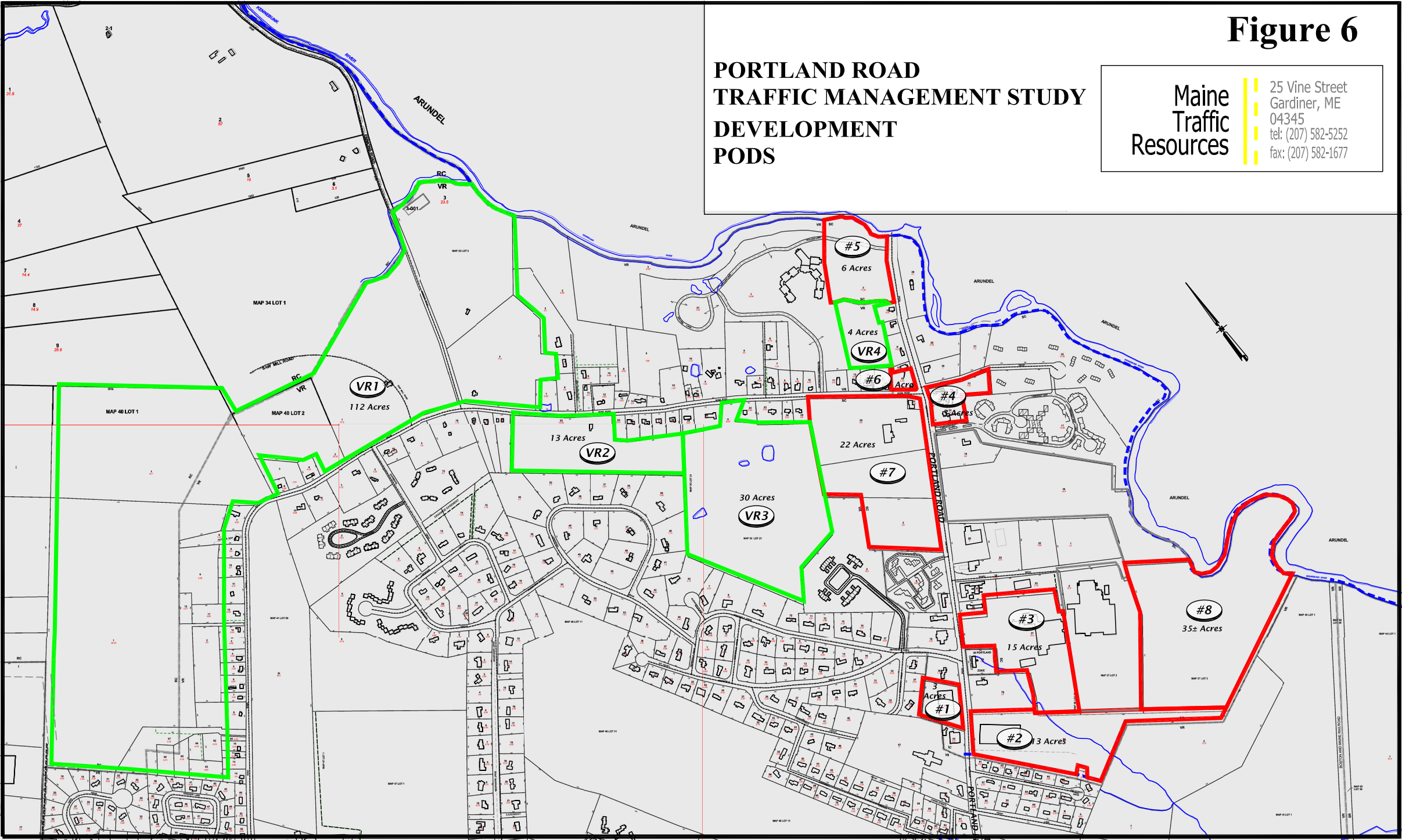
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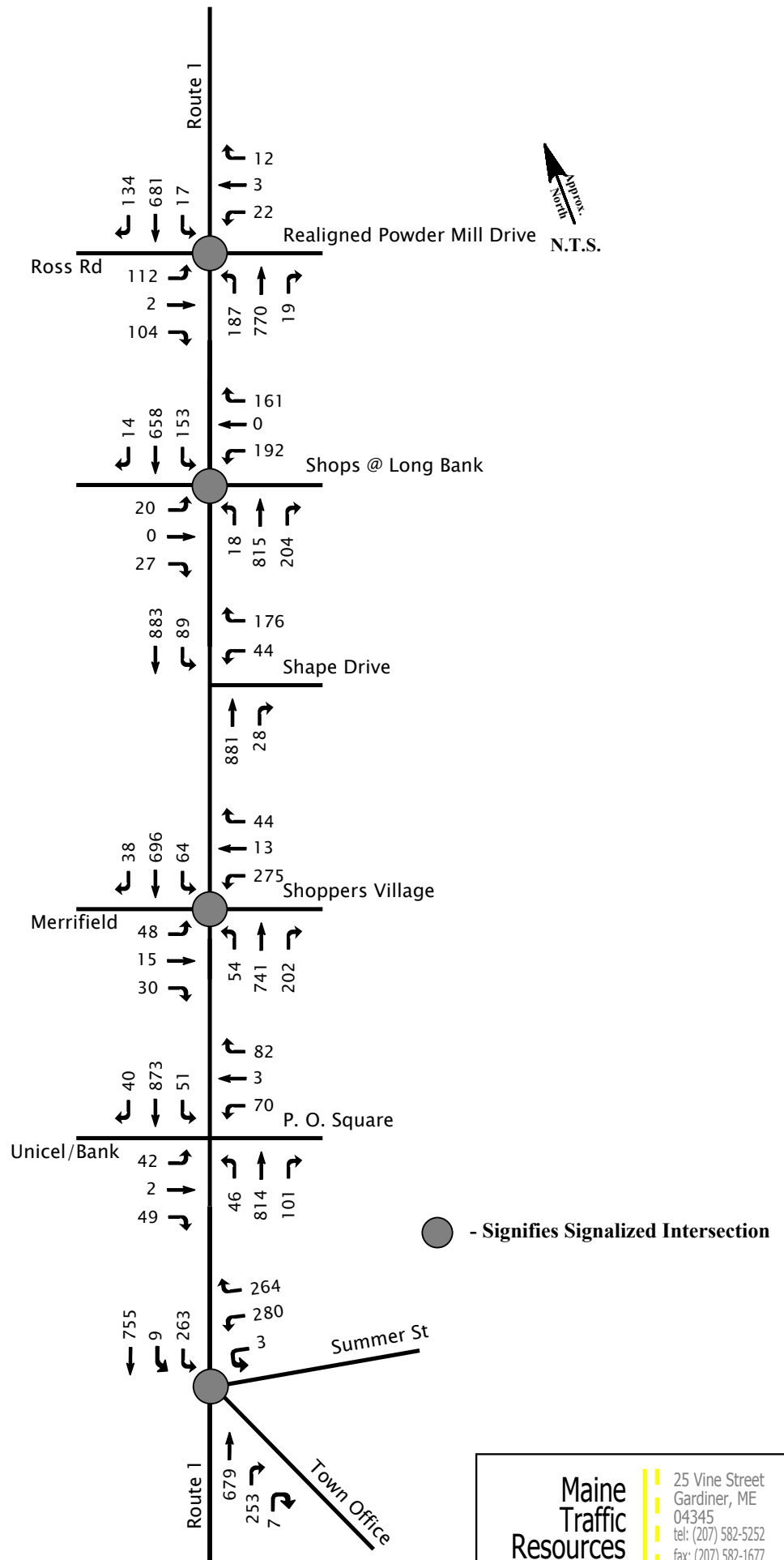
Figure 6

PORTLAND ROAD
TRAFFIC MANAGEMENT STUDY
DEVELOPMENT
PODS

Maine
Traffic
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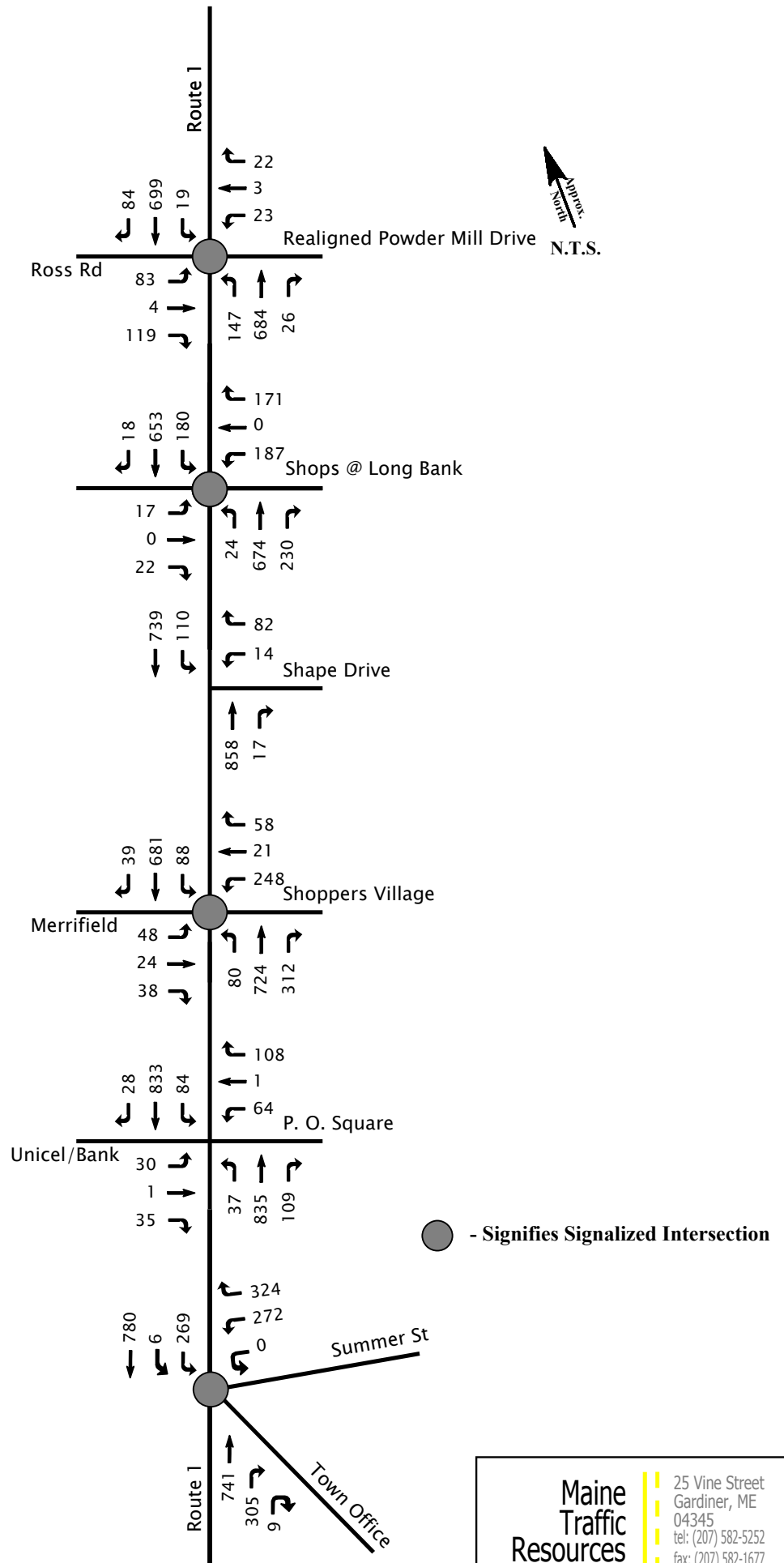


Figure 7B

Kennebunk, Maine

2012 Low Build Saturday Peak

Hour Traffic Volumes

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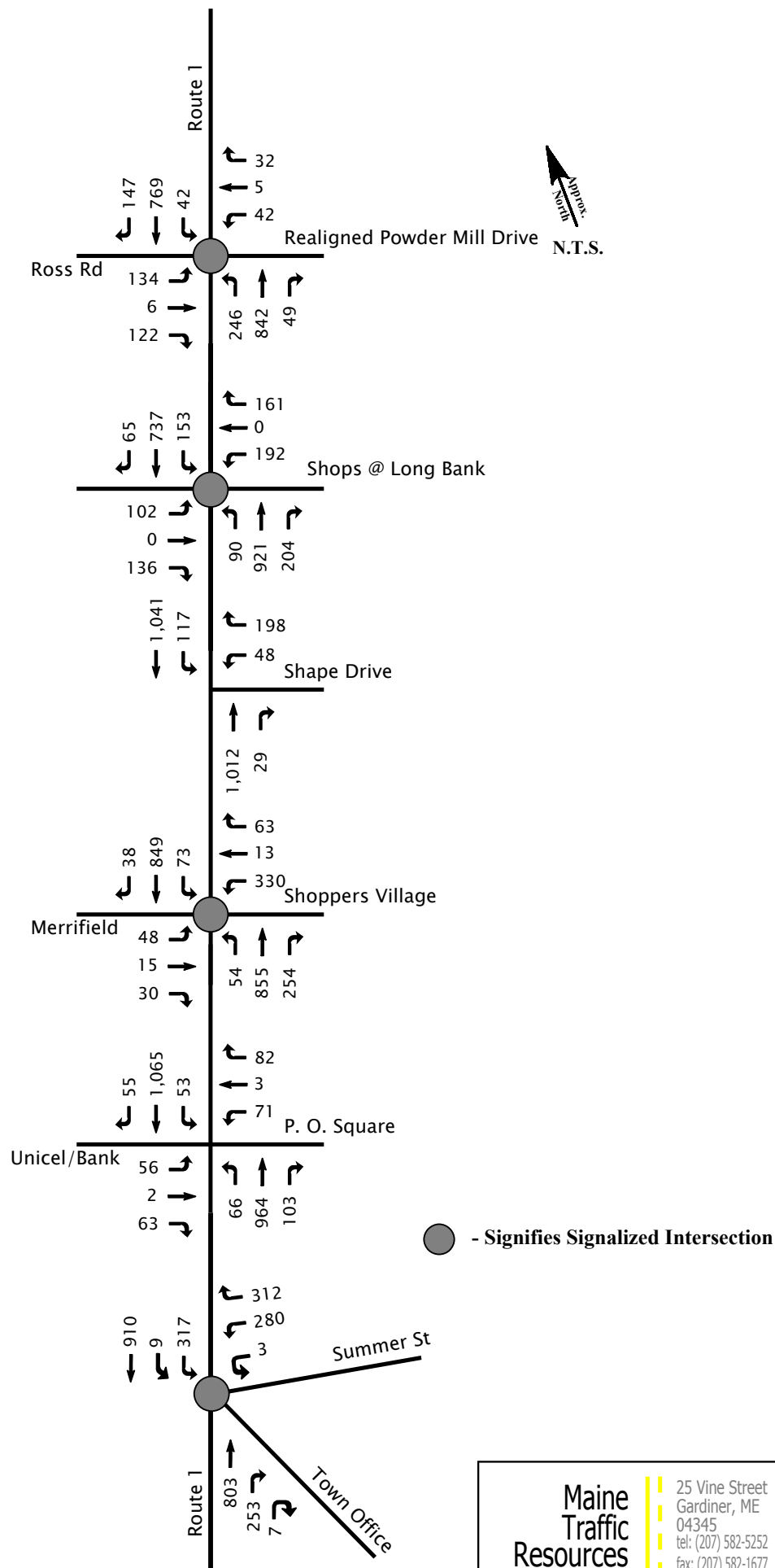


Figure 8A
Kennebunk, Maine
2012 High Build P.M. Peak Hour
Traffic Volumes

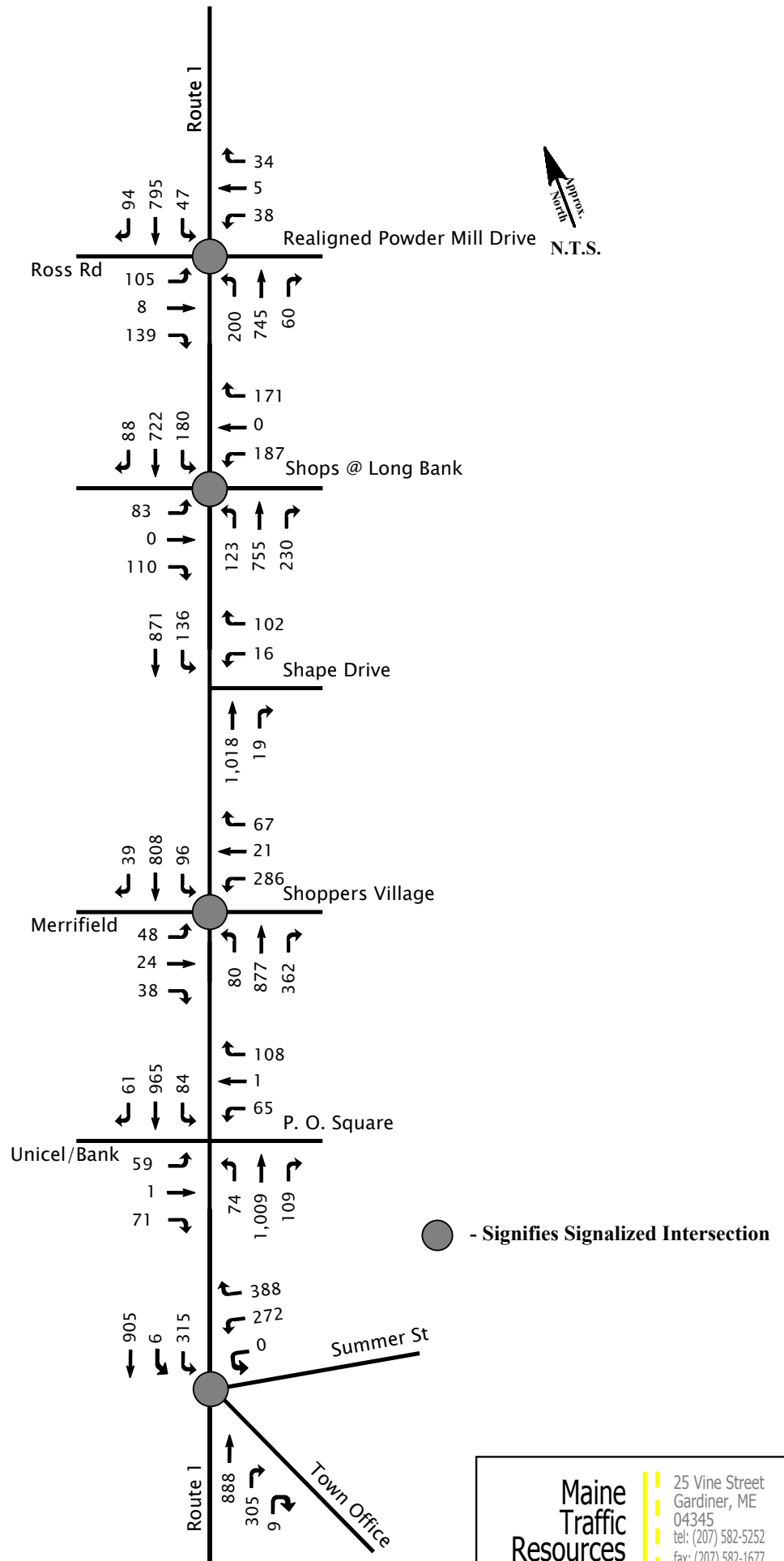


Figure 8B

Kennebunk, Maine

2012 High Build Saturday Peak

Hour Traffic Volumes

Maine Traffic Resources

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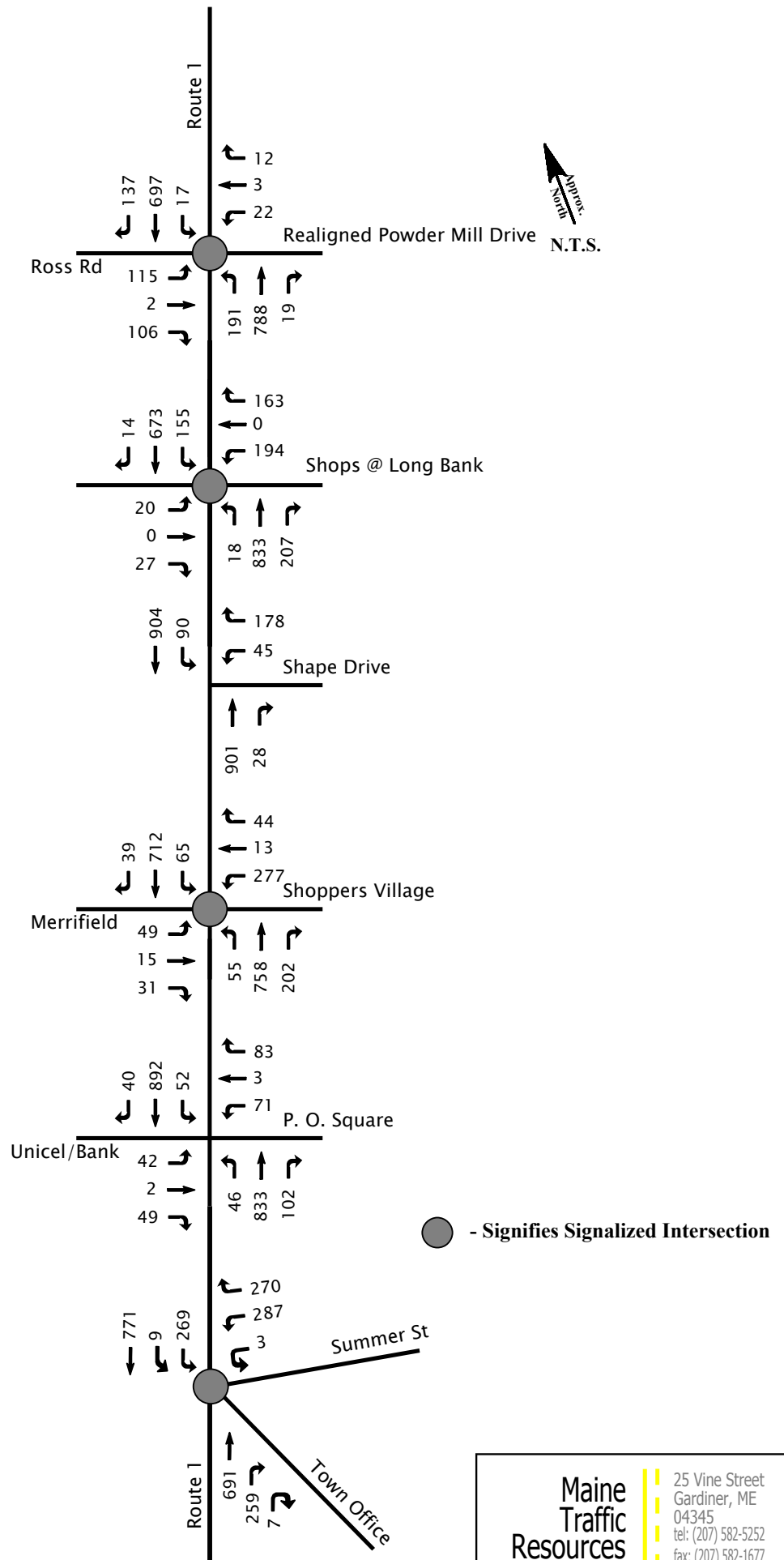


Figure 9A

Kennebunk, Maine

2017 Low Build P.M. Peak Hour

Traffic Volumes

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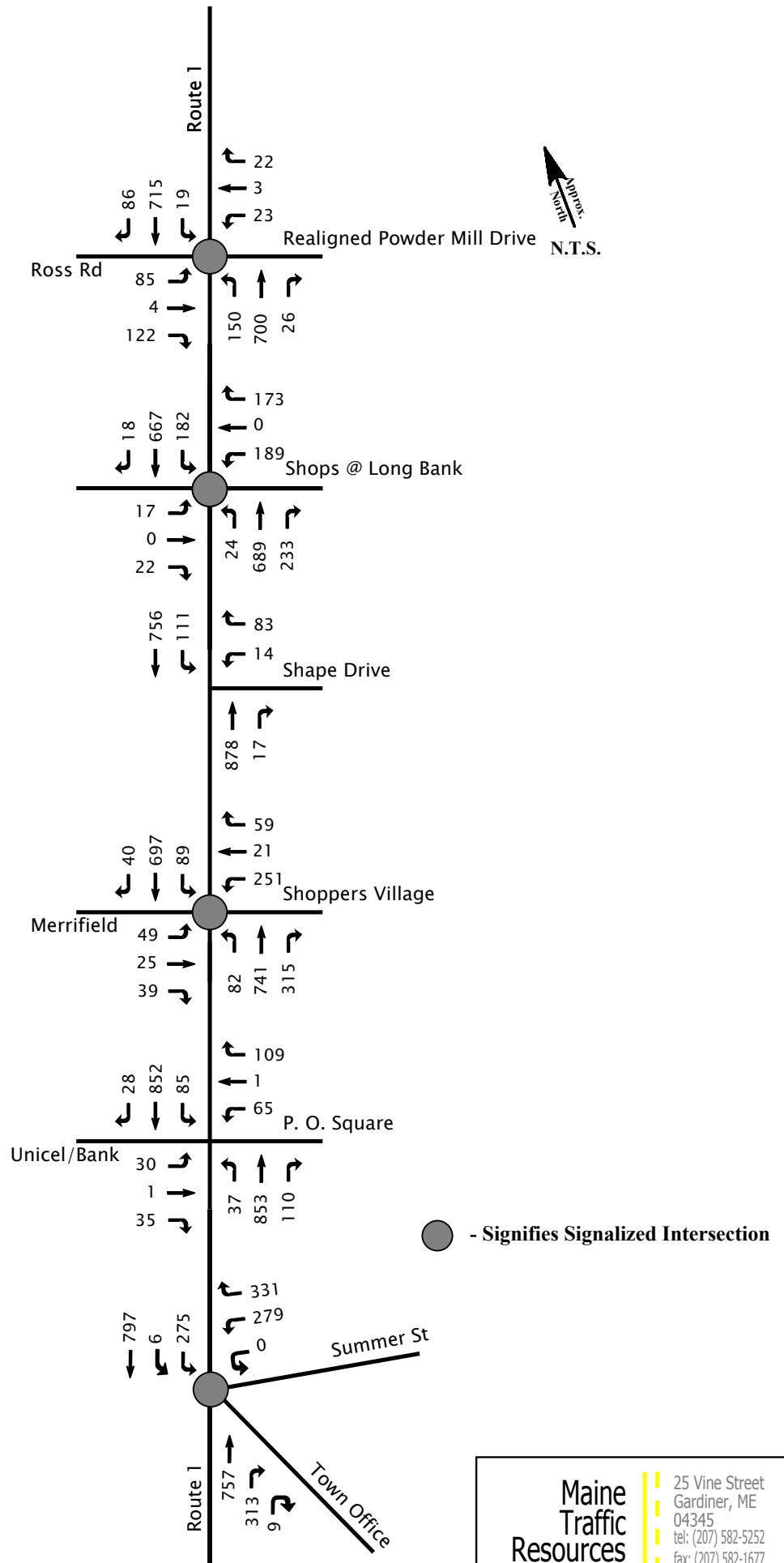


Figure 9B

Kennebunk, Maine

2017 Low Build Saturday Peak

Hour Traffic Volumes

Maine Traffic Resources

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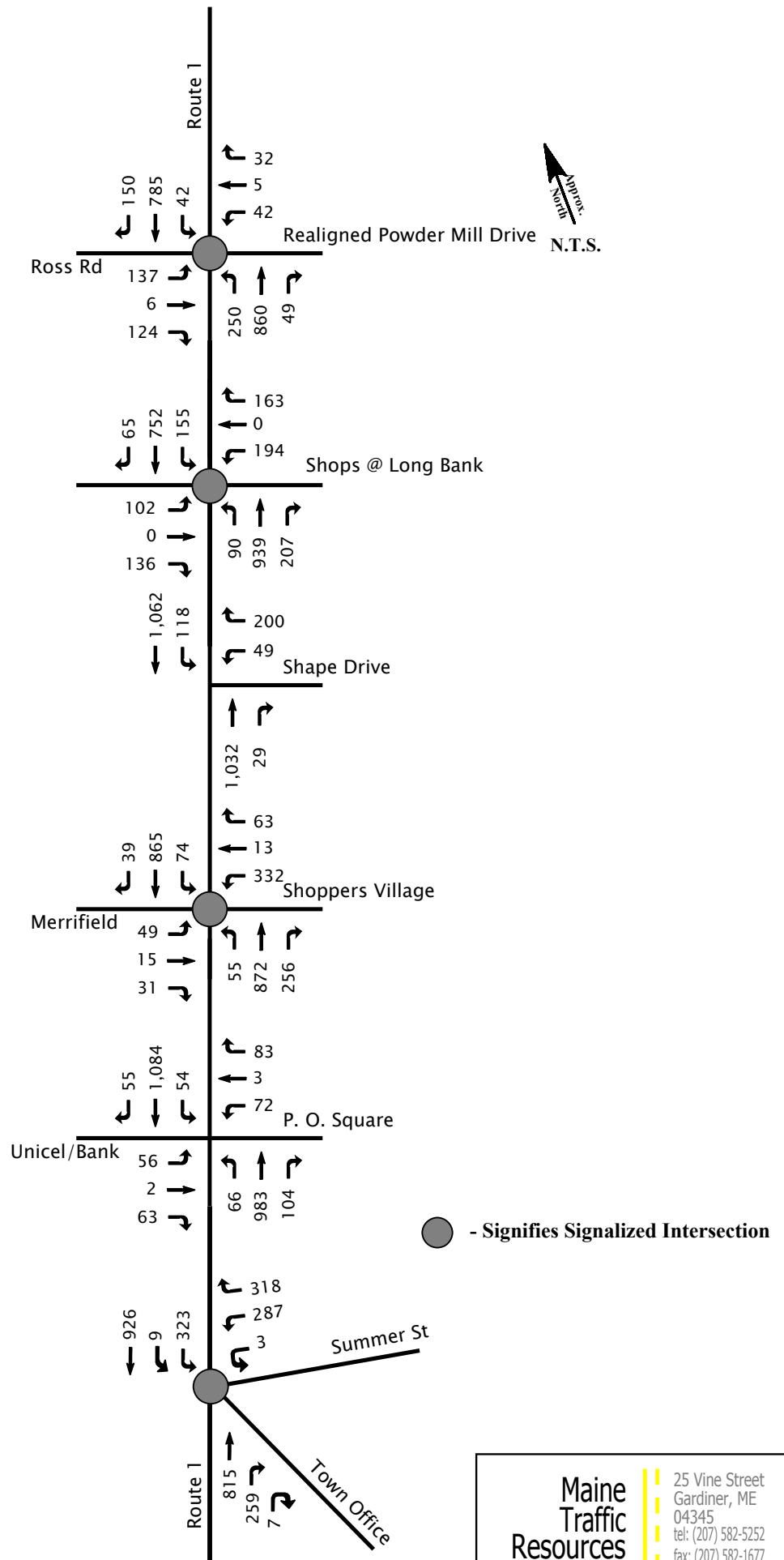


Figure 10A
Kennebunk, Maine
2017 High Build P.M. Peak Hour
Traffic Volumes

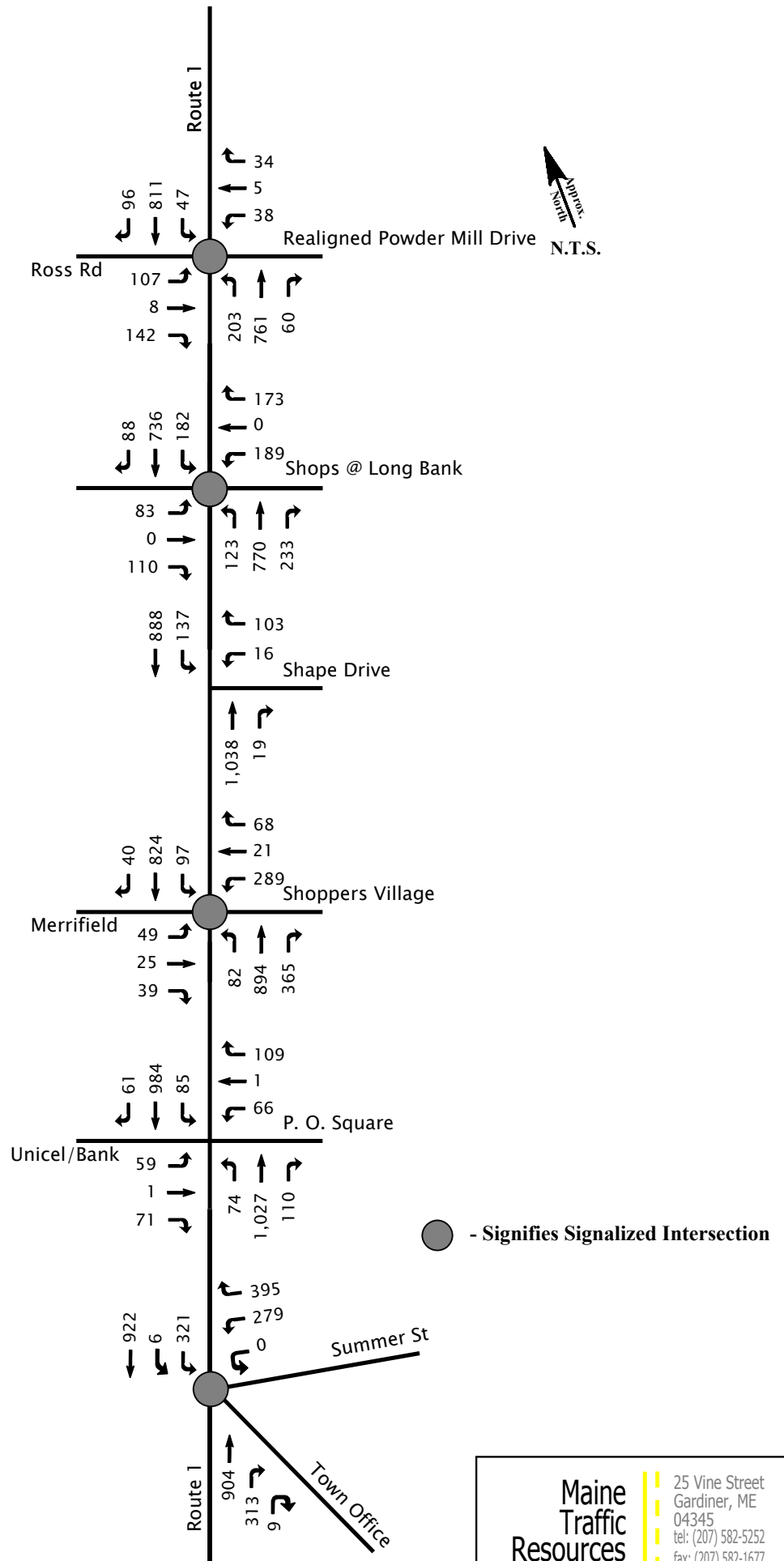


Figure 10B

Kennebunk, Maine

2017 High Build Saturday Peak

Hour Traffic Volumes

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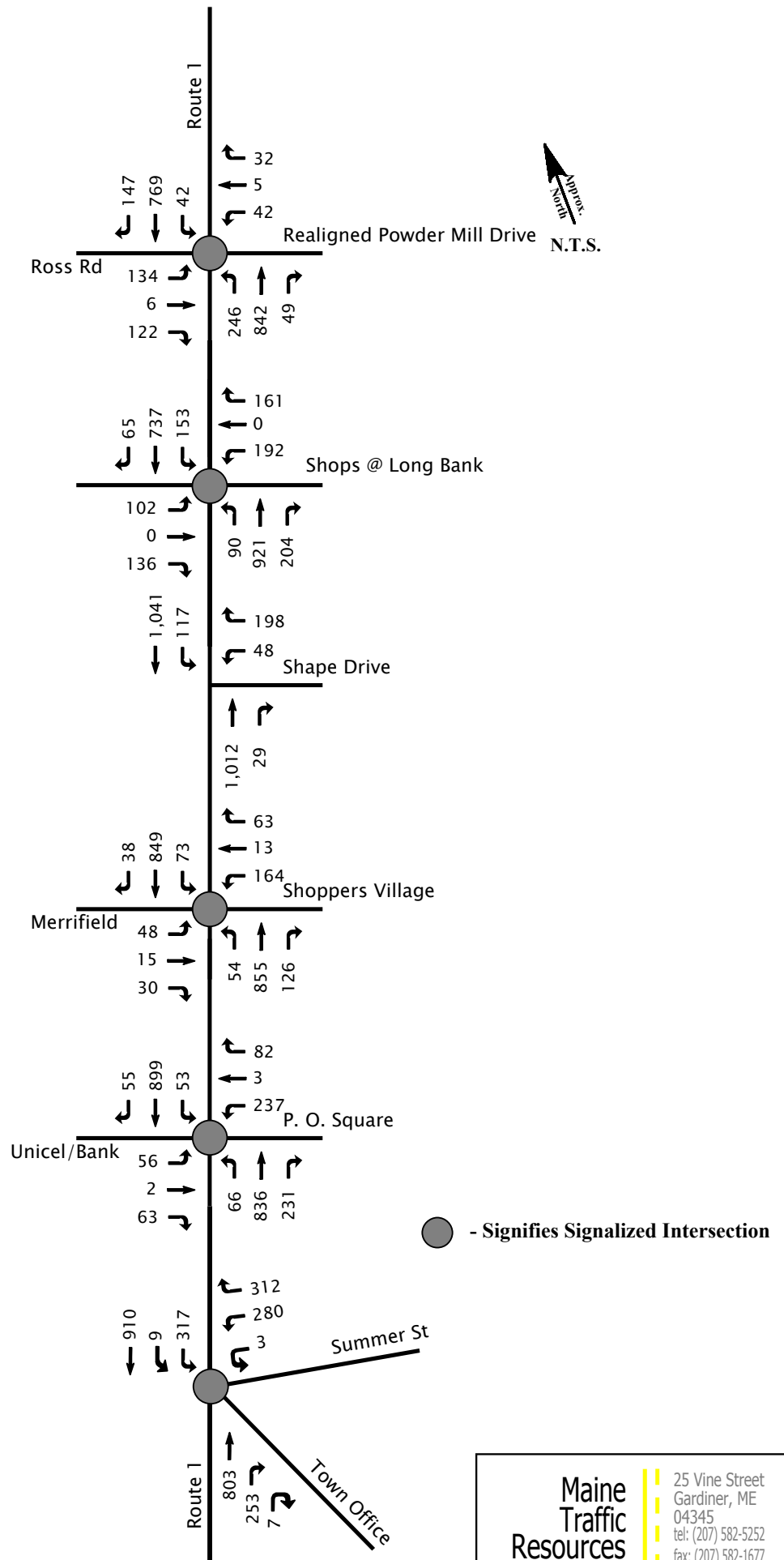


Figure 11A
Kennebunk, Maine
2012 High Build P.M. Peak Hour
w/Improvements

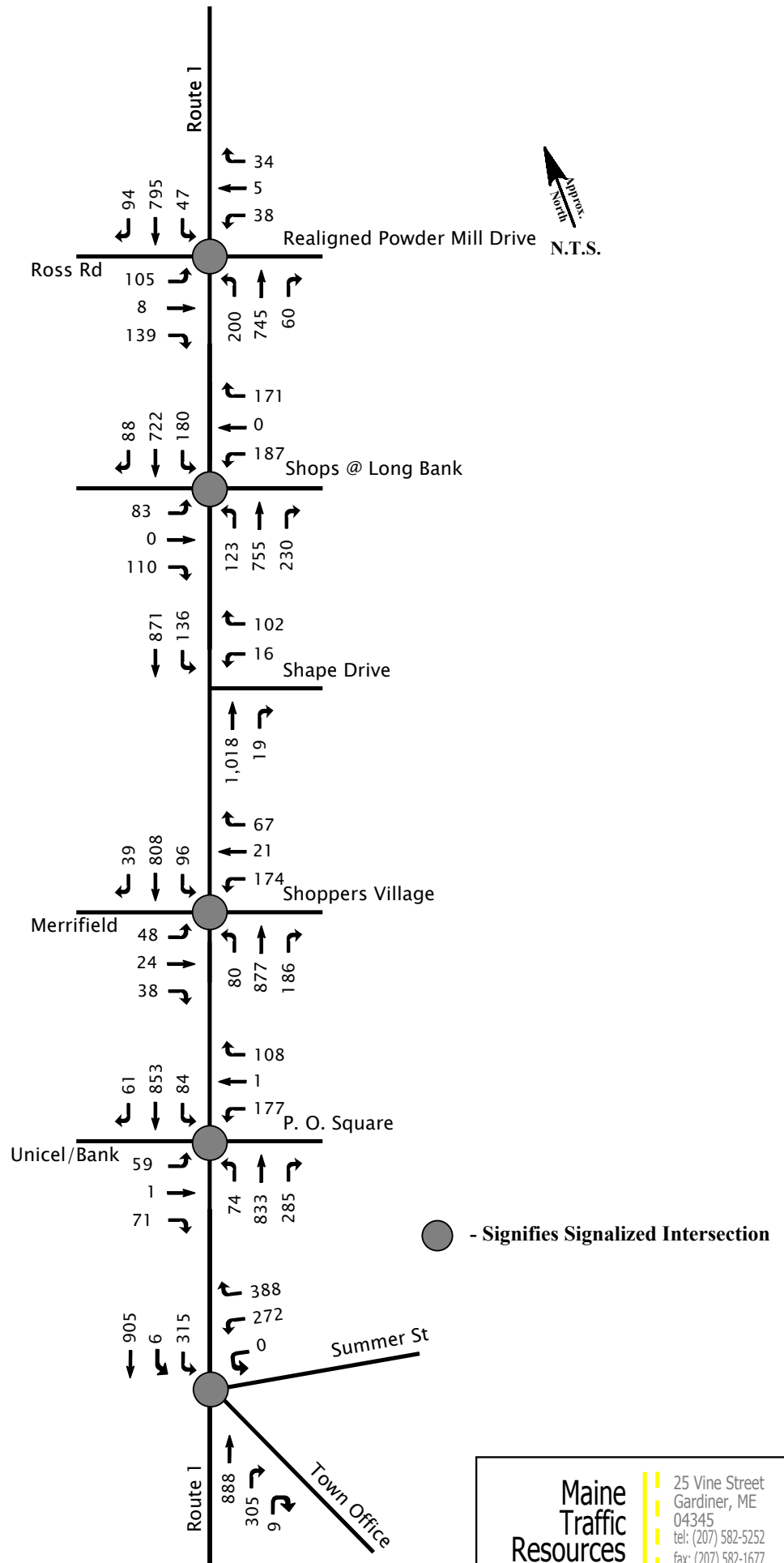


Figure 11B

Kennebunk, Maine

2012 High Build Saturday Peak

Hour w/Improvements

Maine Traffic Resources

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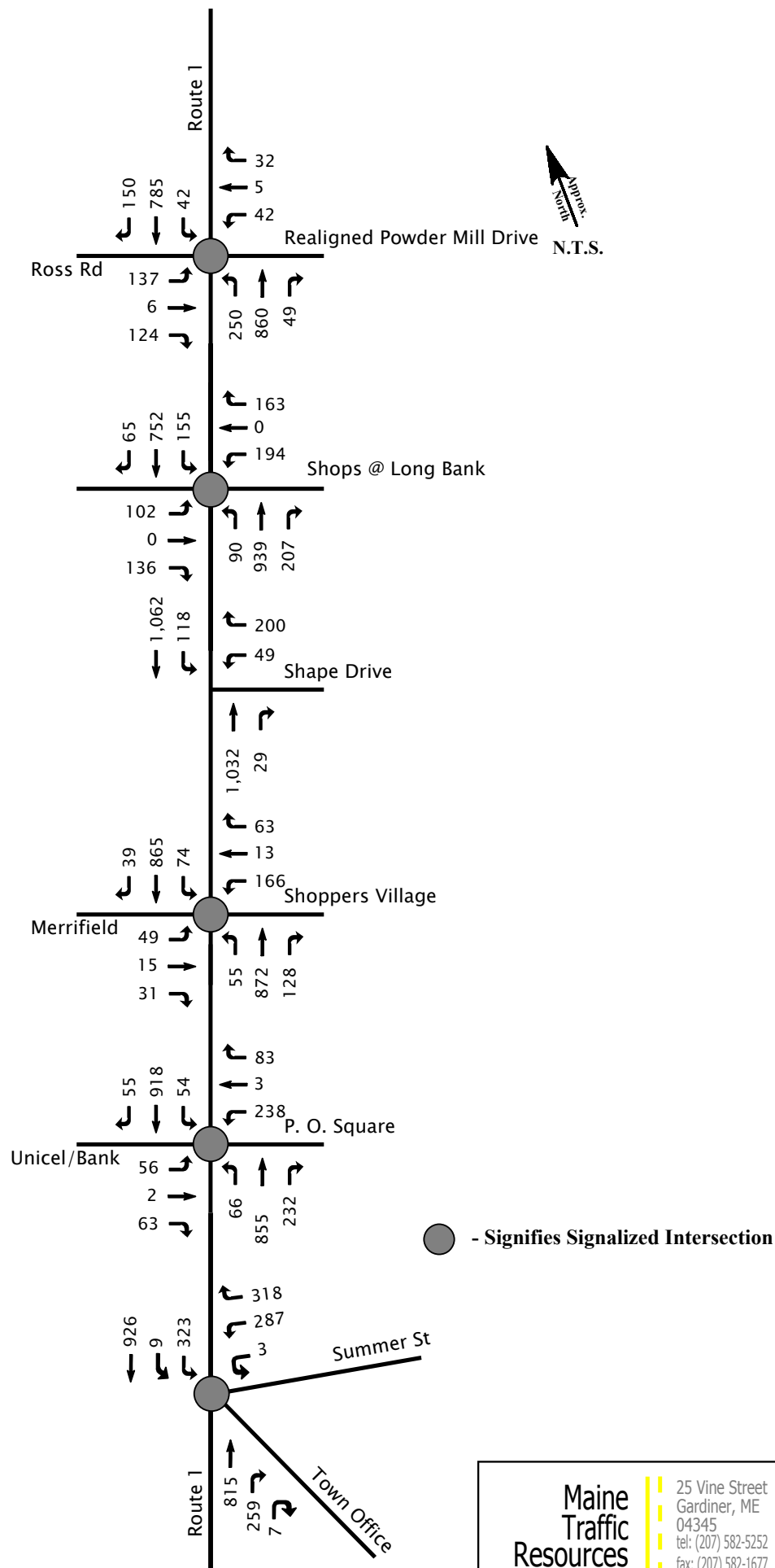


Figure 12A

Kennebunk, Maine

2017 High Build P.M. Peak Hour

w/Improvements

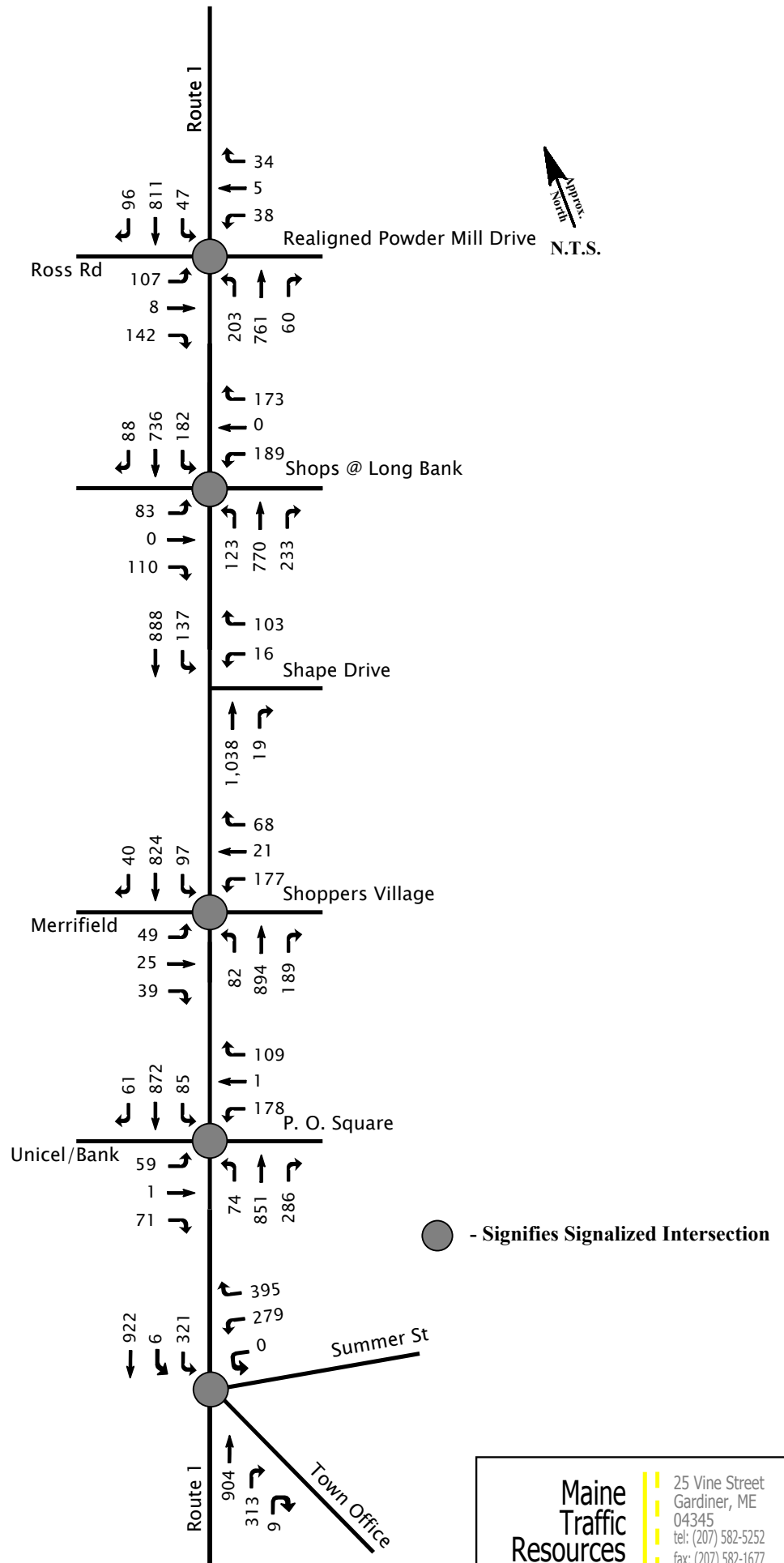
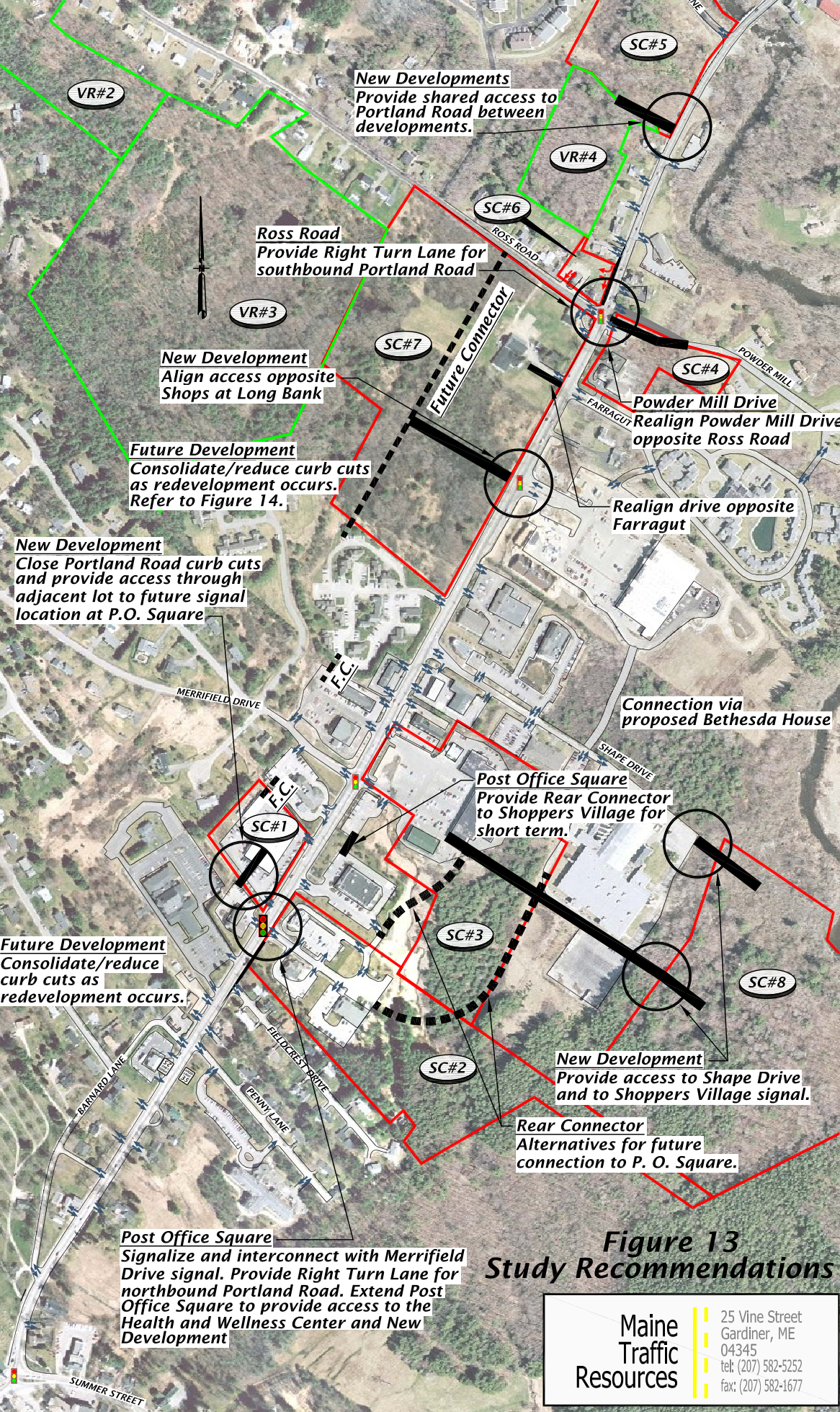


Figure 12B

Kennebunk, Maine

2017 High Build Saturday Peak

Hour w/Improvements



New Developments
Provide shared access to Portland Road between developments.

Ross Road
Provide Right Turn Lane for southbound Portland Road

New Development
Align access opposite Shops at Long Bank

Future Development
Consolidate/reduce curb cuts as redevelopment occurs. Refer to Figure 14.

New Development
Close Portland Road curb cuts and provide access through adjacent lot to future signal location at P.O. Square

Powder Mill Drive
Realign Powder Mill Drive opposite Ross Road

Realign drive opposite Farragut

Connection via proposed Bethesda House

Post Office Square
Provide Rear Connector to Shoppers Village for short term.

Future Development
Consolidate/reduce curb cuts as redevelopment occurs.

New Development
Provide access to Shape Drive and to Shoppers Village signal.

Rear Connector
Alternatives for future connection to P. O. Square.

Post Office Square
Signalize and interconnect with Merrifield Drive signal. Provide Right Turn Lane for northbound Portland Road. Extend Post Office Square to provide access to the Health and Wellness Center and New Development

Figure 13
Study Recommendations



Provide developments with one way in & one way out drives or one two-way drive aligned opposite one another

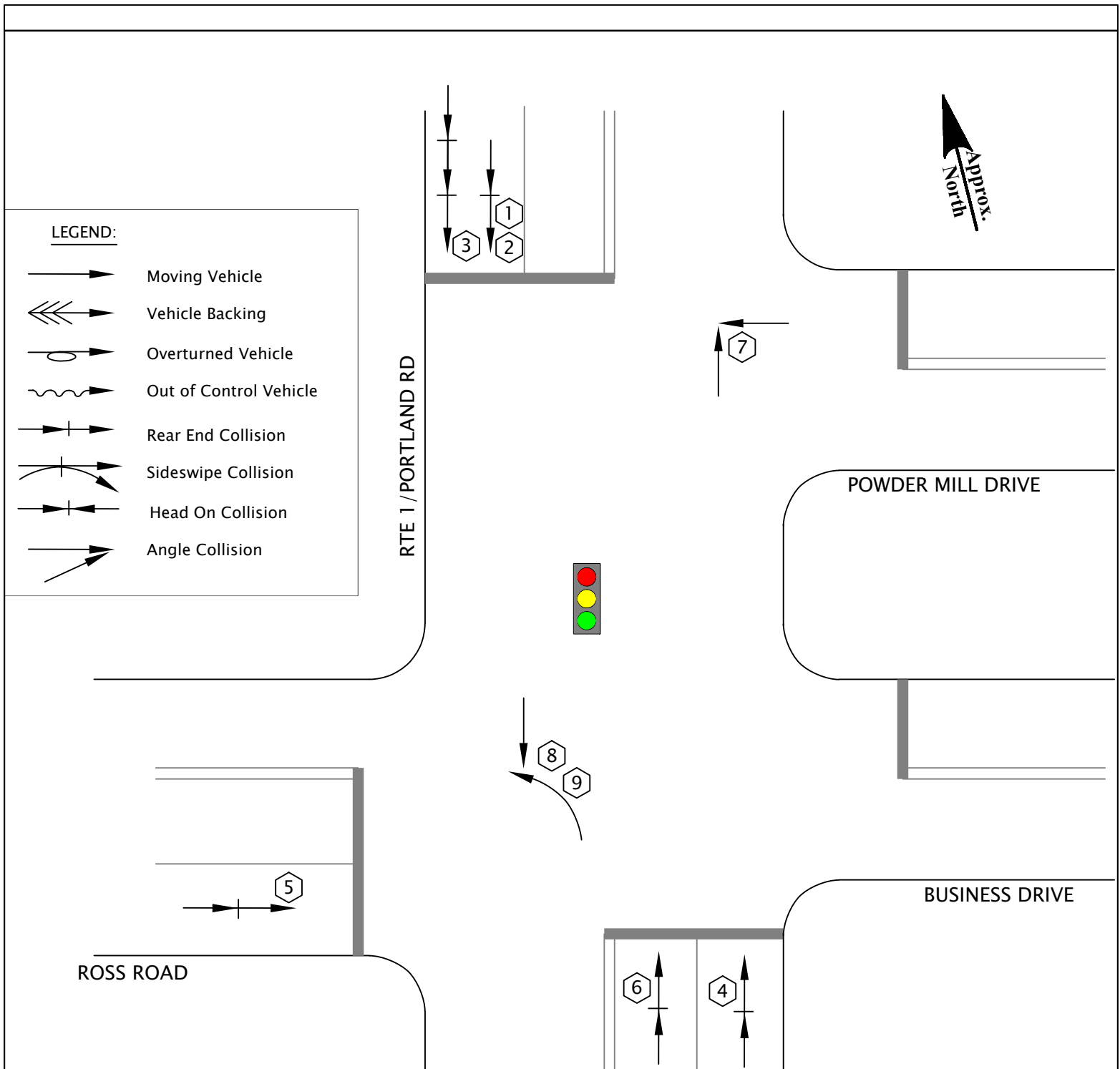
Legend:

- ■ ■ ■ ■ Areas Where Rear Connectors Should Be Provided
- ← Existing Movements
- Proposed Movements
- ⊠ Proposed Future Closure

Figure 14
Recommended Curb Cut Revisions

Maine
Traffic
Resources

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#	DATE	TIME	CONTRIBUTING FACTOR	MDOT REPORT #
1	01/26/04	08:25	DRIVER INATTENTION/ REAR-END	39272
2	06/26/04	10:18	DRIVER INATTENTION/ REAR-END	40149
3	03/23/05	14:15	DRIVER INATTENTION/ REAR-END	10171
4	05/07/05	08:52	DRIVER DISTRACTION/ REAR-END	13508
5	03/02/06	21:00	DRIVER INATTENTION/ REAR-END	06177
6	07/28/06	16:25	VEHICLE FACTOR/CLUTCH PAD/ REAR-END	22581
7	09/15/06	12:52	DISREGARD TRAFFIC CONTROL DEVICE	23694
8	09/29/06	13:01	FAILURE TO YIELD R.O.W./ UNSAFE SPEED	23099
9	12/04/06	14:41	FAILURE TO YIELD R.O.W.	30338

Kennebunk, Maine
Collision Diagram - 2004-2006
MDOT Node # 07102

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