ANNEX I

Clearance Times

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CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Peak Summer)**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	4,669
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	3403

Hours for "last evac vehicle" to get from critical link to study area boundary:	0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	233.4383468	0	0	0	0.05	2892.65625	0.85	3126	-0.3
2	933.7533872	0	0	0	0.2	1871.71875	0.55	2805	-0.7
3	2334.383468	0	0	0	0.5	680.625	0.2	3015	-1.0
4	933.7533872	0	0	0	0.2	340.3125	0.1	1274	-1.7
5	233.4383468	0	0	0	0.05	0	0	233	-2.3
								10454.07944	

2.52 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.37533872	0	0	0	0.02	3232.96875	0.95	3326	-0.3
2	373.5013549	0	0	0	0.08	2722.5	0.8	3096	-0.6
3	700.3150404	0	0	0	0.15	1871.71875	0.55	2572	-1.0
4	1167.191734	0	0	0	0.25	1191.09375	0.35	2358	-1.5
5	1167.191734	0	0	0	0.25	680.625	0.2	1848	-2.0
6	700.3150404	0	0	0	0.15	340.3125	0.1	1041	-2.7
7	373.5013549	0	0	0	0.08	170.15625	0.05	544	-3.6
8	93.37533872	0	0	0	0.02	0	0	93	-4.6
								14878.14194	

3.44 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.37533872	0	0	0	0.02	3301.03125	0.97	3394	-0.3
2	233.4383468	0	0	0	0.05	3062.8125	0.9	3296	-0.6
3	326.8136855	0	0	0	0.07	2722.5	0.8	3049	-0.9
4	466.8766936	0	0	0	0.1	2041.875	0.6	2509	-1.3
5	700.3150404	0	0	0	0.15	1191.09375	0.35	1891	-1.8
6	1027.128726	0	0	0	0.22	680.625	0.2	1708	-2.4
7	700.3150404	0	0	0	0.15	340.3125	0.1	1041	-3.1
8	466.8766936	0	0	0	0.1	238.21875	0.07	705	-3.9
9	326.8136855	0	0	0	0.07	136.125	0.04	463	-4.8
10	233.4383468	0	0	0	0.05	68.0625	0.02	302	-5.7
11	93.37533872	0	0	0	0.02	0	0	93	-6.7
								18451.42319	

4.29 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Peak Summer)**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	12,941
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	3403.125

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	647.0733572	0	0	0	0.05	2892.65625	0.85	3540	-0.2
2	2588.293429	0	0	0	0.2	1871.71875	0.55	4460	-0.2
3	6470.733572	0	0	0	0.5	680.625	0.2	7151	0.7
4	2588.293429	0	0	0	0.2	340.3125	0.1	2929	0.4
5	647.0733572	0	0	0	0.05	0	0	647	-0.5
								18726.77964	

4.63 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	258.8293429	0	0	0	0.02	3232.96875	0.95	3492	-0.3
2	1035.317372	0	0	0	0.08	2722.5	0.8	3758	-0.5
3	1941.220072	0	0	0	0.15	1871.71875	0.55	3813	-0.6
4	3235.366786	0	0	0	0.25	1191.09375	0.35	4426	-0.5
5	3235.366786	0	0	0	0.25	680.625	0.2	3916	-0.5
6	1941.220072	0	0	0	0.15	340.3125	0.1	2282	-0.9
7	1035.317372	0	0	0	0.08	170.15625	0.05	1205	-1.6
8	258.8293429	0	0	0	0.02	0	0	259	-2.5
								23150.84214	

5.45 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	258.8293429	0	0	0	0.02	3301.03125	0.97	3560	-0.2
2	647.0733572	0	0	0	0.05	3062.8125	0.9	3710	-0.5
3	905.9027001	0	0	0	0.07	2722.5	0.8	3628	-0.6
4	1294.146714	0	0	0	0.1	2041.875	0.6	3336	-0.8
5	1941.220072	0	0	0	0.15	1191.09375	0.35	3132	-1.1
6	2847.122772	0	0	0	0.22	680.625	0.2	3528	-1.1
7	1941.220072	0	0	0	0.15	340.3125	0.1	2282	-1.5
8	1294.146714	0	0	0	0.1	238.21875	0.07	1532	-2.1
9	905.9027001	0	0	0	0.07	136.125	0.04	1042	-2.9
10	647.0733572	0	0	0	0.05	68.0625	0.02	715	-3.7
11	258.8293429	0	0	0	0.02	0	0	259	-4.7
								26724.12339	

6.32 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Peak Summer)**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	6,804
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	3403.125

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	340.1769528	0	0	0	0.05	2892.65625	0.85	3233	-0.3
2	1360.707811	0	0	0	0.2	1871.71875	0.55	3232	-0.6
3	3401.769528	0	0	0	0.5	680.625	0.2	4082	-0.6
4	1360.707811	0	0	0	0.2	340.3125	0.1	1701	-1.1
5	340.1769528	0	0	0	0.05	0	0	340	-1.8
								12588.85156	

3.06 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	136.0707811	0	0	0	0.02	3232.96875	0.95	3369	-0.3
2	544.2831245	0	0	0	0.08	2722.5	0.8	3267	-0.6
3	1020.530858	0	0	0	0.15	1871.71875	0.55	2892	-0.9
4	1700.884764	0	0	0	0.25	1191.09375	0.35	2892	-1.2
5	1700.884764	0	0	0	0.25	680.625	0.2	2382	-1.6
6	1020.530858	0	0	0	0.15	340.3125	0.1	1361	-2.2
7	544.2831245	0	0	0	0.08	170.15625	0.05	714	-3.1
8	136.0707811	0	0	0	0.02	0	0	136	-4.0
								17012.91406	

3.96 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	136.0707811	0	0	0	0.02	3301.03125	0.97	3437	-0.3
2	340.1769528	0	0	0	0.05	3062.8125	0.9	3403	-0.5
3	476.2477339	0	0	0	0.07	2722.5	0.8	3199	-0.8
4	680.3539056	0	0	0	0.1	2041.875	0.6	2722	-1.1
5	1020.530858	0	0	0	0.15	1191.09375	0.35	2212	-1.6
6	1496.778592	0	0	0	0.22	680.625	0.2	2177	-2.0
7	1020.530858	0	0	0	0.15	340.3125	0.1	1361	-2.7
8	680.3539056	0	0	0	0.1	238.21875	0.07	919	-3.4
9	476.2477339	0	0	0	0.07	136.125	0.04	612	-4.3
10	340.1769528	0	0	0	0.05	68.0625	0.02	408	-5.2
11	136.0707811	0	0	0	0.02	0	0	136	-6.2
								20586.19531	

4.81 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Peak Summer)**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	18,112
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	3403.125

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	905.5883318	0	0	0	0.05	2892.65625	0.85	3798	-0.2
2	3622.353327	0	0	0	0.2	1871.71875	0.55	5494	0.1
3	9055.883318	0	0	0	0.5	680.625	0.2	9737	1.7
4	3622.353327	0	0	0	0.2	340.3125	0.1	3963	1.7
5	905.5883318	0	0	0	0.05	0	0	906	0.6
								23897.07914	

5.94 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	362.2353327	0	0	0	0.02	3232.96875	0.95	3595	-0.2
2	1448.941331	0	0	0	0.08	2722.5	0.8	4171	-0.3
3	2716.764995	0	0	0	0.15	1871.71875	0.55	4588	-0.3
4	4527.941659	0	0	0	0.25	1191.09375	0.35	5719	0.1
5	4527.941659	0	0	0	0.25	680.625	0.2	5209	0.5
6	2716.764995	0	0	0	0.15	340.3125	0.1	3057	0.3
7	1448.941331	0	0	0	0.08	170.15625	0.05	1619	-0.4
8	362.2353327	0	0	0	0.02	0	0	362	-1.3
								28321.14164	

6.71 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	362.2353327	0	0	0	0.02	3301.03125	0.97	3663	-0.2
2	905.5883318	0	0	0	0.05	3062.8125	0.9	3968	-0.4
3	1267.823665	0	0	0	0.07	2722.5	0.8	3990	-0.4
4	1811.176664	0	0	0	0.1	2041.875	0.6	3853	-0.5
5	2716.764995	0	0	0	0.15	1191.09375	0.35	3908	-0.6
6	3984.58866	0	0	0	0.22	680.625	0.2	4665	-0.4
7	2716.764995	0	0	0	0.15	340.3125	0.1	3057	-0.5
8	1811.176664	0	0	0	0.1	238.21875	0.07	2049	-1.0
9	1267.823665	0	0	0	0.07	136.125	0.04	1404	-1.7
10	905.5883318	0	0	0	0.05	68.0625	0.02	974	-2.5
11	362.2353327	0	0	0	0.02	0	0	362	-3.4
								31894.42289	

7.58 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Peak Summer)**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	10,037
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	3403.125

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	501.8731878	0	0	0	0.05	2892.65625	0.85	3395	-0.3
2	2007.492751	0	0	0	0.2	1871.71875	0.55	3879	-0.4
3	5018.731878	0	0	0	0.5	680.625	0.2	5699	0.1
4	2007.492751	0	0	0	0.2	340.3125	0.1	2348	-0.3
5	501.8731878	0	0	0	0.05	0	0	502	-1.1
								15822.77626	

3.89 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	200.7492751	0	0	0	0.02	3232.96875	0.95	3434	-0.3
2	802.9971005	0	0	0	0.08	2722.5	0.8	3525	-0.5
3	1505.619563	0	0	0	0.15	1871.71875	0.55	3377	-0.7
4	2509.365939	0	0	0	0.25	1191.09375	0.35	3700	-0.8
5	2509.365939	0	0	0	0.25	680.625	0.2	3190	-1.0
6	1505.619563	0	0	0	0.15	340.3125	0.1	1846	-1.5
7	802.9971005	0	0	0	0.08	170.15625	0.05	973	-2.3
8	200.7492751	0	0	0	0.02	0	0	201	-3.3
								20246.83876	

4.74 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	200.7492751	0	0	0	0.02	3301.03125	0.97	3502	-0.3
2	501.8731878	0	0	0	0.05	3062.8125	0.9	3565	-0.5
3	702.6224629	0	0	0	0.07	2722.5	0.8	3425	-0.7
4	1003.746376	0	0	0	0.1	2041.875	0.6	3046	-1.0
5	1505.619563	0	0	0	0.15	1191.09375	0.35	2697	-1.3
6	2208.242026	0	0	0	0.22	680.625	0.2	2889	-1.6
7	1505.619563	0	0	0	0.15	340.3125	0.1	1846	-2.1
8	1003.746376	0	0	0	0.1	238.21875	0.07	1242	-2.7
9	702.6224629	0	0	0	0.07	136.125	0.04	839	-3.6
10	501.8731878	0	0	0	0.05	68.0625	0.02	570	-4.4
11	200.7492751	0	0	0	0.02	0	0	201	-5.4
								23820.12001	

5.60 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Peak Summer)**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	26,058
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	3403.125

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	1302.893707	0	0	0	0.05	2892.65625	0.85	4196	-0.1
2	5211.574828	0	0	0	0.2	1871.71875	0.55	7083	0.6
3	13028.93707	0	0	0	0.5	680.625	0.2	13710	3.3
4	5211.574828	0	0	0	0.2	340.3125	0.1	5552	3.7
5	1302.893707	0	0	0	0.05	0	0	1303	2.3
								31843.18664	

7.97 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	521.1574828	0	0	0	0.02	3232.96875	0.95	3754	-0.2
2	2084.629931	0	0	0	0.08	2722.5	0.8	4807	-0.2
3	3908.681121	0	0	0	0.15	1871.71875	0.55	5780	0.2
4	6514.468535	0	0	0	0.25	1191.09375	0.35	7706	1.0
5	6514.468535	0	0	0	0.25	680.625	0.2	7195	1.9
6	3908.681121	0	0	0	0.15	340.3125	0.1	4249	2.1
7	2084.629931	0	0	0	0.08	170.15625	0.05	2255	1.5
8	521.1574828	0	0	0	0.02	0	0	521	0.6
								36267.24914	

8.64 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	521.1574828	0	0	0	0.02	3301.03125	0.97	3822	-0.2
2	1302.893707	0	0	0	0.05	3062.8125	0.9	4366	-0.3
3	1824.05119	0	0	0	0.07	2722.5	0.8	4547	-0.2
4	2605.787414	0	0	0	0.1	2041.875	0.6	4648	-0.1
5	3908.681121	0	0	0	0.15	1191.09375	0.35	5100	0.1
6	5732.732311	0	0	0	0.22	680.625	0.2	6413	0.8
7	3908.681121	0	0	0	0.15	340.3125	0.1	4249	1.0
8	2605.787414	0	0	0	0.1	238.21875	0.07	2844	0.7
9	1824.05119	0	0	0	0.07	136.125	0.04	1960	0.1
10	1302.893707	0	0	0	0.05	68.0625	0.02	1371	-0.6
11	521.1574828	0	0	0	0.02	0	0	521	-1.5
								39840.53039	

9.53 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Peak Summer)**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	11,234
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	3403.125

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	561.7196998	0	0	0	0.05	2892.65625	0.85	3454	-0.3
2	2246.878799	0	0	0	0.2	1871.71875	0.55	4119	-0.3
3	5617.196998	0	0	0	0.5	680.625	0.2	6298	0.3
4	2246.878799	0	0	0	0.2	340.3125	0.1	2587	0.0
5	561.7196998	0	0	0	0.05	0	0	562	-0.9
								17019.7065	

4.19 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	224.6878799	0	0	0	0.02	3232.96875	0.95	3458	-0.3
2	898.7515197	0	0	0	0.08	2722.5	0.8	3621	-0.5
3	1685.159099	0	0	0	0.15	1871.71875	0.55	3557	-0.7
4	2808.598499	0	0	0	0.25	1191.09375	0.35	4000	-0.7
5	2808.598499	0	0	0	0.25	680.625	0.2	3489	-0.8
6	1685.159099	0	0	0	0.15	340.3125	0.1	2025	-1.2
7	898.7515197	0	0	0	0.08	170.15625	0.05	1069	-2.0
8	224.6878799	0	0	0	0.02	0	0	225	-3.0
								21443.769	

5.03 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	224.6878799	0	0	0	0.02	3301.03125	0.97	3526	-0.2
2	561.7196998	0	0	0	0.05	3062.8125	0.9	3625	-0.5
3	786.4075797	0	0	0	0.07	2722.5	0.8	3509	-0.6
4	1123.4394	0	0	0	0.1	2041.875	0.6	3165	-0.9
5	1685.159099	0	0	0	0.15	1191.09375	0.35	2876	-1.2
6	2471.566679	0	0	0	0.22	680.625	0.2	3152	-1.4
7	1685.159099	0	0	0	0.15	340.3125	0.1	2025	-1.8
8	1123.4394	0	0	0	0.1	238.21875	0.07	1362	-2.5
9	786.4075797	0	0	0	0.07	136.125	0.04	923	-3.3
10	561.7196998	0	0	0	0.05	68.0625	0.02	630	-4.2
11	224.6878799	0	0	0	0.02	0	0	225	-5.1
								25017.05025	

5.90 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Peak Summer)**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	27,563
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	3403.125

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	1378.145958	0	0	0	0.05	2892.65625	0.85	4271	-0.1
2	5512.583832	0	0	0	0.2	1871.71875	0.55	7384	0.6
3	13781.45958	0	0	0	0.5	680.625	0.2	14462	3.6
4	5512.583832	0	0	0	0.2	340.3125	0.1	5853	4.1
5	1378.145958	0	0	0	0.05	0	0	1378	2.6
								33348.23166	

8.35 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	551.2583832	0	0	0	0.02	3232.96875	0.95	3784	-0.2
2	2205.033533	0	0	0	0.08	2722.5	0.8	4928	-0.1
3	4134.437874	0	0	0	0.15	1871.71875	0.55	6006	0.3
4	6890.72979	0	0	0	0.25	1191.09375	0.35	8082	1.2
5	6890.72979	0	0	0	0.25	680.625	0.2	7571	2.2
6	4134.437874	0	0	0	0.15	340.3125	0.1	4475	2.4
7	2205.033533	0	0	0	0.08	170.15625	0.05	2375	1.9
8	551.2583832	0	0	0	0.02	0	0	551	1.0
								37772.29416	

9.01 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	551.2583832	0	0	0	0.02	3301.03125	0.97	3852	-0.2
2	1378.145958	0	0	0	0.05	3062.8125	0.9	4441	-0.2
3	1929.404341	0	0	0	0.07	2722.5	0.8	4652	-0.1
4	2756.291916	0	0	0	0.1	2041.875	0.6	4798	0.0
5	4134.437874	0	0	0	0.15	1191.09375	0.35	5326	0.3
6	6063.842215	0	0	0	0.22	680.625	0.2	6744	1.1
7	4134.437874	0	0	0	0.15	340.3125	0.1	4475	1.2
8	2756.291916	0	0	0	0.1	238.21875	0.07	2995	1.0
9	1929.404341	0	0	0	0.07	136.125	0.04	2066	0.5
10	1378.145958	0	0	0	0.05	68.0625	0.02	1446	-0.2
11	551.2583832	0	0	0	0.02	0	0	551	-1.1
								41345.57541	

9.90 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Regular Summer)**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	4,669
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	2611

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	233.4383468	0	0	0	0.05	2219.666625	0.85	2453	-0.5
2	933.7533872	0	0	0	0.2	1436.254875	0.55	2370	-1.0
3	2334.383468	0	0	0	0.5	522.2745	0.2	2857	-1.3
4	933.7533872	0	0	0	0.2	261.13725	0.1	1195	-2.0
5	233.4383468	0	0	0	0.05	0	0	233	-2.6
								9108.100186	

2.21 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.37533872	0	0	0	0.02	2480.803875	0.95	2574	-0.5
2	373.5013549	0	0	0	0.08	2089.098	0.8	2463	-0.9
3	700.3150404	0	0	0	0.15	1436.254875	0.55	2137	-1.4
4	1167.191734	0	0	0	0.25	913.980375	0.35	2081	-1.9
5	1167.191734	0	0	0	0.25	522.2745	0.2	1689	-2.5
6	700.3150404	0	0	0	0.15	261.13725	0.1	961	-3.2
7	373.5013549	0	0	0	0.08	130.568625	0.05	504	-4.1
8	93.37533872	0	0	0	0.02	0	0	93	-5.1
								12502.88444	

2.90 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.37533872	0	0	0	0.02	2533.031325	0.97	2626	-0.4
2	233.4383468	0	0	0	0.05	2350.23525	0.9	2584	-0.9
3	326.8136855	0	0	0	0.07	2089.098	0.8	2416	-1.3
4	466.8766936	0	0	0	0.1	1566.8235	0.6	2034	-1.8
5	700.3150404	0	0	0	0.15	913.980375	0.35	1614	-2.5
6	1027.128726	0	0	0	0.22	522.2745	0.2	1549	-3.0
7	700.3150404	0	0	0	0.15	261.13725	0.1	961	-3.8
8	466.8766936	0	0	0	0.1	182.796075	0.07	650	-4.6
9	326.8136855	0	0	0	0.07	104.4549	0.04	431	-5.5
10	233.4383468	0	0	0	0.05	52.22745	0.02	286	-6.5
11	93.37533872	0	0	0	0.02	0	0	93	-7.4
								15244.82556	

3.56 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Regular Summer)**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	12,941
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	2611

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	647.0733572	0	0	0	0.05	2219.666625	0.85	2867	-0.4
2	2588.293429	0	0	0	0.2	1436.254875	0.55	4025	-0.5
3	6470.733572	0	0	0	0.5	522.2745	0.2	6993	0.3
4	2588.293429	0	0	0	0.2	261.13725	0.1	2849	0.1
5	647.0733572	0	0	0	0.05	0	0	647	-0.8
								17380.80039	

4.32 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	258.8293429	0	0	0	0.02	2480.803875	0.95	2740	-0.4
2	1035.317372	0	0	0	0.08	2089.098	0.8	3124	-0.8
3	1941.220072	0	0	0	0.15	1436.254875	0.55	3377	-1.0
4	3235.366786	0	0	0	0.25	913.980375	0.35	4149	-1.0
5	3235.366786	0	0	0	0.25	522.2745	0.2	3758	-1.0
6	1941.220072	0	0	0	0.15	261.13725	0.1	2202	-1.4
7	1035.317372	0	0	0	0.08	130.568625	0.05	1166	-2.1
8	258.8293429	0	0	0	0.02	0	0	259	-3.1
								20775.58464	

4.92 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	258.8293429	0	0	0	0.02	2533.031325	0.97	2792	-0.4
2	647.0733572	0	0	0	0.05	2350.23525	0.9	2997	-0.8
3	905.9027001	0	0	0	0.07	2089.098	0.8	2995	-1.1
4	1294.146714	0	0	0	0.1	1566.8235	0.6	2861	-1.4
5	1941.220072	0	0	0	0.15	913.980375	0.35	2855	-1.7
6	2847.122772	0	0	0	0.22	522.2745	0.2	3369	-1.8
7	1941.220072	0	0	0	0.15	261.13725	0.1	2202	-2.2
8	1294.146714	0	0	0	0.1	182.796075	0.07	1477	-2.8
9	905.9027001	0	0	0	0.07	104.4549	0.04	1010	-3.6
10	647.0733572	0	0	0	0.05	52.22745	0.02	699	-4.5
11	258.8293429	0	0	0	0.02	0	0	259	-5.4
								23517.52577	

5.58 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Regular Summer)**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	6,804
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	2611

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	340.1769528	0	0	0	0.05	2219.666625	0.85	2560	-0.5
2	1360.707811	0	0	0	0.2	1436.254875	0.55	2797	-0.8
3	3401.769528	0	0	0	0.5	522.2745	0.2	3924	-0.9
4	1360.707811	0	0	0	0.2	261.13725	0.1	1622	-1.5
5	340.1769528	0	0	0	0.05	0	0	340	-2.1
								11242.87231	

2.75 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	136.0707811	0	0	0	0.02	2480.803875	0.95	2617	-0.4
2	544.2831245	0	0	0	0.08	2089.098	0.8	2633	-0.9
3	1020.530858	0	0	0	0.15	1436.254875	0.55	2457	-1.3
4	1700.884764	0	0	0	0.25	913.980375	0.35	2615	-1.7
5	1700.884764	0	0	0	0.25	522.2745	0.2	2223	-2.1
6	1020.530858	0	0	0	0.15	261.13725	0.1	1282	-2.8
7	544.2831245	0	0	0	0.08	130.568625	0.05	675	-3.6
8	136.0707811	0	0	0	0.02	0	0	136	-4.6
								14637.65656	

3.42 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	136.0707811	0	0	0	0.02	2533.031325	0.97	2669	-0.4
2	340.1769528	0	0	0	0.05	2350.23525	0.9	2690	-0.9
3	476.2477339	0	0	0	0.07	2089.098	0.8	2565	-1.3
4	680.3539056	0	0	0	0.1	1566.8235	0.6	2247	-1.7
5	1020.530858	0	0	0	0.15	913.980375	0.35	1935	-2.3
6	1496.778592	0	0	0	0.22	522.2745	0.2	2019	-2.7
7	1020.530858	0	0	0	0.15	261.13725	0.1	1282	-3.4
8	680.3539056	0	0	0	0.1	182.796075	0.07	863	-4.2
9	476.2477339	0	0	0	0.07	104.4549	0.04	581	-5.0
10	340.1769528	0	0	0	0.05	52.22745	0.02	392	-6.0
11	136.0707811	0	0	0	0.02	0	0	136	-6.9
								17379.59768	

4.08 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Regular Summer)**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	18,112
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	2611

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	905.5883318	0	0	0	0.05	2219.666625	0.85	3125	-0.3
2	3622.353327	0	0	0	0.2	1436.254875	0.55	5059	-0.2
3	9055.883318	0	0	0	0.5	522.2745	0.2	9578	1.3
4	3622.353327	0	0	0	0.2	261.13725	0.1	3883	1.4
5	905.5883318	0	0	0	0.05	0	0	906	0.3
								22551.09989	

5.63 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	362.2353327	0	0	0	0.02	2480.803875	0.95	2843	-0.4
2	1448.941331	0	0	0	0.08	2089.098	0.8	3538	-0.6
3	2716.764995	0	0	0	0.15	1436.254875	0.55	4153	-0.7
4	4527.941659	0	0	0	0.25	913.980375	0.35	5442	-0.4
5	4527.941659	0	0	0	0.25	522.2745	0.2	5050	0.0
6	2716.764995	0	0	0	0.15	261.13725	0.1	2978	-0.2
7	1448.941331	0	0	0	0.08	130.568625	0.05	1580	-0.9
8	362.2353327	0	0	0	0.02	0	0	362	-1.8
								25945.88414	

6.17 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	362.2353327	0	0	0	0.02	2533.031325	0.97	2895	-0.4
2	905.5883318	0	0	0	0.05	2350.23525	0.9	3256	-0.7
3	1267.823665	0	0	0	0.07	2089.098	0.8	3357	-0.9
4	1811.176664	0	0	0	0.1	1566.8235	0.6	3378	-1.1
5	2716.764995	0	0	0	0.15	913.980375	0.35	3631	-1.2
6	3984.58866	0	0	0	0.22	522.2745	0.2	4507	-1.0
7	2716.764995	0	0	0	0.15	261.13725	0.1	2978	-1.3
8	1811.176664	0	0	0	0.1	182.796075	0.07	1994	-1.7
9	1267.823665	0	0	0	0.07	104.4549	0.04	1372	-2.4
10	905.5883318	0	0	0	0.05	52.22745	0.02	958	-3.2
11	362.2353327	0	0	0	0.02	0	0	362	-4.1
								28687.82526	

6.85 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Regular Summer)**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	10,037
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	2611

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	501.8731878	0	0	0	0.05	2219.666625	0.85	2722	-0.4
2	2007.492751	0	0	0	0.2	1436.254875	0.55	3444	-0.7
3	5018.731878	0	0	0	0.5	522.2745	0.2	5541	-0.3
4	2007.492751	0	0	0	0.2	261.13725	0.1	2269	-0.7
5	501.8731878	0	0	0	0.05	0	0	502	-1.4
								14476.79701	

3.58 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	200.7492751	0	0	0	0.02	2480.803875	0.95	2682	-0.4
2	802.9971005	0	0	0	0.08	2089.098	0.8	2892	-0.8
3	1505.619563	0	0	0	0.15	1436.254875	0.55	2942	-1.1
4	2509.365939	0	0	0	0.25	913.980375	0.35	3423	-1.3
5	2509.365939	0	0	0	0.25	522.2745	0.2	3032	-1.5
6	1505.619563	0	0	0	0.15	261.13725	0.1	1767	-2.0
7	802.9971005	0	0	0	0.08	130.568625	0.05	934	-2.8
8	200.7492751	0	0	0	0.02	0	0	201	-3.8
								17871.58126	

4.21 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	200.7492751	0	0	0	0.02	2533.031325	0.97	2734	-0.4
2	501.8731878	0	0	0	0.05	2350.23525	0.9	2852	-0.8
3	702.6224629	0	0	0	0.07	2089.098	0.8	2792	-1.2
4	1003.746376	0	0	0	0.1	1566.8235	0.6	2571	-1.5
5	1505.619563	0	0	0	0.15	913.980375	0.35	2420	-2.0
6	2208.242026	0	0	0	0.22	522.2745	0.2	2731	-2.2
7	1505.619563	0	0	0	0.15	261.13725	0.1	1767	-2.8
8	1003.746376	0	0	0	0.1	182.796075	0.07	1187	-3.5
9	702.6224629	0	0	0	0.07	104.4549	0.04	807	-4.3
10	501.8731878	0	0	0	0.05	52.22745	0.02	554	-5.2
11	200.7492751	0	0	0	0.02	0	0	201	-6.1
								20613.52238	

4.87 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Regular Summer)**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	26,058
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	2611

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	1302.893707	0	0	0	0.05	2219.666625	0.85	3523	-0.3
2	5211.574828	0	0	0	0.2	1436.254875	0.55	6648	0.3
3	13028.93707	0	0	0	0.5	522.2745	0.2	13551	2.9
4	5211.574828	0	0	0	0.2	261.13725	0.1	5473	3.4
5	1302.893707	0	0	0	0.05	0	0	1303	2.0
								30497.20739	

7.66 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	521.1574828	0	0	0	0.02	2480.803875	0.95	3002	-0.4
2	2084.629931	0	0	0	0.08	2089.098	0.8	4174	-0.5
3	3908.681121	0	0	0	0.15	1436.254875	0.55	5345	-0.2
4	6514.468535	0	0	0	0.25	913.980375	0.35	7428	0.5
5	6514.468535	0	0	0	0.25	522.2745	0.2	7037	1.4
6	3908.681121	0	0	0	0.15	261.13725	0.1	4170	1.5
7	2084.629931	0	0	0	0.08	130.568625	0.05	2215	1.0
8	521.1574828	0	0	0	0.02	0	0	521	0.1
								33891.99164	

8.11 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	521.1574828	0	0	0	0.02	2533.031325	0.97	3054	-0.4
2	1302.893707	0	0	0	0.05	2350.23525	0.9	3653	-0.6
3	1824.05119	0	0	0	0.07	2089.098	0.8	3913	-0.6
4	2605.787414	0	0	0	0.1	1566.8235	0.6	4173	-0.7
5	3908.681121	0	0	0	0.15	913.980375	0.35	4823	-0.5
6	5732.732311	0	0	0	0.22	522.2745	0.2	6255	0.1
7	3908.681121	0	0	0	0.15	261.13725	0.1	4170	0.3
8	2605.787414	0	0	0	0.1	182.796075	0.07	2789	0.0
9	1824.05119	0	0	0	0.07	104.4549	0.04	1929	-0.6
10	1302.893707	0	0	0	0.05	52.22745	0.02	1355	-1.3
11	521.1574828	0	0	0	0.02	0	0	521	-2.2
								36633.93277	

8.80 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Regular Summer)**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	11,234
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	2611

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	561.7196998	0	0	0	0.05	2219.666625	0.85	2781	-0.4
2	2246.878799	0	0	0	0.2	1436.254875	0.55	3683	-0.6
3	5617.196998	0	0	0	0.5	522.2745	0.2	6139	0.0
4	2246.878799	0	0	0	0.2	261.13725	0.1	2508	-0.4
5	561.7196998	0	0	0	0.05	0	0	562	-1.2
								15673.72725	

3.88 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	224.6878799	0	0	0	0.02	2480.803875	0.95	2705	-0.4
2	898.7515197	0	0	0	0.08	2089.098	0.8	2988	-0.8
3	1685.159099	0	0	0	0.15	1436.254875	0.55	3121	-1.1
4	2808.598499	0	0	0	0.25	913.980375	0.35	3723	-1.2
5	2808.598499	0	0	0	0.25	522.2745	0.2	3331	-1.3
6	1685.159099	0	0	0	0.15	261.13725	0.1	1946	-1.8
7	898.7515197	0	0	0	0.08	130.568625	0.05	1029	-2.5
8	224.6878799	0	0	0	0.02	0	0	225	-3.5
								19068.5115	

4.50 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	224.6878799	0	0	0	0.02	2533.031325	0.97	2758	-0.4
2	561.7196998	0	0	0	0.05	2350.23525	0.9	2912	-0.8
3	786.4075797	0	0	0	0.07	2089.098	0.8	2876	-1.1
4	1123.4394	0	0	0	0.1	1566.8235	0.6	2690	-1.5
5	1685.159099	0	0	0	0.15	913.980375	0.35	2599	-1.9
6	2471.566679	0	0	0	0.22	522.2745	0.2	2994	-2.1
7	1685.159099	0	0	0	0.15	261.13725	0.1	1946	-2.5
8	1123.4394	0	0	0	0.1	182.796075	0.07	1306	-3.2
9	786.4075797	0	0	0	0.07	104.4549	0.04	891	-4.0
10	561.7196998	0	0	0	0.05	52.22745	0.02	614	-4.9
11	224.6878799	0	0	0	0.02	0	0	225	-5.8
								21810.45262	

5.17 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - I-95 Southbound (Regular Summer)**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	4700
Hourly Service Volume (2nd quarter of evacuation):	4230
Hourly Service Volume (3rd quarter of evacuation):	3760
Hourly Service Volume (4th quarter of evacuation):	4700

Travel Demand Assumptions

Local County Evacuating Traffic:	27,563
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	2611

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	1378.145958	0	0	0	0.05	2219.666625	0.85	3598	-0.2
2	5512.583832	0	0	0	0.2	1436.254875	0.55	6949	0.4
3	13781.45958	0	0	0	0.5	522.2745	0.2	14304	3.2
4	5512.583832	0	0	0	0.2	261.13725	0.1	5774	3.8
5	1378.145958	0	0	0	0.05	0	0	1378	2.3
								32002.25241	

8.04 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	551.2583832	0	0	0	0.02	2480.803875	0.95	3032	-0.4
2	2205.033533	0	0	0	0.08	2089.098	0.8	4294	-0.4
3	4134.437874	0	0	0	0.15	1436.254875	0.55	5571	-0.1
4	6890.72979	0	0	0	0.25	913.980375	0.35	7805	0.7
5	6890.72979	0	0	0	0.25	522.2745	0.2	7413	1.7
6	4134.437874	0	0	0	0.15	261.13725	0.1	4396	1.9
7	2205.033533	0	0	0	0.08	130.568625	0.05	2336	1.4
8	551.2583832	0	0	0	0.02	0	0	551	0.5
								35397.03666	

8.48 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	551.2583832	0	0	0	0.02	2533.031325	0.97	3084	-0.3
2	1378.145958	0	0	0	0.05	2350.23525	0.9	3728	-0.6
3	1929.404341	0	0	0	0.07	2089.098	0.8	4019	-0.6
4	2756.291916	0	0	0	0.1	1566.8235	0.6	4323	-0.6
5	4134.437874	0	0	0	0.15	913.980375	0.35	5048	-0.4
6	6063.842215	0	0	0	0.22	522.2745	0.2	6586	0.4
7	4134.437874	0	0	0	0.15	261.13725	0.1	4396	0.5
8	2756.291916	0	0	0	0.1	182.796075	0.07	2939	0.3
9	1929.404341	0	0	0	0.07	104.4549	0.04	2034	-0.2
10	1378.145958	0	0	0	0.05	52.22745	0.02	1430	-0.9
11	551.2583832	0	0	0	0.02	0	0	551	-1.8
								38138.97779	

9.17 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - SR 9 near Wells**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	1620
Hourly Service Volume (2nd quarter of evacuation):	1458
Hourly Service Volume (3rd quarter of evacuation):	1296
Hourly Service Volume (4th quarter of evacuation):	1620

Travel Demand Assumptions

Local County Evacuating Traffic:	2,709
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	450

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	135.44695	0	0	0	0.05	382.8825	0.85	518	-0.7
2	541.7878	0	0	0	0.2	247.7475	0.55	790	-1.2
3	1354.4695	0	0	0	0.5	90.09	0.2	1445	-1.3
4	541.7878	0	0	0	0.2	45.045	0.1	587	-1.8
5	135.44695	0	0	0	0.05	0	0	135	-2.4
								3474.704	

2.51 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	54.17878	0	0	0	0.02	427.9275	0.95	482	-0.7
2	216.71512	0	0	0	0.08	360.36	0.8	577	-1.3
3	406.34085	0	0	0	0.15	247.7475	0.55	654	-1.9
4	677.23475	0	0	0	0.25	157.6575	0.35	835	-2.3
5	677.23475	0	0	0	0.25	90.09	0.2	767	-2.7
6	406.34085	0	0	0	0.15	45.045	0.1	451	-3.4
7	216.71512	0	0	0	0.08	22.5225	0.05	239	-4.2
8	54.17878	0	0	0	0.02	0	0	54	-5.2
								4060.289	

2.80 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	54.17878	0	0	0	0.02	436.9365	0.97	491	-0.7
2	135.44695	0	0	0	0.05	405.405	0.9	541	-1.4
3	189.62573	0	0	0	0.07	360.36	0.8	550	-2.0
4	270.8939	0	0	0	0.1	270.27	0.6	541	-2.6
5	406.34085	0	0	0	0.15	157.6575	0.35	564	-3.2
6	595.96658	0	0	0	0.22	90.09	0.2	686	-3.7
7	406.34085	0	0	0	0.15	45.045	0.1	451	-4.4
8	270.8939	0	0	0	0.1	31.5315	0.07	302	-5.1
9	189.62573	0	0	0	0.07	18.018	0.04	208	-6.0
10	135.44695	0	0	0	0.05	9.009	0.02	144	-6.9
11	54.17878	0	0	0	0.02	0	0	54	-7.9
								4533.2615	

3.13 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - SR 9 near Wells**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	1620
Hourly Service Volume (2nd quarter of evacuation):	1458
Hourly Service Volume (3rd quarter of evacuation):	1296
Hourly Service Volume (4th quarter of evacuation):	1620

Travel Demand Assumptions

Local County Evacuating Traffic:	6,002
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	450

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	300.10115	0	0	0	0.05	382.8825	0.85	683	-0.6
2	1200.4046	0	0	0	0.2	247.7475	0.55	1448	-0.6
3	3001.0115	0	0	0	0.5	90.09	0.2	3091	0.7
4	1200.4046	0	0	0	0.2	45.045	0.1	1245	0.6
5	300.10115	0	0	0	0.05	0	0	300	-0.3
								6767.788	

4.95 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	120.04046	0	0	0	0.02	427.9275	0.95	548	-0.7
2	480.16184	0	0	0	0.08	360.36	0.8	841	-1.1
3	900.30345	0	0	0	0.15	247.7475	0.55	1148	-1.4
4	1500.50575	0	0	0	0.25	157.6575	0.35	1658	-1.2
5	1500.50575	0	0	0	0.25	90.09	0.2	1591	-1.0
6	900.30345	0	0	0	0.15	45.045	0.1	945	-1.3
7	480.16184	0	0	0	0.08	22.5225	0.05	503	-2.0
8	120.04046	0	0	0	0.02	0	0	120	-2.9
								7353.373	

5.12 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	120.04046	0	0	0	0.02	436.9365	0.97	557	-0.7
2	300.10115	0	0	0	0.05	405.405	0.9	706	-1.2
3	420.14161	0	0	0	0.07	360.36	0.8	781	-1.7
4	600.2023	0	0	0	0.1	270.27	0.6	870	-2.1
5	900.30345	0	0	0	0.15	157.6575	0.35	1058	-2.4
6	1320.44506	0	0	0	0.22	90.09	0.2	1411	-2.3
7	900.30345	0	0	0	0.15	45.045	0.1	945	-2.5
8	600.2023	0	0	0	0.1	31.5315	0.07	632	-3.1
9	420.14161	0	0	0	0.07	18.018	0.04	438	-3.8
10	300.10115	0	0	0	0.05	9.009	0.02	309	-4.6
11	120.04046	0	0	0	0.02	0	0	120	-5.5
								7826.3455	

5.48 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - SR 9 near Wells**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	1620
Hourly Service Volume (2nd quarter of evacuation):	1458
Hourly Service Volume (3rd quarter of evacuation):	1296
Hourly Service Volume (4th quarter of evacuation):	1620

Travel Demand Assumptions

Local County Evacuating Traffic:	3,360
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	450

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	168.01355	0	0	0	0.05	382.8825	0.85	551	-0.7
2	672.0542	0	0	0	0.2	247.7475	0.55	920	-1.1
3	1680.1355	0	0	0	0.5	90.09	0.2	1770	-0.9
4	672.0542	0	0	0	0.2	45.045	0.1	717	-1.3
5	168.01355	0	0	0	0.05	0	0	168	-2.0
								4126.036	

2.99 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	67.20542	0	0	0	0.02	427.9275	0.95	495	-0.7
2	268.82168	0	0	0	0.08	360.36	0.8	629	-1.3
3	504.04065	0	0	0	0.15	247.7475	0.55	752	-1.8
4	840.06775	0	0	0	0.25	157.6575	0.35	998	-2.1
5	840.06775	0	0	0	0.25	90.09	0.2	930	-2.4
6	504.04065	0	0	0	0.15	45.045	0.1	549	-3.0
7	268.82168	0	0	0	0.08	22.5225	0.05	291	-3.8
8	67.20542	0	0	0	0.02	0	0	67	-4.7
								4711.621	

3.26 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	67.20542	0	0	0	0.02	436.9365	0.97	504	-0.7
2	168.01355	0	0	0	0.05	405.405	0.9	573	-1.3
3	235.21897	0	0	0	0.07	360.36	0.8	596	-1.9
4	336.0271	0	0	0	0.1	270.27	0.6	606	-2.5
5	504.04065	0	0	0	0.15	157.6575	0.35	662	-3.1
6	739.25962	0	0	0	0.22	90.09	0.2	829	-3.4
7	504.04065	0	0	0	0.15	45.045	0.1	549	-4.0
8	336.0271	0	0	0	0.1	31.5315	0.07	368	-4.7
9	235.21897	0	0	0	0.07	18.018	0.04	253	-5.6
10	168.01355	0	0	0	0.05	9.009	0.02	177	-6.4
11	67.20542	0	0	0	0.02	0	0	67	-7.4
								5184.5935	

3.60 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - SR 9 near Wells**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	1620
Hourly Service Volume (2nd quarter of evacuation):	1458
Hourly Service Volume (3rd quarter of evacuation):	1296
Hourly Service Volume (4th quarter of evacuation):	1620

Travel Demand Assumptions

Local County Evacuating Traffic:	7,548
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	450

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	377.4237	0	0	0	0.05	382.8825	0.85	760	-0.5
2	1509.6948	0	0	0	0.2	247.7475	0.55	1757	-0.4
3	3774.237	0	0	0	0.5	90.09	0.2	3864	1.5
4	1509.6948	0	0	0	0.2	45.045	0.1	1555	1.7
5	377.4237	0	0	0	0.05	0	0	377	0.6
								8314.239	

6.09 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	150.96948	0	0	0	0.02	427.9275	0.95	579	-0.6
2	603.87792	0	0	0	0.08	360.36	0.8	964	-1.0
3	1132.2711	0	0	0	0.15	247.7475	0.55	1380	-1.1
4	1887.1185	0	0	0	0.25	157.6575	0.35	2045	-0.7
5	1887.1185	0	0	0	0.25	90.09	0.2	1977	-0.2
6	1132.2711	0	0	0	0.15	45.045	0.1	1177	-0.3
7	603.87792	0	0	0	0.08	22.5225	0.05	626	-0.9
8	150.96948	0	0	0	0.02	0	0	151	-1.8
								8899.824	

6.22 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	150.96948	0	0	0	0.02	436.9365	0.97	588	-0.6
2	377.4237	0	0	0	0.05	405.405	0.9	783	-1.2
3	528.39318	0	0	0	0.07	360.36	0.8	889	-1.5
4	754.8474	0	0	0	0.1	270.27	0.6	1025	-1.8
5	1132.2711	0	0	0	0.15	157.6575	0.35	1290	-2.0
6	1660.66428	0	0	0	0.22	90.09	0.2	1751	-1.6
7	1132.2711	0	0	0	0.15	45.045	0.1	1177	-1.7
8	754.8474	0	0	0	0.1	31.5315	0.07	786	-2.1
9	528.39318	0	0	0	0.07	18.018	0.04	546	-2.8
10	377.4237	0	0	0	0.05	9.009	0.02	386	-3.5
11	150.96948	0	0	0	0.02	0	0	151	-4.4
								9372.7965	

6.58 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - SR 9 near Wells**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	1620
Hourly Service Volume (2nd quarter of evacuation):	1458
Hourly Service Volume (3rd quarter of evacuation):	1296
Hourly Service Volume (4th quarter of evacuation):	1620

Travel Demand Assumptions

Local County Evacuating Traffic:	4,294
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	450

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	214.677575	0	0	0	0.05	382.8825	0.85	598	-0.6
2	858.7103	0	0	0	0.2	247.7475	0.55	1106	-0.9
3	2146.77575	0	0	0	0.5	90.09	0.2	2237	-0.3
4	858.7103	0	0	0	0.2	45.045	0.1	904	-0.6
5	214.677575	0	0	0	0.05	0	0	215	-1.4
								5059.3165	

3.68 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	85.87103	0	0	0	0.02	427.9275	0.95	514	-0.7
2	343.48412	0	0	0	0.08	360.36	0.8	704	-1.2
3	644.032725	0	0	0	0.15	247.7475	0.55	892	-1.6
4	1073.387875	0	0	0	0.25	157.6575	0.35	1231	-1.8
5	1073.387875	0	0	0	0.25	90.09	0.2	1163	-1.9
6	644.032725	0	0	0	0.15	45.045	0.1	689	-2.4
7	343.48412	0	0	0	0.08	22.5225	0.05	366	-3.1
8	85.87103	0	0	0	0.02	0	0	86	-4.1
								5644.9015	

3.92 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	85.87103	0	0	0	0.02	436.9365	0.97	523	-0.7
2	214.677575	0	0	0	0.05	405.405	0.9	620	-1.3
3	300.548605	0	0	0	0.07	360.36	0.8	661	-1.8
4	429.35515	0	0	0	0.1	270.27	0.6	700	-2.4
5	644.032725	0	0	0	0.15	157.6575	0.35	802	-2.8
6	944.58133	0	0	0	0.22	90.09	0.2	1035	-3.0
7	644.032725	0	0	0	0.15	45.045	0.1	689	-3.5
8	429.35515	0	0	0	0.1	31.5315	0.07	461	-4.1
9	300.548605	0	0	0	0.07	18.018	0.04	319	-4.9
10	214.677575	0	0	0	0.05	9.009	0.02	224	-5.8
11	85.87103	0	0	0	0.02	0	0	86	-6.7
								6117.874	

4.26 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - SR 9 near Wells**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	1620
Hourly Service Volume (2nd quarter of evacuation):	1458
Hourly Service Volume (3rd quarter of evacuation):	1296
Hourly Service Volume (4th quarter of evacuation):	1620

Travel Demand Assumptions

Local County Evacuating Traffic:	9,836
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	450

Hours for "last evac vehicle" to get from critical link to study area boundary:	0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	491.8206	0	0	0	0.05	382.8825	0.85	875	-0.5
2	1967.2824	0	0	0	0.2	247.7475	0.55	2215	0.0
3	4918.206	0	0	0	0.5	90.09	0.2	5008	2.9
4	1967.2824	0	0	0	0.2	45.045	0.1	2012	3.4
5	491.8206	0	0	0	0.05	0	0	492	2.0
								10602.177	

7.78 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	196.72824	0	0	0	0.02	427.9275	0.95	625	-0.6
2	786.91296	0	0	0	0.08	360.36	0.8	1147	-0.9
3	1475.4618	0	0	0	0.15	247.7475	0.55	1723	-0.7
4	2459.103	0	0	0	0.25	157.6575	0.35	2617	0.1
5	2459.103	0	0	0	0.25	90.09	0.2	2549	1.0
6	1475.4618	0	0	0	0.15	45.045	0.1	1521	1.2
7	786.91296	0	0	0	0.08	22.5225	0.05	809	0.7
8	196.72824	0	0	0	0.02	0	0	197	-0.2
								11187.762	

7.83 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	196.72824	0	0	0	0.02	436.9365	0.97	634	-0.6
2	491.8206	0	0	0	0.05	405.405	0.9	897	-1.1
3	688.54884	0	0	0	0.07	360.36	0.8	1049	-1.3
4	983.6412	0	0	0	0.1	270.27	0.6	1254	-1.5
5	1475.4618	0	0	0	0.15	157.6575	0.35	1633	-1.4
6	2164.01064	0	0	0	0.22	90.09	0.2	2254	-0.6
7	1475.4618	0	0	0	0.15	45.045	0.1	1521	-0.4
8	983.6412	0	0	0	0.1	31.5315	0.07	1015	-0.7
9	688.54884	0	0	0	0.07	18.018	0.04	707	-1.2
10	491.8206	0	0	0	0.05	9.009	0.02	501	-1.9
11	196.72824	0	0	0	0.02	0	0	197	-2.8
								11660.7345	

8.21 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - SR 9 near Wells**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	1620
Hourly Service Volume (2nd quarter of evacuation):	1458
Hourly Service Volume (3rd quarter of evacuation):	1296
Hourly Service Volume (4th quarter of evacuation):	1620

Travel Demand Assumptions

Local County Evacuating Traffic:	4,525
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	450

Hours for "last evac vehicle" to get from critical link to study area boundary:	0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	226.248125	0	0	0	0.05	382.8825	0.85	609	-0.6
2	904.9925	0	0	0	0.2	247.7475	0.55	1153	-0.9
3	2262.48125	0	0	0	0.5	90.09	0.2	2353	-0.2
4	904.9925	0	0	0	0.2	45.045	0.1	950	-0.5
5	226.248125	0	0	0	0.05	0	0	226	-1.2
								5290.7275	

3.85 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	90.49925	0	0	0	0.02	427.9275	0.95	518	-0.7
2	361.997	0	0	0	0.08	360.36	0.8	722	-1.2
3	678.744375	0	0	0	0.15	247.7475	0.55	926	-1.6
4	1131.240625	0	0	0	0.25	157.6575	0.35	1289	-1.7
5	1131.240625	0	0	0	0.25	90.09	0.2	1221	-1.8
6	678.744375	0	0	0	0.15	45.045	0.1	724	-2.2
7	361.997	0	0	0	0.08	22.5225	0.05	385	-3.0
8	90.49925	0	0	0	0.02	0	0	90	-3.9
								5876.3125	

4.08 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	90.49925	0	0	0	0.02	436.9365	0.97	527	-0.7
2	226.248125	0	0	0	0.05	405.405	0.9	632	-1.3
3	316.747375	0	0	0	0.07	360.36	0.8	677	-1.8
4	452.49625	0	0	0	0.1	270.27	0.6	723	-2.3
5	678.744375	0	0	0	0.15	157.6575	0.35	836	-2.8
6	995.49175	0	0	0	0.22	90.09	0.2	1086	-2.9
7	678.744375	0	0	0	0.15	45.045	0.1	724	-3.4
8	452.49625	0	0	0	0.1	31.5315	0.07	484	-4.0
9	316.747375	0	0	0	0.07	18.018	0.04	335	-4.8
10	226.248125	0	0	0	0.05	9.009	0.02	235	-5.6
11	90.49925	0	0	0	0.02	0	0	90	-6.6
								6349.285	

4.43 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **York County - SR 9 near Wells**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	1620
Hourly Service Volume (2nd quarter of evacuation):	1458
Hourly Service Volume (3rd quarter of evacuation):	1296
Hourly Service Volume (4th quarter of evacuation):	1620

Travel Demand Assumptions

Local County Evacuating Traffic:	10,069
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	450

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	503.42675	0	0	0	0.05	382.8825	0.85	886	-0.5
2	2013.707	0	0	0	0.2	247.7475	0.55	2261	0.0
3	5034.2675	0	0	0	0.5	90.09	0.2	5124	3.0
4	2013.707	0	0	0	0.2	45.045	0.1	2059	3.6
5	503.42675	0	0	0	0.05	0	0	503	2.2
								10834.3	

7.95 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	201.3707	0	0	0	0.02	427.9275	0.95	629	-0.6
2	805.4828	0	0	0	0.08	360.36	0.8	1166	-0.9
3	1510.28025	0	0	0	0.15	247.7475	0.55	1758	-0.7
4	2517.13375	0	0	0	0.25	157.6575	0.35	2675	0.1
5	2517.13375	0	0	0	0.25	90.09	0.2	2607	1.2
6	1510.28025	0	0	0	0.15	45.045	0.1	1555	1.4
7	805.4828	0	0	0	0.08	22.5225	0.05	828	0.9
8	201.3707	0	0	0	0.02	0	0	201	0.0
								11419.885	

8.00 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	201.3707	0	0	0	0.02	436.9365	0.97	638	-0.6
2	503.42675	0	0	0	0.05	405.405	0.9	909	-1.0
3	704.79745	0	0	0	0.07	360.36	0.8	1065	-1.3
4	1006.8535	0	0	0	0.1	270.27	0.6	1277	-1.4
5	1510.28025	0	0	0	0.15	157.6575	0.35	1668	-1.3
6	2215.0777	0	0	0	0.22	90.09	0.2	2305	-0.5
7	1510.28025	0	0	0	0.15	45.045	0.1	1555	-0.3
8	1006.8535	0	0	0	0.1	31.5315	0.07	1038	-0.5
9	704.79745	0	0	0	0.07	18.018	0.04	723	-1.1
10	503.42675	0	0	0	0.05	9.009	0.02	512	-1.8
11	201.3707	0	0	0	0.02	0	0	201	-2.6
								11892.8575	

8.37 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Cumberland County - SR 25 in Portland**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	950
Hourly Service Volume (2nd quarter of evacuation):	855
Hourly Service Volume (3rd quarter of evacuation):	760
Hourly Service Volume (4th quarter of evacuation):	950

Travel Demand Assumptions

Local County Evacuating Traffic:	372
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1678

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	18.61325	0	0	0	0.05	1426.3	0.85	1445	0.5
2	74.453	0	0	0	0.2	922.9	0.55	997	0.7
3	186.1325	0	0	0	0.5	335.6	0.2	522	0.5
4	74.453	0	0	0	0.2	167.8	0.1	242	-0.2
5	18.61325	0	0	0	0.05	0	0	19	-1.1
								3224.865	

3.71 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	7.4453	0	0	0	0.02	1594.1	0.95	1602	0.7
2	29.7812	0	0	0	0.08	1342.4	0.8	1372	1.1
3	55.83975	0	0	0	0.15	922.9	0.55	979	1.3
4	93.06625	0	0	0	0.25	587.3	0.35	680	1.1
5	93.06625	0	0	0	0.25	335.6	0.2	429	0.6
6	55.83975	0	0	0	0.15	167.8	0.1	224	-0.1
7	29.7812	0	0	0	0.08	83.9	0.05	114	-1.0
8	7.4453	0	0	0	0.02	0	0	7	-1.9
								5406.265	

6.06 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	7.4453	0	0	0	0.02	1627.66	0.97	1635	0.7
2	18.61325	0	0	0	0.05	1510.2	0.9	1529	1.3
3	26.05855	0	0	0	0.07	1342.4	0.8	1368	1.9
4	37.2265	0	0	0	0.1	1006.8	0.6	1044	2.2
5	55.83975	0	0	0	0.15	587.3	0.35	643	1.9
6	81.8983	0	0	0	0.22	335.6	0.2	417	1.5
7	55.83975	0	0	0	0.15	167.8	0.1	224	0.7
8	37.2265	0	0	0	0.1	117.46	0.07	155	0.0
9	26.05855	0	0	0	0.07	67.12	0.04	93	-1.0
10	18.61325	0	0	0	0.05	33.56	0.02	52	-1.9
11	7.4453	0	0	0	0.02	0	0	7	-2.9
								7168.165	

8.11 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Cumberland County - SR 25 in Portland**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	950
Hourly Service Volume (2nd quarter of evacuation):	855
Hourly Service Volume (3rd quarter of evacuation):	760
Hourly Service Volume (4th quarter of evacuation):	950

Travel Demand Assumptions

Local County Evacuating Traffic:	635
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1678

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	31.7674	0	0	0	0.05	1426.3	0.85	1458	0.5
2	127.0696	0	0	0	0.2	922.9	0.55	1050	0.8
3	317.674	0	0	0	0.5	335.6	0.2	653	0.8
4	127.0696	0	0	0	0.2	167.8	0.1	295	0.2
5	31.7674	0	0	0	0.05	0	0	32	-0.8
								3487.948	

4.04 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	12.70696	0	0	0	0.02	1594.1	0.95	1607	0.7
2	50.82784	0	0	0	0.08	1342.4	0.8	1393	1.2
3	95.3022	0	0	0	0.15	922.9	0.55	1018	1.3
4	158.837	0	0	0	0.25	587.3	0.35	746	1.2
5	158.837	0	0	0	0.25	335.6	0.2	494	0.9
6	95.3022	0	0	0	0.15	167.8	0.1	263	0.2
7	50.82784	0	0	0	0.08	83.9	0.05	135	-0.6
8	12.70696	0	0	0	0.02	0	0	13	-1.6
								5669.348	

6.37 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	12.70696	0	0	0	0.02	1627.66	0.97	1640	0.7
2	31.7674	0	0	0	0.05	1510.2	0.9	1542	1.3
3	44.47436	0	0	0	0.07	1342.4	0.8	1387	2.0
4	63.5348	0	0	0	0.1	1006.8	0.6	1070	2.2
5	95.3022	0	0	0	0.15	587.3	0.35	683	2.0
6	139.77656	0	0	0	0.22	335.6	0.2	475	1.6
7	95.3022	0	0	0	0.15	167.8	0.1	263	1.0
8	63.5348	0	0	0	0.1	117.46	0.07	181	0.2
9	44.47436	0	0	0	0.07	67.12	0.04	112	-0.7
10	31.7674	0	0	0	0.05	33.56	0.02	65	-1.6
11	12.70696	0	0	0	0.02	0	0	13	-2.6
								7431.248	

8.43 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Cumberland County - SR 25 in Portland**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	950
Hourly Service Volume (2nd quarter of evacuation):	855
Hourly Service Volume (3rd quarter of evacuation):	760
Hourly Service Volume (4th quarter of evacuation):	950

Travel Demand Assumptions

Local County Evacuating Traffic:	513
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1678

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	25.6481	0	0	0	0.05	1426.3	0.85	1452	0.5
2	102.5924	0	0	0	0.2	922.9	0.55	1025	0.8
3	256.481	0	0	0	0.5	335.6	0.2	592	0.7
4	102.5924	0	0	0	0.2	167.8	0.1	270	0.0
5	25.6481	0	0	0	0.05	0	0	26	-1.0
								3365.562	

3.89 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	10.25924	0	0	0	0.02	1594.1	0.95	1604	0.7
2	41.03696	0	0	0	0.08	1342.4	0.8	1383	1.1
3	76.9443	0	0	0	0.15	922.9	0.55	1000	1.3
4	128.2405	0	0	0	0.25	587.3	0.35	716	1.2
5	128.2405	0	0	0	0.25	335.6	0.2	464	0.8
6	76.9443	0	0	0	0.15	167.8	0.1	245	0.1
7	41.03696	0	0	0	0.08	83.9	0.05	125	-0.8
8	10.25924	0	0	0	0.02	0	0	10	-1.8
								5546.962	

6.23 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	10.25924	0	0	0	0.02	1627.66	0.97	1638	0.7
2	25.6481	0	0	0	0.05	1510.2	0.9	1536	1.3
3	35.90734	0	0	0	0.07	1342.4	0.8	1378	2.0
4	51.2962	0	0	0	0.1	1006.8	0.6	1058	2.2
5	76.9443	0	0	0	0.15	587.3	0.35	664	2.0
6	112.85164	0	0	0	0.22	335.6	0.2	448	1.6
7	76.9443	0	0	0	0.15	167.8	0.1	245	0.9
8	51.2962	0	0	0	0.1	117.46	0.07	169	0.1
9	35.90734	0	0	0	0.07	67.12	0.04	103	-0.8
10	25.6481	0	0	0	0.05	33.56	0.02	59	-1.7
11	10.25924	0	0	0	0.02	0	0	10	-2.7
								7308.862	

8.28 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Cumberland County - SR 25 in Portland**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	950
Hourly Service Volume (2nd quarter of evacuation):	855
Hourly Service Volume (3rd quarter of evacuation):	760
Hourly Service Volume (4th quarter of evacuation):	950

Travel Demand Assumptions

Local County Evacuating Traffic:	880
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1678

Hours for "last evac vehicle" to get from critical link to study area boundary:	0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	43.9931	0	0	0	0.05	1426.3	0.85	1470	0.5
2	175.9724	0	0	0	0.2	922.9	0.55	1099	0.9
3	439.931	0	0	0	0.5	335.6	0.2	776	1.0
4	175.9724	0	0	0	0.2	167.8	0.1	344	0.5
5	43.9931	0	0	0	0.05	0	0	44	-0.6
								3732.462	

4.35 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	17.59724	0	0	0	0.02	1594.1	0.95	1612	0.7
2	70.38896	0	0	0	0.08	1342.4	0.8	1413	1.2
3	131.9793	0	0	0	0.15	922.9	0.55	1055	1.4
4	219.9655	0	0	0	0.25	587.3	0.35	807	1.4
5	219.9655	0	0	0	0.25	335.6	0.2	556	1.1
6	131.9793	0	0	0	0.15	167.8	0.1	300	0.5
7	70.38896	0	0	0	0.08	83.9	0.05	154	-0.4
8	17.59724	0	0	0	0.02	0	0	18	-1.3
								5913.862	

6.67 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	17.59724	0	0	0	0.02	1627.66	0.97	1645	0.7
2	43.9931	0	0	0	0.05	1510.2	0.9	1554	1.4
3	61.59034	0	0	0	0.07	1342.4	0.8	1404	2.0
4	87.9862	0	0	0	0.1	1006.8	0.6	1095	2.3
5	131.9793	0	0	0	0.15	587.3	0.35	719	2.1
6	193.56964	0	0	0	0.22	335.6	0.2	529	1.8
7	131.9793	0	0	0	0.15	167.8	0.1	300	1.2
8	87.9862	0	0	0	0.1	117.46	0.07	205	0.5
9	61.59034	0	0	0	0.07	67.12	0.04	129	-0.4
10	43.9931	0	0	0	0.05	33.56	0.02	78	-1.3
11	17.59724	0	0	0	0.02	0	0	18	-2.3
								7675.762	

8.73 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Cumberland County - SR 25 in Portland**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	950
Hourly Service Volume (2nd quarter of evacuation):	855
Hourly Service Volume (3rd quarter of evacuation):	760
Hourly Service Volume (4th quarter of evacuation):	950

Travel Demand Assumptions

Local County Evacuating Traffic:	794
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1678

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	39.7151	0	0	0	0.05	1426.3	0.85	1466	0.5
2	158.8604	0	0	0	0.2	922.9	0.55	1082	0.9
3	397.151	0	0	0	0.5	335.6	0.2	733	0.9
4	158.8604	0	0	0	0.2	167.8	0.1	327	0.4
5	39.7151	0	0	0	0.05	0	0	40	-0.7
								3646.902	

4.24 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	15.88604	0	0	0	0.02	1594.1	0.95	1610	0.7
2	63.54416	0	0	0	0.08	1342.4	0.8	1406	1.2
3	119.1453	0	0	0	0.15	922.9	0.55	1042	1.4
4	198.5755	0	0	0	0.25	587.3	0.35	786	1.3
5	198.5755	0	0	0	0.25	335.6	0.2	534	1.0
6	119.1453	0	0	0	0.15	167.8	0.1	287	0.4
7	63.54416	0	0	0	0.08	83.9	0.05	147	-0.5
8	15.88604	0	0	0	0.02	0	0	16	-1.4
								5828.302	

6.56 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	15.88604	0	0	0	0.02	1627.66	0.97	1644	0.7
2	39.7151	0	0	0	0.05	1510.2	0.9	1550	1.4
3	55.60114	0	0	0	0.07	1342.4	0.8	1398	2.0
4	79.4302	0	0	0	0.1	1006.8	0.6	1086	2.3
5	119.1453	0	0	0	0.15	587.3	0.35	706	2.1
6	174.74644	0	0	0	0.22	335.6	0.2	510	1.8
7	119.1453	0	0	0	0.15	167.8	0.1	287	1.1
8	79.4302	0	0	0	0.1	117.46	0.07	197	0.4
9	55.60114	0	0	0	0.07	67.12	0.04	123	-0.5
10	39.7151	0	0	0	0.05	33.56	0.02	73	-1.4
11	15.88604	0	0	0	0.02	0	0	16	-2.4
								7590.202	

8.62 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Cumberland County - SR 25 in Portland**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	950
Hourly Service Volume (2nd quarter of evacuation):	855
Hourly Service Volume (3rd quarter of evacuation):	760
Hourly Service Volume (4th quarter of evacuation):	950

Travel Demand Assumptions

Local County Evacuating Traffic:	1,321
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1678

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	66.04685	0	0	0	0.05	1426.3	0.85	1492	0.6
2	264.1874	0	0	0	0.2	922.9	0.55	1187	1.0
3	660.4685	0	0	0	0.5	335.6	0.2	996	1.5
4	264.1874	0	0	0	0.2	167.8	0.1	432	1.0
5	66.04685	0	0	0	0.05	0	0	66	-0.1
								4173.537	

4.91 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	26.41874	0	0	0	0.02	1594.1	0.95	1621	0.7
2	105.67496	0	0	0	0.08	1342.4	0.8	1448	1.2
3	198.14055	0	0	0	0.15	922.9	0.55	1121	1.5
4	330.23425	0	0	0	0.25	587.3	0.35	918	1.6
5	330.23425	0	0	0	0.25	335.6	0.2	666	1.5
6	198.14055	0	0	0	0.15	167.8	0.1	366	1.0
7	105.67496	0	0	0	0.08	83.9	0.05	190	0.2
8	26.41874	0	0	0	0.02	0	0	26	-0.8
								6354.937	

7.20 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	26.41874	0	0	0	0.02	1627.66	0.97	1654	0.7
2	66.04685	0	0	0	0.05	1510.2	0.9	1576	1.4
3	92.46559	0	0	0	0.07	1342.4	0.8	1435	2.1
4	132.0937	0	0	0	0.1	1006.8	0.6	1139	2.4
5	198.14055	0	0	0	0.15	587.3	0.35	785	2.3
6	290.60614	0	0	0	0.22	335.6	0.2	626	2.2
7	198.14055	0	0	0	0.15	167.8	0.1	366	1.6
8	132.0937	0	0	0	0.1	117.46	0.07	250	1.0
9	92.46559	0	0	0	0.07	67.12	0.04	160	0.1
10	66.04685	0	0	0	0.05	33.56	0.02	100	-0.8
11	26.41874	0	0	0	0.02	0	0	26	-1.7
								8116.837	

9.26 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Cumberland County - SR 25 in Portland**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	950
Hourly Service Volume (2nd quarter of evacuation):	855
Hourly Service Volume (3rd quarter of evacuation):	760
Hourly Service Volume (4th quarter of evacuation):	950

Travel Demand Assumptions

Local County Evacuating Traffic:	1,539
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1678

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	76.94	0	0	0	0.05	1426.3	0.85	1503	0.6
2	307.76	0	0	0	0.2	922.9	0.55	1231	1.1
3	769.4	0	0	0	0.5	335.6	0.2	1105	1.7
4	307.76	0	0	0	0.2	167.8	0.1	476	1.3
5	76.94	0	0	0	0.05	0	0	77	0.1
								4391.4	

5.18 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	30.776	0	0	0	0.02	1594.1	0.95	1625	0.7
2	123.104	0	0	0	0.08	1342.4	0.8	1466	1.3
3	230.82	0	0	0	0.15	922.9	0.55	1154	1.6
4	384.7	0	0	0	0.25	587.3	0.35	972	1.7
5	384.7	0	0	0	0.25	335.6	0.2	720	1.7
6	230.82	0	0	0	0.15	167.8	0.1	399	1.2
7	123.104	0	0	0	0.08	83.9	0.05	207	0.4
8	30.776	0	0	0	0.02	0	0	31	-0.5
								6572.8	

7.46 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	30.776	0	0	0	0.02	1627.66	0.97	1658	0.7
2	76.94	0	0	0	0.05	1510.2	0.9	1587	1.4
3	107.716	0	0	0	0.07	1342.4	0.8	1450	2.1
4	153.88	0	0	0	0.1	1006.8	0.6	1161	2.5
5	230.82	0	0	0	0.15	587.3	0.35	818	2.4
6	338.536	0	0	0	0.22	335.6	0.2	674	2.3
7	230.82	0	0	0	0.15	167.8	0.1	399	1.8
8	153.88	0	0	0	0.1	117.46	0.07	271	1.2
9	107.716	0	0	0	0.07	67.12	0.04	175	0.4
10	76.94	0	0	0	0.05	33.56	0.02	111	-0.5
11	30.776	0	0	0	0.02	0	0	31	-1.5
								8334.7	

9.53 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Cumberland County - SR 25 in Portland**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	950
Hourly Service Volume (2nd quarter of evacuation):	855
Hourly Service Volume (3rd quarter of evacuation):	760
Hourly Service Volume (4th quarter of evacuation):	950

Travel Demand Assumptions

Local County Evacuating Traffic:	2,068
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1678

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	103.41155	0	0	0	0.05	1426.3	0.85	1530	0.6
2	413.6462	0	0	0	0.2	922.9	0.55	1337	1.2
3	1034.1155	0	0	0	0.5	335.6	0.2	1370	2.2
4	413.6462	0	0	0	0.2	167.8	0.1	581	2.0
5	103.41155	0	0	0	0.05	0	0	103	0.7
								4920.831	

5.85 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	41.36462	0	0	0	0.02	1594.1	0.95	1635	0.7
2	165.45848	0	0	0	0.08	1342.4	0.8	1508	1.3
3	310.23465	0	0	0	0.15	922.9	0.55	1233	1.8
4	517.05775	0	0	0	0.25	587.3	0.35	1104	2.0
5	517.05775	0	0	0	0.25	335.6	0.2	853	2.2
6	310.23465	0	0	0	0.15	167.8	0.1	478	1.8
7	165.45848	0	0	0	0.08	83.9	0.05	249	1.1
8	41.36462	0	0	0	0.02	0	0	41	0.1
								7102.231	

8.10 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	41.36462	0	0	0	0.02	1627.66	0.97	1669	0.8
2	103.41155	0	0	0	0.05	1510.2	0.9	1614	1.5
3	144.77617	0	0	0	0.07	1342.4	0.8	1487	2.2
4	206.8231	0	0	0	0.1	1006.8	0.6	1214	2.6
5	310.23465	0	0	0	0.15	587.3	0.35	898	2.7
6	455.01082	0	0	0	0.22	335.6	0.2	791	2.7
7	310.23465	0	0	0	0.15	167.8	0.1	478	2.3
8	206.8231	0	0	0	0.1	117.46	0.07	324	1.8
9	144.77617	0	0	0	0.07	67.12	0.04	212	1.0
10	103.41155	0	0	0	0.05	33.56	0.02	137	0.1
11	41.36462	0	0	0	0.02	0	0	41	-0.8
								8864.131	

10.17 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Sagadahoc County - SR 196 in Topsham**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	377
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1040

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	18.8255	0	0	0	0.05	884	0.85	903	0.0
2	75.302	0	0	0	0.2	572	0.55	647	-0.1
3	188.255	0	0	0	0.5	208	0.2	396	-0.6
4	75.302	0	0	0	0.2	104	0.1	179	-1.3
5	18.8255	0	0	0	0.05	0	0	19	-2.0
								2144.51	

2.71 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	7.5302	0	0	0	0.02	988	0.95	996	0.1
2	30.1208	0	0	0	0.08	832	0.8	862	0.1
3	56.4765	0	0	0	0.15	572	0.55	628	-0.1
4	94.1275	0	0	0	0.25	364	0.35	458	-0.5
5	94.1275	0	0	0	0.25	208	0.2	302	-1.0
6	56.4765	0	0	0	0.15	104	0.1	160	-1.8
7	30.1208	0	0	0	0.08	52	0.05	82	-2.7
8	7.5302	0	0	0	0.02	0	0	8	-3.7
								3496.51	

4.29 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	7.5302	0	0	0	0.02	1008.8	0.97	1016	0.2
2	18.8255	0	0	0	0.05	936	0.9	955	0.3
3	26.3557	0	0	0	0.07	832	0.8	858	0.4
4	37.651	0	0	0	0.1	624	0.6	662	0.2
5	56.4765	0	0	0	0.15	364	0.35	420	-0.3
6	82.8322	0	0	0	0.22	208	0.2	291	-0.8
7	56.4765	0	0	0	0.15	104	0.1	160	-1.6
8	37.651	0	0	0	0.1	72.8	0.07	110	-2.4
9	26.3557	0	0	0	0.07	41.6	0.04	68	-3.4
10	18.8255	0	0	0	0.05	20.8	0.02	40	-4.3
11	7.5302	0	0	0	0.02	0	0	8	-5.3
								4588.51	

5.68 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Sagadahoc County - SR 196 in Topsham**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	821
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1040

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	41.04025	0	0	0	0.05	884	0.85	925	0.1
2	164.161	0	0	0	0.2	572	0.55	736	0.0
3	410.4025	0	0	0	0.5	208	0.2	618	-0.1
4	164.161	0	0	0	0.2	104	0.1	268	-0.7
5	41.04025	0	0	0	0.05	0	0	41	-1.5
								2588.805	

3.32 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	16.4161	0	0	0	0.02	988	0.95	1004	0.2
2	65.6644	0	0	0	0.08	832	0.8	898	0.2
3	123.12075	0	0	0	0.15	572	0.55	695	0.1
4	205.20125	0	0	0	0.25	364	0.35	569	-0.2
5	205.20125	0	0	0	0.25	208	0.2	413	-0.6
6	123.12075	0	0	0	0.15	104	0.1	227	-1.3
7	65.6644	0	0	0	0.08	52	0.05	118	-2.1
8	16.4161	0	0	0	0.02	0	0	16	-3.1
								3940.805	

4.88 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	16.4161	0	0	0	0.02	1008.8	0.97	1025	0.2
2	41.04025	0	0	0	0.05	936	0.9	977	0.3
3	57.45635	0	0	0	0.07	832	0.8	889	0.4
4	82.0805	0	0	0	0.1	624	0.6	706	0.3
5	123.12075	0	0	0	0.15	364	0.35	487	0.0
6	180.5771	0	0	0	0.22	208	0.2	389	-0.5
7	123.12075	0	0	0	0.15	104	0.1	227	-1.2
8	82.0805	0	0	0	0.1	72.8	0.07	155	-1.9
9	57.45635	0	0	0	0.07	41.6	0.04	99	-2.8
10	41.04025	0	0	0	0.05	20.8	0.02	62	-3.7
11	16.4161	0	0	0	0.02	0	0	16	-4.7
								5032.805	

6.27 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Sagadahoc County - SR 196 in Topsham**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	561
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1040

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	28.03025	0	0	0	0.05	884	0.85	912	0.0
2	112.121	0	0	0	0.2	572	0.55	684	-0.1
3	280.3025	0	0	0	0.5	208	0.2	488	-0.4
4	112.121	0	0	0	0.2	104	0.1	216	-1.1
5	28.03025	0	0	0	0.05	0	0	28	-1.8
								2328.605	

2.97 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	11.2121	0	0	0	0.02	988	0.95	999	0.1
2	44.8484	0	0	0	0.08	832	0.8	877	0.2
3	84.09075	0	0	0	0.15	572	0.55	656	0.0
4	140.15125	0	0	0	0.25	364	0.35	504	-0.4
5	140.15125	0	0	0	0.25	208	0.2	348	-0.9
6	84.09075	0	0	0	0.15	104	0.1	188	-1.6
7	44.8484	0	0	0	0.08	52	0.05	97	-2.5
8	11.2121	0	0	0	0.02	0	0	11	-3.5
								3680.605	

4.53 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	11.2121	0	0	0	0.02	1008.8	0.97	1020	0.2
2	28.03025	0	0	0	0.05	936	0.9	964	0.3
3	39.24235	0	0	0	0.07	832	0.8	871	0.4
4	56.0605	0	0	0	0.1	624	0.6	680	0.3
5	84.09075	0	0	0	0.15	364	0.35	448	-0.2
6	123.3331	0	0	0	0.22	208	0.2	331	-0.7
7	84.09075	0	0	0	0.15	104	0.1	188	-1.4
8	56.0605	0	0	0	0.1	72.8	0.07	129	-2.2
9	39.24235	0	0	0	0.07	41.6	0.04	81	-3.1
10	28.03025	0	0	0	0.05	20.8	0.02	49	-4.1
11	11.2121	0	0	0	0.02	0	0	11	-5.1
								4772.605	

5.93 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Sagadahoc County - SR 196 in Topsham**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	1,169
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1040

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	58.4675	0	0	0	0.05	884	0.85	942	0.1
2	233.87	0	0	0	0.2	572	0.55	806	0.1
3	584.675	0	0	0	0.5	208	0.2	793	0.3
4	233.87	0	0	0	0.2	104	0.1	338	-0.2
5	58.4675	0	0	0	0.05	0	0	58	-1.1
								2937.35	

3.80 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	23.387	0	0	0	0.02	988	0.95	1011	0.2
2	93.548	0	0	0	0.08	832	0.8	926	0.2
3	175.4025	0	0	0	0.15	572	0.55	747	0.2
4	292.3375	0	0	0	0.25	364	0.35	656	0.0
5	292.3375	0	0	0	0.25	208	0.2	500	-0.3
6	175.4025	0	0	0	0.15	104	0.1	279	-0.9
7	93.548	0	0	0	0.08	52	0.05	146	-1.7
8	23.387	0	0	0	0.02	0	0	23	-2.7
								4289.35	

5.33 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	23.387	0	0	0	0.02	1008.8	0.97	1032	0.2
2	58.4675	0	0	0	0.05	936	0.9	994	0.3
3	81.8545	0	0	0	0.07	832	0.8	914	0.5
4	116.935	0	0	0	0.1	624	0.6	741	0.4
5	175.4025	0	0	0	0.15	364	0.35	539	0.1
6	257.257	0	0	0	0.22	208	0.2	465	-0.2
7	175.4025	0	0	0	0.15	104	0.1	279	-0.8
8	116.935	0	0	0	0.1	72.8	0.07	190	-1.5
9	81.8545	0	0	0	0.07	41.6	0.04	123	-2.4
10	58.4675	0	0	0	0.05	20.8	0.02	79	-3.3
11	23.387	0	0	0	0.02	0	0	23	-4.3
								5381.35	

6.73 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Sagadahoc County - SR 196 in Topsham**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	845
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1040

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	42.2735	0	0	0	0.05	884	0.85	926	0.1
2	169.094	0	0	0	0.2	572	0.55	741	0.0
3	422.735	0	0	0	0.5	208	0.2	631	-0.1
4	169.094	0	0	0	0.2	104	0.1	273	-0.7
5	42.2735	0	0	0	0.05	0	0	42	-1.5
								2613.47	

3.36 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	16.9094	0	0	0	0.02	988	0.95	1005	0.2
2	67.6376	0	0	0	0.08	832	0.8	900	0.2
3	126.8205	0	0	0	0.15	572	0.55	699	0.1
4	211.3675	0	0	0	0.25	364	0.35	575	-0.2
5	211.3675	0	0	0	0.25	208	0.2	419	-0.6
6	126.8205	0	0	0	0.15	104	0.1	231	-1.2
7	67.6376	0	0	0	0.08	52	0.05	120	-2.1
8	16.9094	0	0	0	0.02	0	0	17	-3.1
								3965.47	

4.91 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	16.9094	0	0	0	0.02	1008.8	0.97	1026	0.2
2	42.2735	0	0	0	0.05	936	0.9	978	0.3
3	59.1829	0	0	0	0.07	832	0.8	891	0.4
4	84.547	0	0	0	0.1	624	0.6	709	0.3
5	126.8205	0	0	0	0.15	364	0.35	491	0.0
6	186.0034	0	0	0	0.22	208	0.2	394	-0.5
7	126.8205	0	0	0	0.15	104	0.1	231	-1.1
8	84.547	0	0	0	0.1	72.8	0.07	157	-1.9
9	59.1829	0	0	0	0.07	41.6	0.04	101	-2.8
10	42.2735	0	0	0	0.05	20.8	0.02	63	-3.7
11	16.9094	0	0	0	0.02	0	0	17	-4.7
								5057.47	

6.30 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Sagadahoc County - SR 196 in Topsham**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	1,704
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1040

Hours for "last evac vehicle" to get from critical link to study area boundary:	0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	85.21375	0	0	0	0.05	884	0.85	969	0.1
2	340.855	0	0	0	0.2	572	0.55	913	0.3
3	852.1375	0	0	0	0.5	208	0.2	1060	0.9
4	340.855	0	0	0	0.2	104	0.1	445	0.5
5	85.21375	0	0	0	0.05	0	0	85	-0.5
								3472.275	

4.54 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	34.0855	0	0	0	0.02	988	0.95	1022	0.2
2	136.342	0	0	0	0.08	832	0.8	968	0.3
3	255.64125	0	0	0	0.15	572	0.55	828	0.3
4	426.06875	0	0	0	0.25	364	0.35	790	0.4
5	426.06875	0	0	0	0.25	208	0.2	634	0.3
6	255.64125	0	0	0	0.15	104	0.1	360	-0.2
7	136.342	0	0	0	0.08	52	0.05	188	-1.0
8	34.0855	0	0	0	0.02	0	0	34	-2.0
								4824.275	

6.04 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	34.0855	0	0	0	0.02	1008.8	0.97	1043	0.2
2	85.21375	0	0	0	0.05	936	0.9	1021	0.4
3	119.29925	0	0	0	0.07	832	0.8	951	0.6
4	170.4275	0	0	0	0.1	624	0.6	794	0.6
5	255.64125	0	0	0	0.15	364	0.35	620	0.4
6	374.9405	0	0	0	0.22	208	0.2	583	0.2
7	255.64125	0	0	0	0.15	104	0.1	360	-0.3
8	170.4275	0	0	0	0.1	72.8	0.07	243	-0.9
9	119.29925	0	0	0	0.07	41.6	0.04	161	-1.7
10	85.21375	0	0	0	0.05	20.8	0.02	106	-2.6
11	34.0855	0	0	0	0.02	0	0	34	-3.6
								5916.275	

7.44 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Sagadahoc County - SR 196 in Topsham**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	1,004
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1040

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	50.1805	0	0	0	0.05	884	0.85	934	0.1
2	200.722	0	0	0	0.2	572	0.55	773	0.1
3	501.805	0	0	0	0.5	208	0.2	710	0.1
4	200.722	0	0	0	0.2	104	0.1	305	-0.5
5	50.1805	0	0	0	0.05	0	0	50	-1.3
								2771.61	

3.58 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	20.0722	0	0	0	0.02	988	0.95	1008	0.2
2	80.2888	0	0	0	0.08	832	0.8	912	0.2
3	150.5415	0	0	0	0.15	572	0.55	723	0.1
4	250.9025	0	0	0	0.25	364	0.35	615	-0.1
5	250.9025	0	0	0	0.25	208	0.2	459	-0.4
6	150.5415	0	0	0	0.15	104	0.1	255	-1.1
7	80.2888	0	0	0	0.08	52	0.05	132	-1.9
8	20.0722	0	0	0	0.02	0	0	20	-2.9
								4123.61	

5.12 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	20.0722	0	0	0	0.02	1008.8	0.97	1029	0.2
2	50.1805	0	0	0	0.05	936	0.9	986	0.3
3	70.2527	0	0	0	0.07	832	0.8	902	0.5
4	100.361	0	0	0	0.1	624	0.6	724	0.4
5	150.5415	0	0	0	0.15	364	0.35	515	0.1
6	220.7942	0	0	0	0.22	208	0.2	429	-0.3
7	150.5415	0	0	0	0.15	104	0.1	255	-1.0
8	100.361	0	0	0	0.1	72.8	0.07	173	-1.7
9	70.2527	0	0	0	0.07	41.6	0.04	112	-2.6
10	50.1805	0	0	0	0.05	20.8	0.02	71	-3.5
11	20.0722	0	0	0	0.02	0	0	20	-4.5
								5215.61	

6.51 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Sagadahoc County - SR 196 in Topsham**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	1,867
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1040

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.34475	0	0	0	0.05	884	0.85	977	0.1
2	373.379	0	0	0	0.2	572	0.55	945	0.3
3	933.4475	0	0	0	0.5	208	0.2	1141	1.0
4	373.379	0	0	0	0.2	104	0.1	477	0.7
5	93.34475	0	0	0	0.05	0	0	93	-0.3
								3634.895	

4.76 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	37.3379	0	0	0	0.02	988	0.95	1025	0.2
2	149.3516	0	0	0	0.08	832	0.8	981	0.3
3	280.03425	0	0	0	0.15	572	0.55	852	0.4
4	466.72375	0	0	0	0.25	364	0.35	831	0.5
5	466.72375	0	0	0	0.25	208	0.2	675	0.4
6	280.03425	0	0	0	0.15	104	0.1	384	0.0
7	149.3516	0	0	0	0.08	52	0.05	201	-0.8
8	37.3379	0	0	0	0.02	0	0	37	-1.7
								4986.895	

6.25 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	37.3379	0	0	0	0.02	1008.8	0.97	1046	0.2
2	93.34475	0	0	0	0.05	936	0.9	1029	0.4
3	130.68265	0	0	0	0.07	832	0.8	963	0.6
4	186.6895	0	0	0	0.1	624	0.6	811	0.7
5	280.03425	0	0	0	0.15	364	0.35	644	0.5
6	410.7169	0	0	0	0.22	208	0.2	619	0.4
7	280.03425	0	0	0	0.15	104	0.1	384	-0.1
8	186.6895	0	0	0	0.1	72.8	0.07	259	-0.7
9	130.68265	0	0	0	0.07	41.6	0.04	172	-1.5
10	93.34475	0	0	0	0.05	20.8	0.02	114	-2.4
11	37.3379	0	0	0	0.02	0	0	37	-3.3
								6078.895	

7.66 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Lincoln County - US 1 in Wiscasset**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	1,541
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	778

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	77.061689	0	0	0	0.05	661.3	0.85	738	-0.1
2	308.246756	0	0	0	0.2	427.9	0.55	736	-0.1
3	770.61689	0	0	0	0.5	155.6	0.2	926	0.3
4	308.246756	0	0	0	0.2	77.8	0.1	386	-0.1
5	77.061689	0	0	0	0.05	0	0	77	-1.0
								2863.83378	

3.99 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	30.8246756	0	0	0	0.02	739.1	0.95	770	-0.1
2	123.2987024	0	0	0	0.08	622.4	0.8	746	-0.2
3	231.185067	0	0	0	0.15	427.9	0.55	659	-0.3
4	385.308445	0	0	0	0.25	272.3	0.35	658	-0.4
5	385.308445	0	0	0	0.25	155.6	0.2	541	-0.5
6	231.185067	0	0	0	0.15	77.8	0.1	309	-1.1
7	123.2987024	0	0	0	0.08	38.9	0.05	162	-1.9
8	30.8246756	0	0	0	0.02	0	0	31	-2.8
								3875.23378	

5.16 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	30.8246756	0	0	0	0.02	754.66	0.97	785	0.0
2	77.061689	0	0	0	0.05	700.2	0.9	777	-0.1
3	107.8863646	0	0	0	0.07	622.4	0.8	730	-0.1
4	154.123378	0	0	0	0.1	466.8	0.6	621	-0.3
5	231.185067	0	0	0	0.15	272.3	0.35	503	-0.6
6	339.0714316	0	0	0	0.22	155.6	0.2	495	-0.8
7	231.185067	0	0	0	0.15	77.8	0.1	309	-1.4
8	154.123378	0	0	0	0.1	54.46	0.07	209	-2.0
9	107.8863646	0	0	0	0.07	31.12	0.04	139	-2.9
10	77.061689	0	0	0	0.05	15.56	0.02	93	-3.8
11	30.8246756	0	0	0	0.02	0	0	31	-4.7
								4692.13378	

6.28 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Lincoln County - US 1 in Wiscasset**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	4,325
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	778

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	216.244507	0	0	0	0.05	661.3	0.85	878	0.1
2	864.978028	0	0	0	0.2	427.9	0.55	1293	0.8
3	2162.44507	0	0	0	0.5	155.6	0.2	2318	3.5
4	864.978028	0	0	0	0.2	77.8	0.1	943	3.9
5	216.244507	0	0	0	0.05	0	0	216	2.4
								5647.49014	

8.06 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	86.4978028	0	0	0	0.02	739.1	0.95	826	0.0
2	345.9912112	0	0	0	0.08	622.4	0.8	968	0.2
3	648.733521	0	0	0	0.15	427.9	0.55	1077	0.6
4	1081.222535	0	0	0	0.25	272.3	0.35	1354	1.5
5	1081.222535	0	0	0	0.25	155.6	0.2	1237	2.4
6	648.733521	0	0	0	0.15	77.8	0.1	727	2.5
7	345.9912112	0	0	0	0.08	38.9	0.05	385	1.9
8	86.4978028	0	0	0	0.02	0	0	86	1.0
								6658.89014	

9.05 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	86.4978028	0	0	0	0.02	754.66	0.97	841	0.0
2	216.244507	0	0	0	0.05	700.2	0.9	916	0.1
3	302.7423098	0	0	0	0.07	622.4	0.8	925	0.4
4	432.489014	0	0	0	0.1	466.8	0.6	899	0.6
5	648.733521	0	0	0	0.15	272.3	0.35	921	0.9
6	951.4758308	0	0	0	0.22	155.6	0.2	1107	1.6
7	648.733521	0	0	0	0.15	77.8	0.1	727	1.7
8	432.489014	0	0	0	0.1	54.46	0.07	487	1.4
9	302.7423098	0	0	0	0.07	31.12	0.04	334	0.8
10	216.244507	0	0	0	0.05	15.56	0.02	232	0.1
11	86.4978028	0	0	0	0.02	0	0	86	-0.8
								7475.79014	

10.20 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Lincoln County - US 1 in Wiscasset**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	2,227
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	778

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	111.355797	0	0	0	0.05	661.3	0.85	773	-0.1
2	445.423188	0	0	0	0.2	427.9	0.55	873	0.1
3	1113.55797	0	0	0	0.5	155.6	0.2	1269	1.1
4	445.423188	0	0	0	0.2	77.8	0.1	523	0.9
5	111.355797	0	0	0	0.05	0	0	111	-0.2
								3549.71594	

4.99 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	44.5423188	0	0	0	0.02	739.1	0.95	784	0.0
2	178.1692752	0	0	0	0.08	622.4	0.8	801	-0.1
3	334.067391	0	0	0	0.15	427.9	0.55	762	0.0
4	556.778985	0	0	0	0.25	272.3	0.35	829	0.1
5	556.778985	0	0	0	0.25	155.6	0.2	712	0.2
6	334.067391	0	0	0	0.15	77.8	0.1	412	-0.2
7	178.1692752	0	0	0	0.08	38.9	0.05	217	-0.9
8	44.5423188	0	0	0	0.02	0	0	45	-1.9
								4561.11594	

6.12 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	44.5423188	0	0	0	0.02	754.66	0.97	799	0.0
2	111.355797	0	0	0	0.05	700.2	0.9	812	0.0
3	155.8981158	0	0	0	0.07	622.4	0.8	778	0.0
4	222.711594	0	0	0	0.1	466.8	0.6	690	0.0
5	334.067391	0	0	0	0.15	272.3	0.35	606	-0.2
6	489.9655068	0	0	0	0.22	155.6	0.2	646	-0.2
7	334.067391	0	0	0	0.15	77.8	0.1	412	-0.6
8	222.711594	0	0	0	0.1	54.46	0.07	277	-1.2
9	155.8981158	0	0	0	0.07	31.12	0.04	187	-2.0
10	111.355797	0	0	0	0.05	15.56	0.02	127	-2.8
11	44.5423188	0	0	0	0.02	0	0	45	-3.8
								5378.01594	

7.25 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Lincoln County - US 1 in Wiscasset**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	6,116
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	778

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	305.7978075	0	0	0	0.05	661.3	0.85	967	0.2
2	1223.19123	0	0	0	0.2	427.9	0.55	1651	1.4
3	3057.978075	0	0	0	0.5	155.6	0.2	3214	5.5
4	1223.19123	0	0	0	0.2	77.8	0.1	1301	6.5
5	305.7978075	0	0	0	0.05	0	0	306	4.6
								7438.55615	

10.67 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	122.319123	0	0	0	0.02	739.1	0.95	861	0.1
2	489.276492	0	0	0	0.08	622.4	0.8	1112	0.4
3	917.3934225	0	0	0	0.15	427.9	0.55	1345	1.2
4	1528.989038	0	0	0	0.25	272.3	0.35	1801	2.7
5	1528.989038	0	0	0	0.25	155.6	0.2	1685	4.2
6	917.3934225	0	0	0	0.15	77.8	0.1	995	4.8
7	489.276492	0	0	0	0.08	38.9	0.05	528	4.4
8	122.319123	0	0	0	0.02	0	0	122	3.5
								8449.95615	

11.55 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	122.319123	0	0	0	0.02	754.66	0.97	877	0.1
2	305.7978075	0	0	0	0.05	700.2	0.9	1006	0.3
3	428.1169305	0	0	0	0.07	622.4	0.8	1051	0.7
4	611.595615	0	0	0	0.1	466.8	0.6	1078	1.2
5	917.3934225	0	0	0	0.15	272.3	0.35	1190	1.8
6	1345.510353	0	0	0	0.22	155.6	0.2	1501	3.1
7	917.3934225	0	0	0	0.15	77.8	0.1	995	3.6
8	611.595615	0	0	0	0.1	54.46	0.07	666	3.6
9	428.1169305	0	0	0	0.07	31.12	0.04	459	3.2
10	305.7978075	0	0	0	0.05	15.56	0.02	321	2.6
11	122.319123	0	0	0	0.02	0	0	122	1.7
								9266.85615	

12.71 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Lincoln County - US 1 in Wiscasset**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	3,278
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	778

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	163.8783015	0	0	0	0.05	661.3	0.85	825	0.0
2	655.513206	0	0	0	0.2	427.9	0.55	1083	0.5
3	1638.783015	0	0	0	0.5	155.6	0.2	1794	2.3
4	655.513206	0	0	0	0.2	77.8	0.1	733	2.4
5	163.8783015	0	0	0	0.05	0	0	164	1.1
								4600.16603	

6.53 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	65.5513206	0	0	0	0.02	739.1	0.95	805	0.0
2	262.2052824	0	0	0	0.08	622.4	0.8	885	0.1
3	491.6349045	0	0	0	0.15	427.9	0.55	920	0.3
4	819.3915075	0	0	0	0.25	272.3	0.35	1092	0.8
5	819.3915075	0	0	0	0.25	155.6	0.2	975	1.3
6	491.6349045	0	0	0	0.15	77.8	0.1	569	1.1
7	262.2052824	0	0	0	0.08	38.9	0.05	301	0.5
8	65.5513206	0	0	0	0.02	0	0	66	-0.4
								5611.56603	

7.59 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	65.5513206	0	0	0	0.02	754.66	0.97	820	0.0
2	163.8783015	0	0	0	0.05	700.2	0.9	864	0.1
3	229.4296221	0	0	0	0.07	622.4	0.8	852	0.2
4	327.756603	0	0	0	0.1	466.8	0.6	795	0.3
5	491.6349045	0	0	0	0.15	272.3	0.35	764	0.3
6	721.0645266	0	0	0	0.22	155.6	0.2	877	0.7
7	491.6349045	0	0	0	0.15	77.8	0.1	569	0.5
8	327.756603	0	0	0	0.1	54.46	0.07	382	0.1
9	229.4296221	0	0	0	0.07	31.12	0.04	261	-0.6
10	163.8783015	0	0	0	0.05	15.56	0.02	179	-1.4
11	65.5513206	0	0	0	0.02	0	0	66	-2.3
								6428.46603	

8.72 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Lincoln County - US 1 in Wiscasset**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	8,868
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	778

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	443.3807065	0	0	0	0.05	661.3	0.85	1105	0.3
2	1773.522826	0	0	0	0.2	427.9	0.55	2201	2.4
3	4433.807065	0	0	0	0.5	155.6	0.2	4589	8.7
4	1773.522826	0	0	0	0.2	77.8	0.1	1851	10.5
5	443.3807065	0	0	0	0.05	0	0	443	7.9
								10190.21413	

14.69 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	177.3522826	0	0	0	0.02	739.1	0.95	916	0.1
2	709.4091304	0	0	0	0.08	622.4	0.8	1332	0.7
3	1330.14212	0	0	0	0.15	427.9	0.55	1758	2.1
4	2216.903533	0	0	0	0.25	272.3	0.35	2489	4.5
5	2216.903533	0	0	0	0.25	155.6	0.2	2373	7.1
6	1330.14212	0	0	0	0.15	77.8	0.1	1408	8.3
7	709.4091304	0	0	0	0.08	38.9	0.05	748	8.2
8	177.3522826	0	0	0	0.02	0	0	177	7.4
								11201.61413	

15.39 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	177.3522826	0	0	0	0.02	754.66	0.97	932	0.1
2	443.3807065	0	0	0	0.05	700.2	0.9	1144	0.5
3	620.7329891	0	0	0	0.07	622.4	0.8	1243	1.2
4	886.761413	0	0	0	0.1	466.8	0.6	1354	2.0
5	1330.14212	0	0	0	0.15	272.3	0.35	1602	3.2
6	1950.875109	0	0	0	0.22	155.6	0.2	2106	5.4
7	1330.14212	0	0	0	0.15	77.8	0.1	1408	6.6
8	886.761413	0	0	0	0.1	54.46	0.07	941	7.0
9	620.7329891	0	0	0	0.07	31.12	0.04	652	6.8
10	443.3807065	0	0	0	0.05	15.56	0.02	459	6.4
11	177.3522826	0	0	0	0.02	0	0	177	5.6
								12018.51413	

16.58 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Lincoln County - US 1 in Wiscasset**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	3,520
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	778

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	175.9795565	0	0	0	0.05	661.3	0.85	837	0.0
2	703.918226	0	0	0	0.2	427.9	0.55	1132	0.6
3	1759.795565	0	0	0	0.5	155.6	0.2	1915	2.5
4	703.918226	0	0	0	0.2	77.8	0.1	782	2.7
5	175.9795565	0	0	0	0.05	0	0	176	1.4
								4842.19113	

6.88 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	70.3918226	0	0	0	0.02	739.1	0.95	809	0.0
2	281.5672904	0	0	0	0.08	622.4	0.8	904	0.1
3	527.9386695	0	0	0	0.15	427.9	0.55	956	0.4
4	879.8977825	0	0	0	0.25	272.3	0.35	1152	0.9
5	879.8977825	0	0	0	0.25	155.6	0.2	1035	1.5
6	527.9386695	0	0	0	0.15	77.8	0.1	606	1.4
7	281.5672904	0	0	0	0.08	38.9	0.05	320	0.8
8	70.3918226	0	0	0	0.02	0	0	70	-0.1
								5853.59113	

7.92 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	70.3918226	0	0	0	0.02	754.66	0.97	825	0.0
2	175.9795565	0	0	0	0.05	700.2	0.9	876	0.1
3	246.3713791	0	0	0	0.07	622.4	0.8	869	0.3
4	351.959113	0	0	0	0.1	466.8	0.6	819	0.4
5	527.9386695	0	0	0	0.15	272.3	0.35	800	0.4
6	774.3100486	0	0	0	0.22	155.6	0.2	930	0.9
7	527.9386695	0	0	0	0.15	77.8	0.1	606	0.8
8	351.959113	0	0	0	0.1	54.46	0.07	406	0.4
9	246.3713791	0	0	0	0.07	31.12	0.04	277	-0.3
10	175.9795565	0	0	0	0.05	15.56	0.02	192	-1.0
11	70.3918226	0	0	0	0.02	0	0	70	-1.9
								6670.49113	

9.06 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Lincoln County - US 1 in Wiscasset**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	9,187
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	778

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	459.374407	0	0	0	0.05	661.3	0.85	1121	0.4
2	1837.497628	0	0	0	0.2	427.9	0.55	2265	2.5
3	4593.74407	0	0	0	0.5	155.6	0.2	4749	9.0
4	1837.497628	0	0	0	0.2	77.8	0.1	1915	10.9
5	459.374407	0	0	0	0.05	0	0	459	8.3
								10510.08814	

15.16 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	183.7497628	0	0	0	0.02	739.1	0.95	923	0.1
2	734.9990512	0	0	0	0.08	622.4	0.8	1357	0.8
3	1378.123221	0	0	0	0.15	427.9	0.55	1806	2.2
4	2296.872035	0	0	0	0.25	272.3	0.35	2569	4.7
5	2296.872035	0	0	0	0.25	155.6	0.2	2452	7.4
6	1378.123221	0	0	0	0.15	77.8	0.1	1456	8.7
7	734.9990512	0	0	0	0.08	38.9	0.05	774	8.6
8	183.7497628	0	0	0	0.02	0	0	184	7.8
								11521.48814	

15.84 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	183.7497628	0	0	0	0.02	754.66	0.97	938	0.1
2	459.374407	0	0	0	0.05	700.2	0.9	1160	0.6
3	643.1241698	0	0	0	0.07	622.4	0.8	1266	1.3
4	918.748814	0	0	0	0.1	466.8	0.6	1386	2.2
5	1378.123221	0	0	0	0.15	272.3	0.35	1650	3.4
6	2021.247391	0	0	0	0.22	155.6	0.2	2177	5.7
7	1378.123221	0	0	0	0.15	77.8	0.1	1456	6.9
8	918.748814	0	0	0	0.1	54.46	0.07	973	7.4
9	643.1241698	0	0	0	0.07	31.12	0.04	674	7.2
10	459.374407	0	0	0	0.05	15.56	0.02	475	6.8
11	183.7497628	0	0	0	0.02	0	0	184	6.0
								12338.38814	

17.03 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Knox County - SR 73 in Rockland**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	740
Hourly Service Volume (2nd quarter of evacuation):	666
Hourly Service Volume (3rd quarter of evacuation):	592
Hourly Service Volume (4th quarter of evacuation):	740

Travel Demand Assumptions

Local County Evacuating Traffic:	213
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	564

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	10.65134	0	0	0	0.05	479.4	0.85	490	-0.3
2	42.60536	0	0	0	0.2	310.2	0.55	353	-0.8
3	106.5134	0	0	0	0.5	112.8	0.2	219	-1.6
4	42.60536	0	0	0	0.2	56.4	0.1	99	-2.4
5	10.65134	0	0	0	0.05	0	0	11	-2.9
								1171.8268	

1.74 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	4.260536	0	0	0	0.02	535.8	0.95	540	-0.3
2	17.042144	0	0	0	0.08	451.2	0.8	468	-0.6
3	31.95402	0	0	0	0.15	310.2	0.55	342	-1.1
4	53.2567	0	0	0	0.25	197.4	0.35	251	-1.7
5	53.2567	0	0	0	0.25	112.8	0.2	166	-2.5
6	31.95402	0	0	0	0.15	56.4	0.1	88	-3.3
7	17.042144	0	0	0	0.08	28.2	0.05	45	-4.3
8	4.260536	0	0	0	0.02	0	0	4	-5.3
								1905.0268	

2.75 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	4.260536	0	0	0	0.02	547.08	0.97	551	-0.3
2	10.65134	0	0	0	0.05	507.6	0.9	518	-0.6
3	14.911876	0	0	0	0.07	451.2	0.8	466	-0.9
4	21.30268	0	0	0	0.1	338.4	0.6	360	-1.3
5	31.95402	0	0	0	0.15	197.4	0.35	229	-2.0
6	46.865896	0	0	0	0.22	112.8	0.2	160	-2.7
7	31.95402	0	0	0	0.15	56.4	0.1	88	-3.6
8	21.30268	0	0	0	0.1	39.48	0.07	61	-4.4
9	14.911876	0	0	0	0.07	22.56	0.04	37	-5.4
10	10.65134	0	0	0	0.05	11.28	0.02	22	-6.4
11	4.260536	0	0	0	0.02	0	0	4	-7.4
								2497.2268	

3.64 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Knox County - SR 73 in Rockland**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	740
Hourly Service Volume (2nd quarter of evacuation):	666
Hourly Service Volume (3rd quarter of evacuation):	592
Hourly Service Volume (4th quarter of evacuation):	740

Travel Demand Assumptions

Local County Evacuating Traffic:	381
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	564

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	19.061156	0	0	0	0.05	479.4	0.85	498	-0.3
2	76.244624	0	0	0	0.2	310.2	0.55	386	-0.8
3	190.61156	0	0	0	0.5	112.8	0.2	303	-1.4
4	76.244624	0	0	0	0.2	56.4	0.1	133	-2.1
5	19.061156	0	0	0	0.05	0	0	19	-2.7
								1340.02312	

2.02 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	7.6244624	0	0	0	0.02	535.8	0.95	543	-0.3
2	30.4978496	0	0	0	0.08	451.2	0.8	482	-0.6
3	57.183468	0	0	0	0.15	310.2	0.55	367	-1.1
4	95.30578	0	0	0	0.25	197.4	0.35	293	-1.6
5	95.30578	0	0	0	0.25	112.8	0.2	208	-2.3
6	57.183468	0	0	0	0.15	56.4	0.1	114	-3.1
7	30.4978496	0	0	0	0.08	28.2	0.05	59	-4.0
8	7.6244624	0	0	0	0.02	0	0	8	-5.0
								2073.22312	

3.01 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	7.6244624	0	0	0	0.02	547.08	0.97	555	-0.3
2	19.061156	0	0	0	0.05	507.6	0.9	527	-0.5
3	26.6856184	0	0	0	0.07	451.2	0.8	478	-0.8
4	38.122312	0	0	0	0.1	338.4	0.6	377	-1.3
5	57.183468	0	0	0	0.15	197.4	0.35	255	-1.9
6	83.8690864	0	0	0	0.22	112.8	0.2	197	-2.5
7	57.183468	0	0	0	0.15	56.4	0.1	114	-3.3
8	38.122312	0	0	0	0.1	39.48	0.07	78	-4.2
9	26.6856184	0	0	0	0.07	22.56	0.04	49	-5.2
10	19.061156	0	0	0	0.05	11.28	0.02	30	-6.1
11	7.6244624	0	0	0	0.02	0	0	8	-7.1
								2665.42312	

3.90 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Knox County - SR 73 in Rockland**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	740
Hourly Service Volume (2nd quarter of evacuation):	666
Hourly Service Volume (3rd quarter of evacuation):	592
Hourly Service Volume (4th quarter of evacuation):	740

Travel Demand Assumptions

Local County Evacuating Traffic:	301
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	564

Hours for "last evac vehicle" to get from critical link to study area boundary:	0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	15.058443	0	0	0	0.05	479.4	0.85	494	-0.3
2	60.233772	0	0	0	0.2	310.2	0.55	370	-0.8
3	150.58443	0	0	0	0.5	112.8	0.2	263	-1.5
4	60.233772	0	0	0	0.2	56.4	0.1	117	-2.3
5	15.058443	0	0	0	0.05	0	0	15	-2.8
								1259.96886	

1.89 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	6.0233772	0	0	0	0.02	535.8	0.95	542	-0.3
2	24.0935088	0	0	0	0.08	451.2	0.8	475	-0.6
3	45.175329	0	0	0	0.15	310.2	0.55	355	-1.1
4	75.292215	0	0	0	0.25	197.4	0.35	273	-1.7
5	75.292215	0	0	0	0.25	112.8	0.2	188	-2.4
6	45.175329	0	0	0	0.15	56.4	0.1	102	-3.2
7	24.0935088	0	0	0	0.08	28.2	0.05	52	-4.1
8	6.0233772	0	0	0	0.02	0	0	6	-5.1
								1993.16886	

2.89 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	6.0233772	0	0	0	0.02	547.08	0.97	553	-0.3
2	15.058443	0	0	0	0.05	507.6	0.9	523	-0.5
3	21.0818202	0	0	0	0.07	451.2	0.8	472	-0.8
4	30.116886	0	0	0	0.1	338.4	0.6	369	-1.3
5	45.175329	0	0	0	0.15	197.4	0.35	243	-1.9
6	66.2571492	0	0	0	0.22	112.8	0.2	179	-2.6
7	45.175329	0	0	0	0.15	56.4	0.1	102	-3.4
8	30.116886	0	0	0	0.1	39.48	0.07	70	-4.3
9	21.0818202	0	0	0	0.07	22.56	0.04	44	-5.3
10	15.058443	0	0	0	0.05	11.28	0.02	26	-6.2
11	6.0233772	0	0	0	0.02	0	0	6	-7.2
								2585.36886	

3.77 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Knox County - SR 73 in Rockland**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	740
Hourly Service Volume (2nd quarter of evacuation):	666
Hourly Service Volume (3rd quarter of evacuation):	592
Hourly Service Volume (4th quarter of evacuation):	740

Travel Demand Assumptions

Local County Evacuating Traffic:	527
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	564

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	26.35369	0	0	0	0.05	479.4	0.85	506	-0.3
2	105.41476	0	0	0	0.2	310.2	0.55	416	-0.7
3	263.5369	0	0	0	0.5	112.8	0.2	376	-1.2
4	105.41476	0	0	0	0.2	56.4	0.1	162	-1.9
5	26.35369	0	0	0	0.05	0	0	26	-2.5
								1485.8738	

2.25 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	10.541476	0	0	0	0.02	535.8	0.95	546	-0.3
2	42.165904	0	0	0	0.08	451.2	0.8	493	-0.6
3	79.06107	0	0	0	0.15	310.2	0.55	389	-1.0
4	131.76845	0	0	0	0.25	197.4	0.35	329	-1.5
5	131.76845	0	0	0	0.25	112.8	0.2	245	-2.1
6	79.06107	0	0	0	0.15	56.4	0.1	135	-2.9
7	42.165904	0	0	0	0.08	28.2	0.05	70	-3.8
8	10.541476	0	0	0	0.02	0	0	11	-4.8
								2219.0738	

3.24 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	10.541476	0	0	0	0.02	547.08	0.97	558	-0.2
2	26.35369	0	0	0	0.05	507.6	0.9	534	-0.5
3	36.895166	0	0	0	0.07	451.2	0.8	488	-0.8
4	52.70738	0	0	0	0.1	338.4	0.6	391	-1.2
5	79.06107	0	0	0	0.15	197.4	0.35	276	-1.8
6	115.956236	0	0	0	0.22	112.8	0.2	229	-2.4
7	79.06107	0	0	0	0.15	56.4	0.1	135	-3.2
8	52.70738	0	0	0	0.1	39.48	0.07	92	-4.0
9	36.895166	0	0	0	0.07	22.56	0.04	59	-4.9
10	26.35369	0	0	0	0.05	11.28	0.02	38	-5.9
11	10.541476	0	0	0	0.02	0	0	11	-6.9
								2811.2738	

4.13 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Knox County - SR 73 in Rockland**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	740
Hourly Service Volume (2nd quarter of evacuation):	666
Hourly Service Volume (3rd quarter of evacuation):	592
Hourly Service Volume (4th quarter of evacuation):	740

Travel Demand Assumptions

Local County Evacuating Traffic:	419
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	564

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	20.950983	0	0	0	0.05	479.4	0.85	500	-0.3
2	83.803932	0	0	0	0.2	310.2	0.55	394	-0.8
3	209.50983	0	0	0	0.5	112.8	0.2	322	-1.3
4	83.803932	0	0	0	0.2	56.4	0.1	140	-2.1
5	20.950983	0	0	0	0.05	0	0	21	-2.6
								1377.81966	

2.08 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	8.3803932	0	0	0	0.02	535.8	0.95	544	-0.3
2	33.5215728	0	0	0	0.08	451.2	0.8	485	-0.6
3	62.852949	0	0	0	0.15	310.2	0.55	373	-1.0
4	104.754915	0	0	0	0.25	197.4	0.35	302	-1.6
5	104.754915	0	0	0	0.25	112.8	0.2	218	-2.2
6	62.852949	0	0	0	0.15	56.4	0.1	119	-3.0
7	33.5215728	0	0	0	0.08	28.2	0.05	62	-3.9
8	8.3803932	0	0	0	0.02	0	0	8	-4.9
								2111.01966	

3.07 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	8.3803932	0	0	0	0.02	547.08	0.97	555	-0.2
2	20.950983	0	0	0	0.05	507.6	0.9	529	-0.5
3	29.3313762	0	0	0	0.07	451.2	0.8	481	-0.8
4	41.901966	0	0	0	0.1	338.4	0.6	380	-1.2
5	62.852949	0	0	0	0.15	197.4	0.35	260	-1.9
6	92.1843252	0	0	0	0.22	112.8	0.2	205	-2.5
7	62.852949	0	0	0	0.15	56.4	0.1	119	-3.3
8	41.901966	0	0	0	0.1	39.48	0.07	81	-4.2
9	29.3313762	0	0	0	0.07	22.56	0.04	52	-5.1
10	20.950983	0	0	0	0.05	11.28	0.02	32	-6.1
11	8.3803932	0	0	0	0.02	0	0	8	-7.0
								2703.21966	

3.96 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Knox County - SR 73 in Rockland**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	740
Hourly Service Volume (2nd quarter of evacuation):	666
Hourly Service Volume (3rd quarter of evacuation):	592
Hourly Service Volume (4th quarter of evacuation):	740

Travel Demand Assumptions

Local County Evacuating Traffic:	734
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	564

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	36.712538	0	0	0	0.05	479.4	0.85	516	-0.3
2	146.850152	0	0	0	0.2	310.2	0.55	457	-0.6
3	367.12538	0	0	0	0.5	112.8	0.2	480	-0.9
4	146.850152	0	0	0	0.2	56.4	0.1	203	-1.6
5	36.712538	0	0	0	0.05	0	0	37	-2.2
								1693.05076	

2.59 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	14.6850152	0	0	0	0.02	535.8	0.95	550	-0.3
2	58.7400608	0	0	0	0.08	451.2	0.8	510	-0.6
3	110.137614	0	0	0	0.15	310.2	0.55	420	-0.9
4	183.56269	0	0	0	0.25	197.4	0.35	381	-1.4
5	183.56269	0	0	0	0.25	112.8	0.2	296	-1.9
6	110.137614	0	0	0	0.15	56.4	0.1	167	-2.6
7	58.7400608	0	0	0	0.08	28.2	0.05	87	-3.5
8	14.6850152	0	0	0	0.02	0	0	15	-4.4
								2426.25076	

3.56 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	14.6850152	0	0	0	0.02	547.08	0.97	562	-0.2
2	36.712538	0	0	0	0.05	507.6	0.9	544	-0.5
3	51.3975532	0	0	0	0.07	451.2	0.8	503	-0.8
4	73.425076	0	0	0	0.1	338.4	0.6	412	-1.1
5	110.137614	0	0	0	0.15	197.4	0.35	308	-1.7
6	161.5351672	0	0	0	0.22	112.8	0.2	274	-2.2
7	110.137614	0	0	0	0.15	56.4	0.1	167	-2.9
8	73.425076	0	0	0	0.1	39.48	0.07	113	-3.7
9	51.3975532	0	0	0	0.07	22.56	0.04	74	-4.6
10	36.712538	0	0	0	0.05	11.28	0.02	48	-5.6
11	14.6850152	0	0	0	0.02	0	0	15	-6.6
								3018.45076	

4.45 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Knox County - SR 73 in Rockland**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	740
Hourly Service Volume (2nd quarter of evacuation):	666
Hourly Service Volume (3rd quarter of evacuation):	592
Hourly Service Volume (4th quarter of evacuation):	740

Travel Demand Assumptions

Local County Evacuating Traffic:	484
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	564

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	24.201139	0	0	0	0.05	479.4	0.85	504	-0.3
2	96.804556	0	0	0	0.2	310.2	0.55	407	-0.7
3	242.01139	0	0	0	0.5	112.8	0.2	355	-1.2
4	96.804556	0	0	0	0.2	56.4	0.1	153	-2.0
5	24.201139	0	0	0	0.05	0	0	24	-2.6
								1442.82278	

2.18 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	9.6804556	0	0	0	0.02	535.8	0.95	545	-0.3
2	38.7218224	0	0	0	0.08	451.2	0.8	490	-0.6
3	72.603417	0	0	0	0.15	310.2	0.55	383	-1.0
4	121.005695	0	0	0	0.25	197.4	0.35	318	-1.5
5	121.005695	0	0	0	0.25	112.8	0.2	234	-2.2
6	72.603417	0	0	0	0.15	56.4	0.1	129	-2.9
7	38.7218224	0	0	0	0.08	28.2	0.05	67	-3.8
8	9.6804556	0	0	0	0.02	0	0	10	-4.8
								2176.02278	

3.17 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	9.6804556	0	0	0	0.02	547.08	0.97	557	-0.2
2	24.201139	0	0	0	0.05	507.6	0.9	532	-0.5
3	33.8815946	0	0	0	0.07	451.2	0.8	485	-0.8
4	48.402278	0	0	0	0.1	338.4	0.6	387	-1.2
5	72.603417	0	0	0	0.15	197.4	0.35	270	-1.8
6	106.4850116	0	0	0	0.22	112.8	0.2	219	-2.4
7	72.603417	0	0	0	0.15	56.4	0.1	129	-3.2
8	48.402278	0	0	0	0.1	39.48	0.07	88	-4.1
9	33.8815946	0	0	0	0.07	22.56	0.04	56	-5.0
10	24.201139	0	0	0	0.05	11.28	0.02	35	-6.0
11	9.6804556	0	0	0	0.02	0	0	10	-6.9
								2768.22278	

4.06 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Knox County - SR 73 in Rockland**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	740
Hourly Service Volume (2nd quarter of evacuation):	666
Hourly Service Volume (3rd quarter of evacuation):	592
Hourly Service Volume (4th quarter of evacuation):	740

Travel Demand Assumptions

Local County Evacuating Traffic:	800
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	564

Hours for "last evac vehicle" to get from critical link to study area boundary:	0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	40.008325	0	0	0	0.05	479.4	0.85	519	-0.3
2	160.0333	0	0	0	0.2	310.2	0.55	470	-0.6
3	400.08325	0	0	0	0.5	112.8	0.2	513	-0.8
4	160.0333	0	0	0	0.2	56.4	0.1	216	-1.5
5	40.008325	0	0	0	0.05	0	0	40	-2.1
								1758.9665	

2.69 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	16.00333	0	0	0	0.02	535.8	0.95	552	-0.3
2	64.01332	0	0	0	0.08	451.2	0.8	515	-0.6
3	120.024975	0	0	0	0.15	310.2	0.55	430	-0.9
4	200.041625	0	0	0	0.25	197.4	0.35	397	-1.3
5	200.041625	0	0	0	0.25	112.8	0.2	313	-1.8
6	120.024975	0	0	0	0.15	56.4	0.1	176	-2.5
7	64.01332	0	0	0	0.08	28.2	0.05	92	-3.4
8	16.00333	0	0	0	0.02	0	0	16	-4.3
								2492.1665	

3.66 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	16.00333	0	0	0	0.02	547.08	0.97	563	-0.2
2	40.008325	0	0	0	0.05	507.6	0.9	548	-0.5
3	56.011655	0	0	0	0.07	451.2	0.8	507	-0.7
4	80.01665	0	0	0	0.1	338.4	0.6	418	-1.1
5	120.024975	0	0	0	0.15	197.4	0.35	317	-1.6
6	176.03663	0	0	0	0.22	112.8	0.2	289	-2.1
7	120.024975	0	0	0	0.15	56.4	0.1	176	-2.8
8	80.01665	0	0	0	0.1	39.48	0.07	119	-3.6
9	56.011655	0	0	0	0.07	22.56	0.04	79	-4.5
10	40.008325	0	0	0	0.05	11.28	0.02	51	-5.5
11	16.00333	0	0	0	0.02	0	0	16	-6.4
								3084.3665	

4.55 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Kennebec County - SR 27 in Randolph**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	743
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	849

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	37.1675	0	0	0	0.05	721.65	0.85	759	-0.1
2	148.67	0	0	0	0.2	466.95	0.55	616	-0.3
3	371.675	0	0	0	0.5	169.8	0.2	541	-0.6
4	148.67	0	0	0	0.2	84.9	0.1	234	-1.3
5	37.1675	0	0	0	0.05	0	0	37	-2.0
								2186.65	

2.85 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	14.867	0	0	0	0.02	806.55	0.95	821	0.0
2	59.468	0	0	0	0.08	679.2	0.8	739	-0.2
3	111.5025	0	0	0	0.15	466.95	0.55	578	-0.4
4	185.8375	0	0	0	0.25	297.15	0.35	483	-0.8
5	185.8375	0	0	0	0.25	169.8	0.2	356	-1.3
6	111.5025	0	0	0	0.15	84.9	0.1	196	-2.0
7	59.468	0	0	0	0.08	42.45	0.05	102	-2.9
8	14.867	0	0	0	0.02	0	0	15	-3.9
								3290.35	

4.12 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	14.867	0	0	0	0.02	823.53	0.97	838	0.0
2	37.1675	0	0	0	0.05	764.1	0.9	801	-0.1
3	52.0345	0	0	0	0.07	679.2	0.8	731	-0.1
4	74.335	0	0	0	0.1	509.4	0.6	584	-0.4
5	111.5025	0	0	0	0.15	297.15	0.35	409	-0.9
6	163.537	0	0	0	0.22	169.8	0.2	333	-1.4
7	111.5025	0	0	0	0.15	84.9	0.1	196	-2.1
8	74.335	0	0	0	0.1	59.43	0.07	134	-2.9
9	52.0345	0	0	0	0.07	33.96	0.04	86	-3.8
10	37.1675	0	0	0	0.05	16.98	0.02	54	-4.7
11	14.867	0	0	0	0.02	0	0	15	-5.7
								4181.8	

5.28 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Kennebec County - SR 27 in Randolph**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	1,869
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	849

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.4425	0	0	0	0.05	721.65	0.85	815	-0.1
2	373.77	0	0	0	0.2	466.95	0.55	841	0.0
3	934.425	0	0	0	0.5	169.8	0.2	1104	0.6
4	373.77	0	0	0	0.2	84.9	0.1	459	0.3
5	93.4425	0	0	0	0.05	0	0	93	-0.6
								3312.15	

4.41 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	37.377	0	0	0	0.02	806.55	0.95	844	0.0
2	149.508	0	0	0	0.08	679.2	0.8	829	-0.1
3	280.3275	0	0	0	0.15	466.95	0.55	747	-0.1
4	467.2125	0	0	0	0.25	297.15	0.35	764	-0.1
5	467.2125	0	0	0	0.25	169.8	0.2	637	-0.2
6	280.3275	0	0	0	0.15	84.9	0.1	365	-0.6
7	149.508	0	0	0	0.08	42.45	0.05	192	-1.4
8	37.377	0	0	0	0.02	0	0	37	-2.4
								4415.85	

5.62 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	37.377	0	0	0	0.02	823.53	0.97	861	0.0
2	93.4425	0	0	0	0.05	764.1	0.9	858	0.0
3	130.8195	0	0	0	0.07	679.2	0.8	810	0.0
4	186.885	0	0	0	0.1	509.4	0.6	696	-0.1
5	280.3275	0	0	0	0.15	297.15	0.35	577	-0.3
6	411.147	0	0	0	0.22	169.8	0.2	581	-0.5
7	280.3275	0	0	0	0.15	84.9	0.1	365	-0.9
8	186.885	0	0	0	0.1	59.43	0.07	246	-1.6
9	130.8195	0	0	0	0.07	33.96	0.04	165	-2.4
10	93.4425	0	0	0	0.05	16.98	0.02	110	-3.3
11	37.377	0	0	0	0.02	0	0	37	-4.2
								5307.3	

6.79 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Kennebec County - SR 27 in Randolph**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	1,059
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	849

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	52.93	0	0	0	0.05	721.65	0.85	775	-0.1
2	211.72	0	0	0	0.2	466.95	0.55	679	-0.2
3	529.3	0	0	0	0.5	169.8	0.2	699	-0.2
4	211.72	0	0	0	0.2	84.9	0.1	297	-0.8
5	52.93	0	0	0	0.05	0	0	53	-1.6
								2501.9	

3.29 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	21.172	0	0	0	0.02	806.55	0.95	828	0.0
2	84.688	0	0	0	0.08	679.2	0.8	764	-0.1
3	158.79	0	0	0	0.15	466.95	0.55	626	-0.3
4	264.65	0	0	0	0.25	297.15	0.35	562	-0.6
5	264.65	0	0	0	0.25	169.8	0.2	434	-1.0
6	158.79	0	0	0	0.15	84.9	0.1	244	-1.6
7	84.688	0	0	0	0.08	42.45	0.05	127	-2.5
8	21.172	0	0	0	0.02	0	0	21	-3.5
								3605.6	

4.54 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	21.172	0	0	0	0.02	823.53	0.97	845	0.0
2	52.93	0	0	0	0.05	764.1	0.9	817	-0.1
3	74.102	0	0	0	0.07	679.2	0.8	753	-0.1
4	105.86	0	0	0	0.1	509.4	0.6	615	-0.3
5	158.79	0	0	0	0.15	297.15	0.35	456	-0.7
6	232.892	0	0	0	0.22	169.8	0.2	403	-1.1
7	158.79	0	0	0	0.15	84.9	0.1	244	-1.8
8	105.86	0	0	0	0.1	59.43	0.07	165	-2.5
9	74.102	0	0	0	0.07	33.96	0.04	108	-3.4
10	52.93	0	0	0	0.05	16.98	0.02	70	-4.3
11	21.172	0	0	0	0.02	0	0	21	-5.3
								4497.05	

5.70 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Kennebec County - SR 27 in Randolph**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	2,628
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	849

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	131.3875	0	0	0	0.05	721.65	0.85	853	0.0
2	525.55	0	0	0	0.2	466.95	0.55	993	0.3
3	1313.875	0	0	0	0.5	169.8	0.2	1484	1.5
4	525.55	0	0	0	0.2	84.9	0.1	610	1.4
5	131.3875	0	0	0	0.05	0	0	131	0.2
								4071.05	

5.47 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	52.555	0	0	0	0.02	806.55	0.95	859	0.0
2	210.22	0	0	0	0.08	679.2	0.8	889	0.0
3	394.1625	0	0	0	0.15	466.95	0.55	861	0.1
4	656.9375	0	0	0	0.25	297.15	0.35	954	0.4
5	656.9375	0	0	0	0.25	169.8	0.2	827	0.6
6	394.1625	0	0	0	0.15	84.9	0.1	479	0.3
7	210.22	0	0	0	0.08	42.45	0.05	253	-0.4
8	52.555	0	0	0	0.02	0	0	53	-1.4
								5174.75	

6.63 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	52.555	0	0	0	0.02	823.53	0.97	876	0.0
2	131.3875	0	0	0	0.05	764.1	0.9	895	0.1
3	183.9425	0	0	0	0.07	679.2	0.8	863	0.2
4	262.775	0	0	0	0.1	509.4	0.6	772	0.2
5	394.1625	0	0	0	0.15	297.15	0.35	691	0.1
6	578.105	0	0	0	0.22	169.8	0.2	748	0.2
7	394.1625	0	0	0	0.15	84.9	0.1	479	-0.2
8	262.775	0	0	0	0.1	59.43	0.07	322	-0.7
9	183.9425	0	0	0	0.07	33.96	0.04	218	-1.4
10	131.3875	0	0	0	0.05	16.98	0.02	148	-2.3
11	52.555	0	0	0	0.02	0	0	53	-3.2
								6066.2	

7.80 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Kennebec County - SR 27 in Randolph**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	1,548
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	849

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	77.415	0	0	0	0.05	721.65	0.85	799	-0.1
2	309.66	0	0	0	0.2	466.95	0.55	777	-0.1
3	774.15	0	0	0	0.5	169.8	0.2	944	0.3
4	309.66	0	0	0	0.2	84.9	0.1	395	-0.1
5	77.415	0	0	0	0.05	0	0	77	-1.0
								2991.6	

3.97 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	30.966	0	0	0	0.02	806.55	0.95	838	0.0
2	123.864	0	0	0	0.08	679.2	0.8	803	-0.1
3	232.245	0	0	0	0.15	466.95	0.55	699	-0.2
4	387.075	0	0	0	0.25	297.15	0.35	684	-0.3
5	387.075	0	0	0	0.25	169.8	0.2	557	-0.5
6	232.245	0	0	0	0.15	84.9	0.1	317	-1.0
7	123.864	0	0	0	0.08	42.45	0.05	166	-1.8
8	30.966	0	0	0	0.02	0	0	31	-2.8
								4095.3	

5.19 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	30.966	0	0	0	0.02	823.53	0.97	854	0.0
2	77.415	0	0	0	0.05	764.1	0.9	842	0.0
3	108.381	0	0	0	0.07	679.2	0.8	788	0.0
4	154.83	0	0	0	0.1	509.4	0.6	664	-0.2
5	232.245	0	0	0	0.15	297.15	0.35	529	-0.5
6	340.626	0	0	0	0.22	169.8	0.2	510	-0.7
7	232.245	0	0	0	0.15	84.9	0.1	317	-1.3
8	154.83	0	0	0	0.1	59.43	0.07	214	-2.0
9	108.381	0	0	0	0.07	33.96	0.04	142	-2.8
10	77.415	0	0	0	0.05	16.98	0.02	94	-3.7
11	30.966	0	0	0	0.02	0	0	31	-4.6
								4986.75	

6.36 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Kennebec County - SR 27 in Randolph**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	3,807
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	849

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	190.3475	0	0	0	0.05	721.65	0.85	912	0.1
2	761.39	0	0	0	0.2	466.95	0.55	1228	0.7
3	1903.475	0	0	0	0.5	169.8	0.2	2073	2.7
4	761.39	0	0	0	0.2	84.9	0.1	846	3.0
5	190.3475	0	0	0	0.05	0	0	190	1.6
								5250.25	

7.11 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	76.139	0	0	0	0.02	806.55	0.95	883	0.0
2	304.556	0	0	0	0.08	679.2	0.8	984	0.2
3	571.0425	0	0	0	0.15	466.95	0.55	1038	0.5
4	951.7375	0	0	0	0.25	297.15	0.35	1249	1.1
5	951.7375	0	0	0	0.25	169.8	0.2	1122	1.8
6	571.0425	0	0	0	0.15	84.9	0.1	656	1.7
7	304.556	0	0	0	0.08	42.45	0.05	347	1.1
8	76.139	0	0	0	0.02	0	0	76	0.2
								6353.95	

8.20 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	76.139	0	0	0	0.02	823.53	0.97	900	0.0
2	190.3475	0	0	0	0.05	764.1	0.9	954	0.2
3	266.4865	0	0	0	0.07	679.2	0.8	946	0.4
4	380.695	0	0	0	0.1	509.4	0.6	890	0.5
5	571.0425	0	0	0	0.15	297.15	0.35	868	0.6
6	837.529	0	0	0	0.22	169.8	0.2	1007	1.1
7	571.0425	0	0	0	0.15	84.9	0.1	656	1.1
8	380.695	0	0	0	0.1	59.43	0.07	440	0.7
9	266.4865	0	0	0	0.07	33.96	0.04	300	0.1
10	190.3475	0	0	0	0.05	16.98	0.02	207	-0.7
11	76.139	0	0	0	0.02	0	0	76	-1.6
								7245.4	

9.39 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Kennebec County - SR 27 in Randolph**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	1,625
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	849

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	81.225	0	0	0	0.05	721.65	0.85	803	-0.1
2	324.9	0	0	0	0.2	466.95	0.55	792	-0.1
3	812.25	0	0	0	0.5	169.8	0.2	982	0.4
4	324.9	0	0	0	0.2	84.9	0.1	410	0.0
5	81.225	0	0	0	0.05	0	0	81	-0.9
								3067.8	

4.07 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	32.49	0	0	0	0.02	806.55	0.95	839	0.0
2	129.96	0	0	0	0.08	679.2	0.8	809	-0.1
3	243.675	0	0	0	0.15	466.95	0.55	711	-0.2
4	406.125	0	0	0	0.25	297.15	0.35	703	-0.3
5	406.125	0	0	0	0.25	169.8	0.2	576	-0.4
6	243.675	0	0	0	0.15	84.9	0.1	329	-0.9
7	129.96	0	0	0	0.08	42.45	0.05	172	-1.7
8	32.49	0	0	0	0.02	0	0	32	-2.7
								4171.5	

5.30 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	32.49	0	0	0	0.02	823.53	0.97	856	0.0
2	81.225	0	0	0	0.05	764.1	0.9	845	0.0
3	113.715	0	0	0	0.07	679.2	0.8	793	0.0
4	162.45	0	0	0	0.1	509.4	0.6	672	-0.1
5	243.675	0	0	0	0.15	297.15	0.35	541	-0.4
6	357.39	0	0	0	0.22	169.8	0.2	527	-0.7
7	243.675	0	0	0	0.15	84.9	0.1	329	-1.2
8	162.45	0	0	0	0.1	59.43	0.07	222	-1.9
9	113.715	0	0	0	0.07	33.96	0.04	148	-2.7
10	81.225	0	0	0	0.05	16.98	0.02	98	-3.6
11	32.49	0	0	0	0.02	0	0	32	-4.5
								5062.95	

6.46 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Kennebec County - SR 27 in Randolph**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	3,900
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	849

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	195	0	0	0	0.05	721.65	0.85	917	0.1
2	780	0	0	0	0.2	466.95	0.55	1247	0.7
3	1950	0	0	0	0.5	169.8	0.2	2120	2.9
4	780	0	0	0	0.2	84.9	0.1	865	3.1
5	195	0	0	0	0.05	0	0	195	1.7
								5343.3	

7.24 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	78	0	0	0	0.02	806.55	0.95	885	0.0
2	312	0	0	0	0.08	679.2	0.8	991	0.2
3	585	0	0	0	0.15	466.95	0.55	1052	0.5
4	975	0	0	0	0.25	297.15	0.35	1272	1.2
5	975	0	0	0	0.25	169.8	0.2	1145	1.8
6	585	0	0	0	0.15	84.9	0.1	670	1.8
7	312	0	0	0	0.08	42.45	0.05	354	1.2
8	78	0	0	0	0.02	0	0	78	0.3
								6447	

8.32 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	78	0	0	0	0.02	823.53	0.97	902	0.0
2	195	0	0	0	0.05	764.1	0.9	959	0.2
3	273	0	0	0	0.07	679.2	0.8	952	0.4
4	390	0	0	0	0.1	509.4	0.6	899	0.6
5	585	0	0	0	0.15	297.15	0.35	882	0.7
6	858	0	0	0	0.22	169.8	0.2	1028	1.2
7	585	0	0	0	0.15	84.9	0.1	670	1.2
8	390	0	0	0	0.1	59.43	0.07	449	0.8
9	273	0	0	0	0.07	33.96	0.04	307	0.2
10	195	0	0	0	0.05	16.98	0.02	212	-0.6
11	78	0	0	0	0.02	0	0	78	-1.5
								7338.45	

9.51 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Waldo County - US 1A in Winterport**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	810
Hourly Service Volume (2nd quarter of evacuation):	729
Hourly Service Volume (3rd quarter of evacuation):	648
Hourly Service Volume (4th quarter of evacuation):	810

Travel Demand Assumptions

Local County Evacuating Traffic:	751
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	289

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	37.5571218	0	0	0	0.05	245.65	0.85	283	-0.7
2	150.2284872	0	0	0	0.2	158.95	0.55	309	-1.3
3	375.571218	0	0	0	0.5	57.8	0.2	433	-1.8
4	150.2284872	0	0	0	0.2	28.9	0.1	179	-2.5
5	37.5571218	0	0	0	0.05	0	0	38	-3.0
								1242.442436	

1.77 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	15.02284872	0	0	0	0.02	274.55	0.95	290	-0.6
2	60.09139488	0	0	0	0.08	231.2	0.8	291	-1.3
3	112.6713654	0	0	0	0.15	158.95	0.55	272	-1.9
4	187.785609	0	0	0	0.25	101.15	0.35	289	-2.5
5	187.785609	0	0	0	0.25	57.8	0.2	246	-3.1
6	112.6713654	0	0	0	0.15	28.9	0.1	142	-3.9
7	60.09139488	0	0	0	0.08	14.45	0.05	75	-4.8
8	15.02284872	0	0	0	0.02	0	0	15	-5.8
								1618.142436	

2.19 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	15.02284872	0	0	0	0.02	280.33	0.97	295	-0.6
2	37.5571218	0	0	0	0.05	260.1	0.9	298	-1.3
3	52.57997052	0	0	0	0.07	231.2	0.8	284	-1.9
4	75.1142436	0	0	0	0.1	173.4	0.6	249	-2.5
5	112.6713654	0	0	0	0.15	101.15	0.35	214	-3.2
6	165.2513359	0	0	0	0.22	57.8	0.2	223	-3.9
7	112.6713654	0	0	0	0.15	28.9	0.1	142	-4.7
8	75.1142436	0	0	0	0.1	20.23	0.07	95	-5.5
9	52.57997052	0	0	0	0.07	11.56	0.04	64	-6.5
10	37.5571218	0	0	0	0.05	5.78	0.02	43	-7.4
11	15.02284872	0	0	0	0.02	0	0	15	-8.4
								1921.592436	

2.62 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Waldo County - US 1A in Winterport**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	810
Hourly Service Volume (2nd quarter of evacuation):	729
Hourly Service Volume (3rd quarter of evacuation):	648
Hourly Service Volume (4th quarter of evacuation):	810

Travel Demand Assumptions

Local County Evacuating Traffic:	2,148
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	289

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	107.3983117	0	0	0	0.05	245.65	0.85	353	-0.6
2	429.5932468	0	0	0	0.2	158.95	0.55	589	-0.8
3	1073.983117	0	0	0	0.5	57.8	0.2	1132	-0.2
4	429.5932468	0	0	0	0.2	28.9	0.1	458	-0.5
5	107.3983117	0	0	0	0.05	0	0	107	-1.2
								2639.266234	

3.83 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	42.95932468	0	0	0	0.02	274.55	0.95	318	-0.6
2	171.8372987	0	0	0	0.08	231.2	0.8	403	-1.1
3	322.1949351	0	0	0	0.15	158.95	0.55	481	-1.5
4	536.9915585	0	0	0	0.25	101.15	0.35	638	-1.6
5	536.9915585	0	0	0	0.25	57.8	0.2	595	-1.7
6	322.1949351	0	0	0	0.15	28.9	0.1	351	-2.1
7	171.8372987	0	0	0	0.08	14.45	0.05	186	-2.9
8	42.95932468	0	0	0	0.02	0	0	43	-3.8
								3014.966234	

4.17 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	42.95932468	0	0	0	0.02	280.33	0.97	323	-0.6
2	107.3983117	0	0	0	0.05	260.1	0.9	367	-1.1
3	150.3576364	0	0	0	0.07	231.2	0.8	382	-1.6
4	214.7966234	0	0	0	0.1	173.4	0.6	388	-2.1
5	322.1949351	0	0	0	0.15	101.15	0.35	423	-2.5
6	472.5525715	0	0	0	0.22	57.8	0.2	530	-2.7
7	322.1949351	0	0	0	0.15	28.9	0.1	351	-3.2
8	214.7966234	0	0	0	0.1	20.23	0.07	235	-3.8
9	150.3576364	0	0	0	0.07	11.56	0.04	162	-4.6
10	107.3983117	0	0	0	0.05	5.78	0.02	113	-5.4
11	42.95932468	0	0	0	0.02	0	0	43	-6.4
								3318.416234	

4.61 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Waldo County - US 1A in Winterport**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	810
Hourly Service Volume (2nd quarter of evacuation):	729
Hourly Service Volume (3rd quarter of evacuation):	648
Hourly Service Volume (4th quarter of evacuation):	810

Travel Demand Assumptions

Local County Evacuating Traffic:	1,113
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	289

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	55.6498824	0	0	0	0.05	245.65	0.85	301	-0.6
2	222.5995296	0	0	0	0.2	158.95	0.55	382	-1.2
3	556.498824	0	0	0	0.5	57.8	0.2	614	-1.4
4	222.5995296	0	0	0	0.2	28.9	0.1	251	-2.0
5	55.6498824	0	0	0	0.05	0	0	56	-2.5
								1604.297648	

2.30 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	22.25995296	0	0	0	0.02	274.55	0.95	297	-0.6
2	89.03981184	0	0	0	0.08	231.2	0.8	320	-1.2
3	166.9496472	0	0	0	0.15	158.95	0.55	326	-1.8
4	278.249412	0	0	0	0.25	101.15	0.35	379	-2.3
5	278.249412	0	0	0	0.25	57.8	0.2	336	-2.8
6	166.9496472	0	0	0	0.15	28.9	0.1	196	-3.4
7	89.03981184	0	0	0	0.08	14.45	0.05	103	-4.3
8	22.25995296	0	0	0	0.02	0	0	22	-5.3
								1979.997648	

2.71 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	22.25995296	0	0	0	0.02	280.33	0.97	303	-0.6
2	55.6498824	0	0	0	0.05	260.1	0.9	316	-1.2
3	77.90983536	0	0	0	0.07	231.2	0.8	309	-1.8
4	111.2997648	0	0	0	0.1	173.4	0.6	285	-2.4
5	166.9496472	0	0	0	0.15	101.15	0.35	268	-3.1
6	244.8594826	0	0	0	0.22	57.8	0.2	303	-3.6
7	166.9496472	0	0	0	0.15	28.9	0.1	196	-4.3
8	111.2997648	0	0	0	0.1	20.23	0.07	132	-5.1
9	77.90983536	0	0	0	0.07	11.56	0.04	89	-6.0
10	55.6498824	0	0	0	0.05	5.78	0.02	61	-6.9
11	22.25995296	0	0	0	0.02	0	0	22	-7.9
								2283.447648	

3.13 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Waldo County - US 1A in Winterport**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	810
Hourly Service Volume (2nd quarter of evacuation):	729
Hourly Service Volume (3rd quarter of evacuation):	648
Hourly Service Volume (4th quarter of evacuation):	810

Travel Demand Assumptions

Local County Evacuating Traffic:	3,056
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	289

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	152.7769841	0	0	0	0.05	245.65	0.85	398	-0.5
2	611.1079364	0	0	0	0.2	158.95	0.55	770	-0.5
3	1527.769841	0	0	0	0.5	57.8	0.2	1586	0.9
4	611.1079364	0	0	0	0.2	28.9	0.1	640	0.9
5	152.7769841	0	0	0	0.05	0	0	153	-0.1
								3546.839682	

5.17 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	61.11079364	0	0	0	0.02	274.55	0.95	336	-0.6
2	244.4431746	0	0	0	0.08	231.2	0.8	476	-1.0
3	458.3309523	0	0	0	0.15	158.95	0.55	617	-1.2
4	763.8849205	0	0	0	0.25	101.15	0.35	865	-1.0
5	763.8849205	0	0	0	0.25	57.8	0.2	822	-0.7
6	458.3309523	0	0	0	0.15	28.9	0.1	487	-0.9
7	244.4431746	0	0	0	0.08	14.45	0.05	259	-1.6
8	61.11079364	0	0	0	0.02	0	0	61	-2.6
								3922.539682	

5.45 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	61.11079364	0	0	0	0.02	280.33	0.97	341	-0.6
2	152.7769841	0	0	0	0.05	260.1	0.9	413	-1.1
3	213.8877777	0	0	0	0.07	231.2	0.8	445	-1.5
4	305.5539682	0	0	0	0.1	173.4	0.6	479	-1.8
5	458.3309523	0	0	0	0.15	101.15	0.35	559	-2.0
6	672.21873	0	0	0	0.22	57.8	0.2	730	-1.9
7	458.3309523	0	0	0	0.15	28.9	0.1	487	-2.2
8	305.5539682	0	0	0	0.1	20.23	0.07	326	-2.7
9	213.8877777	0	0	0	0.07	11.56	0.04	225	-3.4
10	152.7769841	0	0	0	0.05	5.78	0.02	159	-4.2
11	61.11079364	0	0	0	0.02	0	0	61	-5.1
								4225.989682	

5.90 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Waldo County - US 1A in Winterport**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	810
Hourly Service Volume (2nd quarter of evacuation):	729
Hourly Service Volume (3rd quarter of evacuation):	648
Hourly Service Volume (4th quarter of evacuation):	810

Travel Demand Assumptions

Local County Evacuating Traffic:	1,663
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	289

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	83.1303053	0	0	0	0.05	245.65	0.85	329	-0.6
2	332.5212212	0	0	0	0.2	158.95	0.55	491	-1.0
3	831.303053	0	0	0	0.5	57.8	0.2	889	-0.7
4	332.5212212	0	0	0	0.2	28.9	0.1	361	-1.2
5	83.1303053	0	0	0	0.05	0	0	83	-1.8
								2153.906106	

3.11 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	33.25212212	0	0	0	0.02	274.55	0.95	308	-0.6
2	133.0084885	0	0	0	0.08	231.2	0.8	364	-1.2
3	249.3909159	0	0	0	0.15	158.95	0.55	408	-1.6
4	415.6515265	0	0	0	0.25	101.15	0.35	517	-1.9
5	415.6515265	0	0	0	0.25	57.8	0.2	473	-2.2
6	249.3909159	0	0	0	0.15	28.9	0.1	278	-2.7
7	133.0084885	0	0	0	0.08	14.45	0.05	147	-3.6
8	33.25212212	0	0	0	0.02	0	0	33	-4.5
								2529.606106	

3.48 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	33.25212212	0	0	0	0.02	280.33	0.97	314	-0.6
2	83.1303053	0	0	0	0.05	260.1	0.9	343	-1.2
3	116.3824274	0	0	0	0.07	231.2	0.8	348	-1.7
4	166.2606106	0	0	0	0.1	173.4	0.6	340	-2.2
5	249.3909159	0	0	0	0.15	101.15	0.35	351	-2.8
6	365.7733433	0	0	0	0.22	57.8	0.2	424	-3.1
7	249.3909159	0	0	0	0.15	28.9	0.1	278	-3.7
8	166.2606106	0	0	0	0.1	20.23	0.07	186	-4.4
9	116.3824274	0	0	0	0.07	11.56	0.04	128	-5.2
10	83.1303053	0	0	0	0.05	5.78	0.02	89	-6.1
11	33.25212212	0	0	0	0.02	0	0	33	-7.1
								2833.056106	

3.91 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Waldo County - US 1A in Winterport**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	810
Hourly Service Volume (2nd quarter of evacuation):	729
Hourly Service Volume (3rd quarter of evacuation):	648
Hourly Service Volume (4th quarter of evacuation):	810

Travel Demand Assumptions

Local County Evacuating Traffic:	4,446
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	289

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	222.3220639	0	0	0	0.05	245.65	0.85	468	-0.4
2	889.2882556	0	0	0	0.2	158.95	0.55	1048	0.0
3	2223.220639	0	0	0	0.5	57.8	0.2	2281	2.5
4	889.2882556	0	0	0	0.2	28.9	0.1	918	2.9
5	222.3220639	0	0	0	0.05	0	0	222	1.6
								4937.741278	

7.23 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	88.92882556	0	0	0	0.02	274.55	0.95	363	-0.6
2	355.7153022	0	0	0	0.08	231.2	0.8	587	-0.8
3	666.9661917	0	0	0	0.15	158.95	0.55	826	-0.7
4	1111.61032	0	0	0	0.25	101.15	0.35	1213	0.0
5	1111.61032	0	0	0	0.25	57.8	0.2	1169	0.8
6	666.9661917	0	0	0	0.15	28.9	0.1	696	0.8
7	355.7153022	0	0	0	0.08	14.45	0.05	370	0.3
8	88.92882556	0	0	0	0.02	0	0	89	-0.6
								5313.441278	

7.42 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	88.92882556	0	0	0	0.02	280.33	0.97	369	-0.5
2	222.3220639	0	0	0	0.05	260.1	0.9	482	-0.9
3	311.2508895	0	0	0	0.07	231.2	0.8	542	-1.2
4	444.6441278	0	0	0	0.1	173.4	0.6	618	-1.4
5	666.9661917	0	0	0	0.15	101.15	0.35	768	-1.3
6	978.2170812	0	0	0	0.22	57.8	0.2	1036	-0.7
7	666.9661917	0	0	0	0.15	28.9	0.1	696	-0.6
8	444.6441278	0	0	0	0.1	20.23	0.07	465	-0.9
9	311.2508895	0	0	0	0.07	11.56	0.04	323	-1.5
10	222.3220639	0	0	0	0.05	5.78	0.02	228	-2.2
11	88.92882556	0	0	0	0.02	0	0	89	-3.1
								5616.891278	

7.88 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Waldo County - US 1A in Winterport**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	810
Hourly Service Volume (2nd quarter of evacuation):	729
Hourly Service Volume (3rd quarter of evacuation):	648
Hourly Service Volume (4th quarter of evacuation):	810

Travel Demand Assumptions

Local County Evacuating Traffic:	1,862
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	289

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.1158369	0	0	0	0.05	245.65	0.85	339	-0.6
2	372.4633476	0	0	0	0.2	158.95	0.55	531	-0.9
3	931.158369	0	0	0	0.5	57.8	0.2	989	-0.5
4	372.4633476	0	0	0	0.2	28.9	0.1	401	-0.9
5	93.1158369	0	0	0	0.05	0	0	93	-1.6
								2353.616738	

3.41 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	37.24633476	0	0	0	0.02	274.55	0.95	312	-0.6
2	148.985339	0	0	0	0.08	231.2	0.8	380	-1.1
3	279.3475107	0	0	0	0.15	158.95	0.55	438	-1.5
4	465.5791845	0	0	0	0.25	101.15	0.35	567	-1.8
5	465.5791845	0	0	0	0.25	57.8	0.2	523	-2.0
6	279.3475107	0	0	0	0.15	28.9	0.1	308	-2.5
7	148.985339	0	0	0	0.08	14.45	0.05	163	-3.3
8	37.24633476	0	0	0	0.02	0	0	37	-4.2
								2729.316738	

3.76 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	37.24633476	0	0	0	0.02	280.33	0.97	318	-0.6
2	93.1158369	0	0	0	0.05	260.1	0.9	353	-1.2
3	130.3621717	0	0	0	0.07	231.2	0.8	362	-1.7
4	186.2316738	0	0	0	0.1	173.4	0.6	360	-2.2
5	279.3475107	0	0	0	0.15	101.15	0.35	380	-2.7
6	409.7096824	0	0	0	0.22	57.8	0.2	468	-2.9
7	279.3475107	0	0	0	0.15	28.9	0.1	308	-3.5
8	186.2316738	0	0	0	0.1	20.23	0.07	206	-4.1
9	130.3621717	0	0	0	0.07	11.56	0.04	142	-5.0
10	93.1158369	0	0	0	0.05	5.78	0.02	99	-5.8
11	37.24633476	0	0	0	0.02	0	0	37	-6.8
								3032.766738	

4.20 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Waldo County - US 1A in Winterport**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	810
Hourly Service Volume (2nd quarter of evacuation):	729
Hourly Service Volume (3rd quarter of evacuation):	648
Hourly Service Volume (4th quarter of evacuation):	810

Travel Demand Assumptions

Local County Evacuating Traffic:	4,690
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	289

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	234.5172809	0	0	0	0.05	245.65	0.85	480	-0.4
2	938.0691236	0	0	0	0.2	158.95	0.55	1097	0.1
3	2345.172809	0	0	0	0.5	57.8	0.2	2403	2.8
4	938.0691236	0	0	0	0.2	28.9	0.1	967	3.3
5	234.5172809	0	0	0	0.05	0	0	235	1.9
								5181.645618	

7.59 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.80691236	0	0	0	0.02	274.55	0.95	368	-0.5
2	375.2276494	0	0	0	0.08	231.2	0.8	606	-0.8
3	703.5518427	0	0	0	0.15	158.95	0.55	863	-0.6
4	1172.586405	0	0	0	0.25	101.15	0.35	1274	0.1
5	1172.586405	0	0	0	0.25	57.8	0.2	1230	1.0
6	703.5518427	0	0	0	0.15	28.9	0.1	732	1.2
7	375.2276494	0	0	0	0.08	14.45	0.05	390	0.6
8	93.80691236	0	0	0	0.02	0	0	94	-0.2
								5557.345618	

7.76 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.80691236	0	0	0	0.02	280.33	0.97	374	-0.5
2	234.5172809	0	0	0	0.05	260.1	0.9	495	-0.9
3	328.3241933	0	0	0	0.07	231.2	0.8	560	-1.2
4	469.0345618	0	0	0	0.1	173.4	0.6	642	-1.3
5	703.5518427	0	0	0	0.15	101.15	0.35	805	-1.2
6	1031.876036	0	0	0	0.22	57.8	0.2	1090	-0.5
7	703.5518427	0	0	0	0.15	28.9	0.1	732	-0.4
8	469.0345618	0	0	0	0.1	20.23	0.07	489	-0.6
9	328.3241933	0	0	0	0.07	11.56	0.04	340	-1.2
10	234.5172809	0	0	0	0.05	5.78	0.02	240	-1.9
11	93.80691236	0	0	0	0.02	0	0	94	-2.8
								5860.795618	

8.22 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Hanover County - US 1 in Ellsworth**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	2,469
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1090

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	123.45124	0	0	0	0.05	926.5	0.85	1050	0.3
2	493.80496	0	0	0	0.2	599.5	0.55	1093	0.8
3	1234.5124	0	0	0	0.5	218	0.2	1453	2.1
4	493.80496	0	0	0	0.2	109	0.1	603	2.0
5	123.45124	0	0	0	0.05	0	0	123	0.8
								4322.0248	

6.05 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	49.380496	0	0	0	0.02	1035.5	0.95	1085	0.3
2	197.521984	0	0	0	0.08	872	0.8	1070	0.6
3	370.35372	0	0	0	0.15	599.5	0.55	970	0.9
4	617.2562	0	0	0	0.25	381.5	0.35	999	1.3
5	617.2562	0	0	0	0.25	218	0.2	835	1.6
6	370.35372	0	0	0	0.15	109	0.1	479	1.3
7	197.521984	0	0	0	0.08	54.5	0.05	252	0.6
8	49.380496	0	0	0	0.02	0	0	49	-0.3
	2469.0248					3270		5739.0248	

7.67 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	49.380496	0	0	0	0.02	1057.3	0.97	1107	0.3
2	123.45124	0	0	0	0.05	981	0.9	1104	0.7
3	172.831736	0	0	0	0.07	872	0.8	1045	1.1
4	246.90248	0	0	0	0.1	654	0.6	901	1.3
5	370.35372	0	0	0	0.15	381.5	0.35	752	1.4
6	543.185456	0	0	0	0.22	218	0.2	761	1.5
7	370.35372	0	0	0	0.15	109	0.1	479	1.2
8	246.90248	0	0	0	0.1	76.3	0.07	323	0.7
9	172.831736	0	0	0	0.07	43.6	0.04	216	0.0
10	123.45124	0	0	0	0.05	21.8	0.02	145	-0.8
11	49.380496	0	0	0	0.02	0	0	49	-1.8
								6883.5248	

9.24 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Hanover County - US 1 in Ellsworth**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	5,822
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1090

Hours for "last evac vehicle" to get from critical link to study area boundary:	0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	291.120875	0	0	0	0.05	926.5	0.85	1218	0.5
2	1164.4835	0	0	0	0.2	599.5	0.55	1764	1.9
3	2911.20875	0	0	0	0.5	218	0.2	3129	5.9
4	1164.4835	0	0	0	0.2	109	0.1	1273	6.9
5	291.120875	0	0	0	0.05	0	0	291	4.9
								7675.4175	

10.94 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	116.44835	0	0	0	0.02	1035.5	0.95	1152	0.4
2	465.7934	0	0	0	0.08	872	0.8	1338	1.0
3	873.362625	0	0	0	0.15	599.5	0.55	1473	2.0
4	1455.604375	0	0	0	0.25	381.5	0.35	1837	3.5
5	1455.604375	0	0	0	0.25	218	0.2	1674	5.1
6	873.362625	0	0	0	0.15	109	0.1	982	5.6
7	465.7934	0	0	0	0.08	54.5	0.05	520	5.2
8	116.44835	0	0	0	0.02	0	0	116	4.3
								9092.4175	

12.35 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	116.44835	0	0	0	0.02	1057.3	0.97	1174	0.4
2	291.120875	0	0	0	0.05	981	0.9	1272	1.0
3	407.569225	0	0	0	0.07	872	0.8	1280	1.7
4	582.24175	0	0	0	0.1	654	0.6	1236	2.4
5	873.362625	0	0	0	0.15	381.5	0.35	1255	3.1
6	1280.93185	0	0	0	0.22	218	0.2	1499	4.4
7	873.362625	0	0	0	0.15	109	0.1	982	4.9
8	582.24175	0	0	0	0.1	76.3	0.07	659	4.9
9	407.569225	0	0	0	0.07	43.6	0.04	451	4.4
10	291.120875	0	0	0	0.05	21.8	0.02	313	3.8
11	116.44835	0	0	0	0.02	0	0	116	3.0
								10236.9175	

13.95 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Hanover County - US 1 in Ellsworth**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	3,384
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1090

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	169.22146	0	0	0	0.05	926.5	0.85	1096	0.3
2	676.88584	0	0	0	0.2	599.5	0.55	1276	1.1
3	1692.2146	0	0	0	0.5	218	0.2	1910	3.2
4	676.88584	0	0	0	0.2	109	0.1	786	3.4
5	169.22146	0	0	0	0.05	0	0	169	1.9
								5237.4292	

7.38 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	67.688584	0	0	0	0.02	1035.5	0.95	1103	0.3
2	270.754336	0	0	0	0.08	872	0.8	1143	0.7
3	507.66438	0	0	0	0.15	599.5	0.55	1107	1.2
4	846.1073	0	0	0	0.25	381.5	0.35	1228	1.9
5	846.1073	0	0	0	0.25	218	0.2	1064	2.5
6	507.66438	0	0	0	0.15	109	0.1	617	2.5
7	270.754336	0	0	0	0.08	54.5	0.05	325	1.9
8	67.688584	0	0	0	0.02	0	0	68	0.9
								6654.4292	

8.94 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	67.688584	0	0	0	0.02	1057.3	0.97	1125	0.4
2	169.22146	0	0	0	0.05	981	0.9	1150	0.8
3	236.910044	0	0	0	0.07	872	0.8	1109	1.3
4	338.44292	0	0	0	0.1	654	0.6	992	1.6
5	507.66438	0	0	0	0.15	381.5	0.35	889	1.8
6	744.574424	0	0	0	0.22	218	0.2	963	2.3
7	507.66438	0	0	0	0.15	109	0.1	617	2.2
8	338.44292	0	0	0	0.1	76.3	0.07	415	1.9
9	236.910044	0	0	0	0.07	43.6	0.04	281	1.2
10	169.22146	0	0	0	0.05	21.8	0.02	191	0.4
11	67.688584	0	0	0	0.02	0	0	68	-0.5
								7798.9292	

10.52 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Hanover County - US 1 in Ellsworth**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	7,917
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1090

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	395.8342975	0	0	0	0.05	926.5	0.85	1322	0.6
2	1583.33719	0	0	0	0.2	599.5	0.55	2183	2.6
3	3958.342975	0	0	0	0.5	218	0.2	4176	8.3
4	1583.33719	0	0	0	0.2	109	0.1	1692	9.9
5	395.8342975	0	0	0	0.05	0	0	396	7.4
								9769.68595	

14.00 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	158.333719	0	0	0	0.02	1035.5	0.95	1194	0.5
2	633.334876	0	0	0	0.08	872	0.8	1505	1.3
3	1187.502893	0	0	0	0.15	599.5	0.55	1787	2.7
4	1979.171488	0	0	0	0.25	381.5	0.35	2361	4.9
5	1979.171488	0	0	0	0.25	218	0.2	2197	7.3
6	1187.502893	0	0	0	0.15	109	0.1	1297	8.2
7	633.334876	0	0	0	0.08	54.5	0.05	688	8.1
8	158.333719	0	0	0	0.02	0	0	158	7.3
								11186.68595	

15.27 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	158.333719	0	0	0	0.02	1057.3	0.97	1216	0.5
2	395.8342975	0	0	0	0.05	981	0.9	1377	1.2
3	554.1680165	0	0	0	0.07	872	0.8	1426	2.1
4	791.668595	0	0	0	0.1	654	0.6	1446	3.1
5	1187.502893	0	0	0	0.15	381.5	0.35	1569	4.2
6	1741.670909	0	0	0	0.22	218	0.2	1960	6.2
7	1187.502893	0	0	0	0.15	109	0.1	1297	7.1
8	791.668595	0	0	0	0.1	76.3	0.07	868	7.5
9	554.1680165	0	0	0	0.07	43.6	0.04	598	7.2
10	395.8342975	0	0	0	0.05	21.8	0.02	418	6.7
11	158.333719	0	0	0	0.02	0	0	158	5.9
								12331.18595	

16.90 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Hanover County - US 1 in Ellsworth**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	4,768
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1090

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	238.4081125	0	0	0	0.05	926.5	0.85	1165	0.4
2	953.63245	0	0	0	0.2	599.5	0.55	1553	1.6
3	2384.081125	0	0	0	0.5	218	0.2	2602	4.7
4	953.63245	0	0	0	0.2	109	0.1	1063	5.4
5	238.4081125	0	0	0	0.05	0	0	238	3.6
								6621.16225	

9.40 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	95.363245	0	0	0	0.02	1035.5	0.95	1131	0.4
2	381.45298	0	0	0	0.08	872	0.8	1253	0.9
3	715.2243375	0	0	0	0.15	599.5	0.55	1315	1.7
4	1192.040563	0	0	0	0.25	381.5	0.35	1574	2.8
5	1192.040563	0	0	0	0.25	218	0.2	1410	4.0
6	715.2243375	0	0	0	0.15	109	0.1	824	4.2
7	381.45298	0	0	0	0.08	54.5	0.05	436	3.8
8	95.363245	0	0	0	0.02	0	0	95	2.9
								8038.16225	

10.88 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	95.363245	0	0	0	0.02	1057.3	0.97	1153	0.4
2	238.4081125	0	0	0	0.05	981	0.9	1219	0.9
3	333.7713575	0	0	0	0.07	872	0.8	1206	1.5
4	476.816225	0	0	0	0.1	654	0.6	1131	2.1
5	715.2243375	0	0	0	0.15	381.5	0.35	1097	2.5
6	1048.995695	0	0	0	0.22	218	0.2	1267	3.5
7	715.2243375	0	0	0	0.15	109	0.1	824	3.7
8	476.816225	0	0	0	0.1	76.3	0.07	553	3.6
9	333.7713575	0	0	0	0.07	43.6	0.04	377	3.0
10	238.4081125	0	0	0	0.05	21.8	0.02	260	2.4
11	95.363245	0	0	0	0.02	0	0	95	1.5
								9182.66225	

12.47 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Hanover County - US 1 in Ellsworth**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	11,090
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1090

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	554.4809825	0	0	0	0.05	926.5	0.85	1481	0.8
2	2217.92393	0	0	0	0.2	599.5	0.55	2817	3.7
3	5544.809825	0	0	0	0.5	218	0.2	5763	12.0
4	2217.92393	0	0	0	0.2	109	0.1	2327	14.5
5	554.4809825	0	0	0	0.05	0	0	554	11.3
								12942.61965	

18.63 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	221.792393	0	0	0	0.02	1035.5	0.95	1257	0.5
2	887.169572	0	0	0	0.08	872	0.8	1759	1.7
3	1663.442948	0	0	0	0.15	599.5	0.55	2263	3.7
4	2772.404913	0	0	0	0.25	381.5	0.35	3154	7.0
5	2772.404913	0	0	0	0.25	218	0.2	2990	10.6
6	1663.442948	0	0	0	0.15	109	0.1	1772	12.3
7	887.169572	0	0	0	0.08	54.5	0.05	942	12.4
8	221.792393	0	0	0	0.02	0	0	222	11.7
								14359.61965	

19.70 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	221.792393	0	0	0	0.02	1057.3	0.97	1279	0.6
2	554.4809825	0	0	0	0.05	981	0.9	1535	1.4
3	776.2733755	0	0	0	0.07	872	0.8	1648	2.7
4	1108.961965	0	0	0	0.1	654	0.6	1763	4.1
5	1663.442948	0	0	0	0.15	381.5	0.35	2045	5.8
6	2439.716323	0	0	0	0.22	218	0.2	2658	8.9
7	1663.442948	0	0	0	0.15	109	0.1	1772	10.6
8	1108.961965	0	0	0	0.1	76.3	0.07	1185	11.4
9	776.2733755	0	0	0	0.07	43.6	0.04	820	11.4
10	554.4809825	0	0	0	0.05	21.8	0.02	576	11.1
11	221.792393	0	0	0	0.02	0	0	222	10.4
								15504.11965	

21.36 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Hanover County - US 1 in Ellsworth**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	5,142
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1090

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	257.0826475	0	0	0	0.05	926.5	0.85	1184	0.4
2	1028.33059	0	0	0	0.2	599.5	0.55	1628	1.7
3	2570.826475	0	0	0	0.5	218	0.2	2789	5.2
4	1028.33059	0	0	0	0.2	109	0.1	1137	5.9
5	257.0826475	0	0	0	0.05	0	0	257	4.0
								6994.65295	

9.95 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	102.833059	0	0	0	0.02	1035.5	0.95	1138	0.4
2	411.332236	0	0	0	0.08	872	0.8	1283	1.0
3	771.2479425	0	0	0	0.15	599.5	0.55	1371	1.8
4	1285.413238	0	0	0	0.25	381.5	0.35	1667	3.1
5	1285.413238	0	0	0	0.25	218	0.2	1503	4.4
6	771.2479425	0	0	0	0.15	109	0.1	880	4.7
7	411.332236	0	0	0	0.08	54.5	0.05	466	4.3
8	102.833059	0	0	0	0.02	0	0	103	3.4
								8411.65295	

11.40 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	102.833059	0	0	0	0.02	1057.3	0.97	1160	0.4
2	257.0826475	0	0	0	0.05	981	0.9	1238	0.9
3	359.9157065	0	0	0	0.07	872	0.8	1232	1.6
4	514.165295	0	0	0	0.1	654	0.6	1168	2.2
5	771.2479425	0	0	0	0.15	381.5	0.35	1153	2.7
6	1131.163649	0	0	0	0.22	218	0.2	1349	3.8
7	771.2479425	0	0	0	0.15	109	0.1	880	4.1
8	514.165295	0	0	0	0.1	76.3	0.07	590	4.0
9	359.9157065	0	0	0	0.07	43.6	0.04	404	3.5
10	257.0826475	0	0	0	0.05	21.8	0.02	279	2.9
11	102.833059	0	0	0	0.02	0	0	103	2.0
								9556.15295	

12.99 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Hanover County - US 1 in Ellsworth**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	11,488
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1090

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	574.420965	0	0	0	0.05	926.5	0.85	1501	0.8
2	2297.68386	0	0	0	0.2	599.5	0.55	2897	3.8
3	5744.20965	0	0	0	0.5	218	0.2	5962	12.4
4	2297.68386	0	0	0	0.2	109	0.1	2407	15.1
5	574.420965	0	0	0	0.05	0	0	574	11.8
								13341.4193	

19.21 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	229.768386	0	0	0	0.02	1035.5	0.95	1265	0.5
2	919.073544	0	0	0	0.08	872	0.8	1791	1.7
3	1723.262895	0	0	0	0.15	599.5	0.55	2323	3.9
4	2872.104825	0	0	0	0.25	381.5	0.35	3254	7.3
5	2872.104825	0	0	0	0.25	218	0.2	3090	11.0
6	1723.262895	0	0	0	0.15	109	0.1	1832	12.8
7	919.073544	0	0	0	0.08	54.5	0.05	974	13.0
8	229.768386	0	0	0	0.02	0	0	230	12.3
								14758.4193	

20.25 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	229.768386	0	0	0	0.02	1057.3	0.97	1287	0.6
2	574.420965	0	0	0	0.05	981	0.9	1555	1.5
3	804.189351	0	0	0	0.07	872	0.8	1676	2.7
4	1148.84193	0	0	0	0.1	654	0.6	1803	4.2
5	1723.262895	0	0	0	0.15	381.5	0.35	2105	6.0
6	2527.452246	0	0	0	0.22	218	0.2	2745	9.2
7	1723.262895	0	0	0	0.15	109	0.1	1832	11.0
8	1148.84193	0	0	0	0.1	76.3	0.07	1225	11.9
9	804.189351	0	0	0	0.07	43.6	0.04	848	11.9
10	574.420965	0	0	0	0.05	21.8	0.02	596	11.6
11	229.768386	0	0	0	0.02	0	0	230	10.9
								15902.9193	

21.92 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Penobscot County - US 1A in Brewer**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	1,493
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	919

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	74.670407	0	0	0	0.05	781.15	0.85	856	0.0
2	298.681628	0	0	0	0.2	505.45	0.55	804	0.0
3	746.70407	0	0	0	0.5	183.8	0.2	931	0.3
4	298.681628	0	0	0	0.2	91.9	0.1	391	-0.1
5	74.670407	0	0	0	0.05	0	0	75	-1.0
								3055.70814	

3.99 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	29.8681628	0	0	0	0.02	873.05	0.95	903	0.0
2	119.4726512	0	0	0	0.08	735.2	0.8	855	0.0
3	224.011221	0	0	0	0.15	505.45	0.55	729	0.0
4	373.352035	0	0	0	0.25	321.65	0.35	695	-0.2
5	373.352035	0	0	0	0.25	183.8	0.2	557	-0.4
6	224.011221	0	0	0	0.15	91.9	0.1	316	-0.9
7	119.4726512	0	0	0	0.08	45.95	0.05	165	-1.7
8	29.8681628	0	0	0	0.02	0	0	30	-2.7
								4250.40814	

5.32 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	29.8681628	0	0	0	0.02	891.43	0.97	921	0.1
2	74.670407	0	0	0	0.05	827.1	0.9	902	0.1
3	104.5385698	0	0	0	0.07	735.2	0.8	840	0.2
4	149.340814	0	0	0	0.1	551.4	0.6	701	0.1
5	224.011221	0	0	0	0.15	321.65	0.35	546	-0.2
6	328.5497908	0	0	0	0.22	183.8	0.2	512	-0.5
7	224.011221	0	0	0	0.15	91.9	0.1	316	-1.1
8	149.340814	0	0	0	0.1	64.33	0.07	214	-1.7
9	104.5385698	0	0	0	0.07	36.76	0.04	141	-2.6
10	74.670407	0	0	0	0.05	18.38	0.02	93	-3.5
11	29.8681628	0	0	0	0.02	0	0	30	-4.4
								5215.35814	

6.56 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Penobscot County - US 1A in Brewer**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	4,156
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	919

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	207.7763755	0	0	0	0.05	781.15	0.85	989	0.1
2	831.105502	0	0	0	0.2	505.45	0.55	1337	0.9
3	2077.763755	0	0	0	0.5	183.8	0.2	2262	3.2
4	831.105502	0	0	0	0.2	91.9	0.1	923	3.5
5	207.7763755	0	0	0	0.05	0	0	208	2.1
								5717.82751	

7.66 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	83.1105502	0	0	0	0.02	873.05	0.95	956	0.1
2	332.4422008	0	0	0	0.08	735.2	0.8	1068	0.3
3	623.3291265	0	0	0	0.15	505.45	0.55	1129	0.8
4	1038.881878	0	0	0	0.25	321.65	0.35	1361	1.5
5	1038.881878	0	0	0	0.25	183.8	0.2	1223	2.3
6	623.3291265	0	0	0	0.15	91.9	0.1	715	2.3
7	332.4422008	0	0	0	0.08	45.95	0.05	378	1.7
8	83.1105502	0	0	0	0.02	0	0	83	0.8
								6912.52751	

8.82 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	83.1105502	0	0	0	0.02	891.43	0.97	975	0.1
2	207.7763755	0	0	0	0.05	827.1	0.9	1035	0.3
3	290.8869257	0	0	0	0.07	735.2	0.8	1026	0.6
4	415.552751	0	0	0	0.1	551.4	0.6	967	0.9
5	623.3291265	0	0	0	0.15	321.65	0.35	945	1.1
6	914.2160522	0	0	0	0.22	183.8	0.2	1098	1.6
7	623.3291265	0	0	0	0.15	91.9	0.1	715	1.7
8	415.552751	0	0	0	0.1	64.33	0.07	480	1.4
9	290.8869257	0	0	0	0.07	36.76	0.04	328	0.7
10	207.7763755	0	0	0	0.05	18.38	0.02	226	0.0
11	83.1105502	0	0	0	0.02	0	0	83	-0.9
								7877.47751	

10.09 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Penobscot County - US 1A in Brewer**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	2,104
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	919

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	105.192747	0	0	0	0.05	781.15	0.85	886	0.0
2	420.770988	0	0	0	0.2	505.45	0.55	926	0.2
3	1051.92747	0	0	0	0.5	183.8	0.2	1236	1.0
4	420.770988	0	0	0	0.2	91.9	0.1	513	0.7
5	105.192747	0	0	0	0.05	0	0	105	-0.3
								3666.15494	

4.83 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	42.0770988	0	0	0	0.02	873.05	0.95	915	0.1
2	168.3083952	0	0	0	0.08	735.2	0.8	904	0.1
3	315.578241	0	0	0	0.15	505.45	0.55	821	0.1
4	525.963735	0	0	0	0.25	321.65	0.35	848	0.2
5	525.963735	0	0	0	0.25	183.8	0.2	710	0.2
6	315.578241	0	0	0	0.15	91.9	0.1	407	-0.2
7	168.3083952	0	0	0	0.08	45.95	0.05	214	-0.9
8	42.0770988	0	0	0	0.02	0	0	42	-1.9
								4860.85494	

6.12 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	42.0770988	0	0	0	0.02	891.43	0.97	934	0.1
2	105.192747	0	0	0	0.05	827.1	0.9	932	0.1
3	147.2698458	0	0	0	0.07	735.2	0.8	882	0.3
4	210.385494	0	0	0	0.1	551.4	0.6	762	0.2
5	315.578241	0	0	0	0.15	321.65	0.35	637	0.1
6	462.8480868	0	0	0	0.22	183.8	0.2	647	0.0
7	315.578241	0	0	0	0.15	91.9	0.1	407	-0.4
8	210.385494	0	0	0	0.1	64.33	0.07	275	-1.0
9	147.2698458	0	0	0	0.07	36.76	0.04	184	-1.8
10	105.192747	0	0	0	0.05	18.38	0.02	124	-2.7
11	42.0770988	0	0	0	0.02	0	0	42	-3.6
								5825.80494	

7.37 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Penobscot County - US 1A in Brewer**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	5,750
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	919

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	287.5215728	0	0	0	0.05	781.15	0.85	1069	0.2
2	1150.086291	0	0	0	0.2	505.45	0.55	1656	1.4
3	2875.215728	0	0	0	0.5	183.8	0.2	3059	4.9
4	1150.086291	0	0	0	0.2	91.9	0.1	1242	5.7
5	287.5215728	0	0	0	0.05	0	0	288	3.9
								7312.731455	

9.85 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	115.0086291	0	0	0	0.02	873.05	0.95	988	0.1
2	460.0345164	0	0	0	0.08	735.2	0.8	1195	0.5
3	862.5647183	0	0	0	0.15	505.45	0.55	1368	1.3
4	1437.607864	0	0	0	0.25	321.65	0.35	1759	2.5
5	1437.607864	0	0	0	0.25	183.8	0.2	1621	3.8
6	862.5647183	0	0	0	0.15	91.9	0.1	954	4.2
7	460.0345164	0	0	0	0.08	45.95	0.05	506	3.8
8	115.0086291	0	0	0	0.02	0	0	115	2.9
								8507.431455	

10.92 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	115.0086291	0	0	0	0.02	891.43	0.97	1006	0.2
2	287.5215728	0	0	0	0.05	827.1	0.9	1115	0.4
3	402.5302019	0	0	0	0.07	735.2	0.8	1138	0.9
4	575.0431455	0	0	0	0.1	551.4	0.6	1126	1.3
5	862.5647183	0	0	0	0.15	321.65	0.35	1184	1.8
6	1265.09492	0	0	0	0.22	183.8	0.2	1449	2.9
7	862.5647183	0	0	0	0.15	91.9	0.1	954	3.3
8	575.0431455	0	0	0	0.1	64.33	0.07	639	3.2
9	402.5302019	0	0	0	0.07	36.76	0.04	439	2.7
10	287.5215728	0	0	0	0.05	18.38	0.02	306	2.1
11	115.0086291	0	0	0	0.02	0	0	115	1.2
								9472.381455	

12.20 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Penobscot County - US 1A in Brewer**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	3,029
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	919

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	151.4614763	0	0	0	0.05	781.15	0.85	933	0.1
2	605.845905	0	0	0	0.2	505.45	0.55	1111	0.5
3	1514.614763	0	0	0	0.5	183.8	0.2	1698	2.0
4	605.845905	0	0	0	0.2	91.9	0.1	698	2.0
5	151.4614763	0	0	0	0.05	0	0	151	0.8
								4591.529525	

6.11 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	60.5845905	0	0	0	0.02	873.05	0.95	934	0.1
2	242.338362	0	0	0	0.08	735.2	0.8	978	0.2
3	454.3844288	0	0	0	0.15	505.45	0.55	960	0.4
4	757.3073813	0	0	0	0.25	321.65	0.35	1079	0.8
5	757.3073813	0	0	0	0.25	183.8	0.2	941	1.2
6	454.3844288	0	0	0	0.15	91.9	0.1	546	0.9
7	242.338362	0	0	0	0.08	45.95	0.05	288	0.3
8	60.5845905	0	0	0	0.02	0	0	61	-0.7
								5786.229525	

7.34 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	60.5845905	0	0	0	0.02	891.43	0.97	952	0.1
2	151.4614763	0	0	0	0.05	827.1	0.9	979	0.2
3	212.0460668	0	0	0	0.07	735.2	0.8	947	0.4
4	302.9229525	0	0	0	0.1	551.4	0.6	854	0.5
5	454.3844288	0	0	0	0.15	321.65	0.35	776	0.5
6	666.4304955	0	0	0	0.22	183.8	0.2	850	0.7
7	454.3844288	0	0	0	0.15	91.9	0.1	546	0.5
8	302.9229525	0	0	0	0.1	64.33	0.07	367	0.0
9	212.0460668	0	0	0	0.07	36.76	0.04	249	-0.7
10	151.4614763	0	0	0	0.05	18.38	0.02	170	-1.5
11	60.5845905	0	0	0	0.02	0	0	61	-2.4
								6751.179525	

8.60 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Penobscot County - US 1A in Brewer**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	8,202
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	919

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	410.1107783	0	0	0	0.05	781.15	0.85	1191	0.4
2	1640.443113	0	0	0	0.2	505.45	0.55	2146	2.2
3	4101.107783	0	0	0	0.5	183.8	0.2	4285	7.6
4	1640.443113	0	0	0	0.2	91.9	0.1	1732	9.1
5	410.1107783	0	0	0	0.05	0	0	410	6.7
								9764.515565	

13.23 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	164.0443113	0	0	0	0.02	873.05	0.95	1037	0.2
2	656.1772452	0	0	0	0.08	735.2	0.8	1391	0.8
3	1230.332335	0	0	0	0.15	505.45	0.55	1736	2.0
4	2050.553891	0	0	0	0.25	321.65	0.35	2372	4.0
5	2050.553891	0	0	0	0.25	183.8	0.2	2234	6.2
6	1230.332335	0	0	0	0.15	91.9	0.1	1322	7.1
7	656.1772452	0	0	0	0.08	45.95	0.05	702	7.0
8	164.0443113	0	0	0	0.02	0	0	164	6.1
								10959.21557	

14.14 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	164.0443113	0	0	0	0.02	891.43	0.97	1055	0.2
2	410.1107783	0	0	0	0.05	827.1	0.9	1237	0.6
3	574.1550896	0	0	0	0.07	735.2	0.8	1309	1.3
4	820.2215565	0	0	0	0.1	551.4	0.6	1372	2.1
5	1230.332335	0	0	0	0.15	321.65	0.35	1552	3.0
6	1804.487424	0	0	0	0.22	183.8	0.2	1988	4.9
7	1230.332335	0	0	0	0.15	91.9	0.1	1322	5.8
8	820.2215565	0	0	0	0.1	64.33	0.07	885	6.1
9	574.1550896	0	0	0	0.07	36.76	0.04	611	5.8
10	410.1107783	0	0	0	0.05	18.38	0.02	428	5.3
11	164.0443113	0	0	0	0.02	0	0	164	4.5
								11924.16557	

15.45 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Penobscot County - US 1A in Brewer**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	3,186
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	919

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	159.3104078	0	0	0	0.05	781.15	0.85	940	0.1
2	637.241631	0	0	0	0.2	505.45	0.55	1143	0.5
3	1593.104078	0	0	0	0.5	183.8	0.2	1777	2.2
4	637.241631	0	0	0	0.2	91.9	0.1	729	2.2
5	159.3104078	0	0	0	0.05	0	0	159	1.0
								4748.508155	

6.32 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	63.7241631	0	0	0	0.02	873.05	0.95	937	0.1
2	254.8966524	0	0	0	0.08	735.2	0.8	990	0.2
3	477.9312233	0	0	0	0.15	505.45	0.55	983	0.5
4	796.5520388	0	0	0	0.25	321.65	0.35	1118	0.9
5	796.5520388	0	0	0	0.25	183.8	0.2	980	1.3
6	477.9312233	0	0	0	0.15	91.9	0.1	570	1.1
7	254.8966524	0	0	0	0.08	45.95	0.05	301	0.5
8	63.7241631	0	0	0	0.02	0	0	64	-0.5
								5943.208155	

7.55 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	63.7241631	0	0	0	0.02	891.43	0.97	955	0.1
2	159.3104078	0	0	0	0.05	827.1	0.9	986	0.2
3	223.0345709	0	0	0	0.07	735.2	0.8	958	0.5
4	318.6208155	0	0	0	0.1	551.4	0.6	870	0.6
5	477.9312233	0	0	0	0.15	321.65	0.35	800	0.6
6	700.9657941	0	0	0	0.22	183.8	0.2	885	0.9
7	477.9312233	0	0	0	0.15	91.9	0.1	570	0.7
8	318.6208155	0	0	0	0.1	64.33	0.07	383	0.2
9	223.0345709	0	0	0	0.07	36.76	0.04	260	-0.5
10	159.3104078	0	0	0	0.05	18.38	0.02	178	-1.3
11	63.7241631	0	0	0	0.02	0	0	64	-2.2
								6908.158155	

8.80 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Penobscot County - US 1A in Brewer**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	870
Hourly Service Volume (2nd quarter of evacuation):	783
Hourly Service Volume (3rd quarter of evacuation):	696
Hourly Service Volume (4th quarter of evacuation):	870

Travel Demand Assumptions

Local County Evacuating Traffic:	8,400
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	919

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	419.9756275	0	0	0	0.05	781.15	0.85	1201	0.4
2	1679.90251	0	0	0	0.2	505.45	0.55	2185	2.2
3	4199.756275	0	0	0	0.5	183.8	0.2	4384	7.8
4	1679.90251	0	0	0	0.2	91.9	0.1	1772	9.3
5	419.9756275	0	0	0	0.05	0	0	420	7.0
								9961.81255	

13.50 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	167.990251	0	0	0	0.02	873.05	0.95	1041	0.2
2	671.961004	0	0	0	0.08	735.2	0.8	1407	0.8
3	1259.926883	0	0	0	0.15	505.45	0.55	1765	2.1
4	2099.878138	0	0	0	0.25	321.65	0.35	2422	4.2
5	2099.878138	0	0	0	0.25	183.8	0.2	2284	6.4
6	1259.926883	0	0	0	0.15	91.9	0.1	1352	7.4
7	671.961004	0	0	0	0.08	45.95	0.05	718	7.2
8	167.990251	0	0	0	0.02	0	0	168	6.4
								11156.51255	

14.40 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	167.990251	0	0	0	0.02	891.43	0.97	1059	0.2
2	419.9756275	0	0	0	0.05	827.1	0.9	1247	0.7
3	587.9658785	0	0	0	0.07	735.2	0.8	1323	1.3
4	839.951255	0	0	0	0.1	551.4	0.6	1391	2.1
5	1259.926883	0	0	0	0.15	321.65	0.35	1582	3.1
6	1847.892761	0	0	0	0.22	183.8	0.2	2032	5.1
7	1259.926883	0	0	0	0.15	91.9	0.1	1352	6.0
8	839.951255	0	0	0	0.1	64.33	0.07	904	6.3
9	587.9658785	0	0	0	0.07	36.76	0.04	625	6.0
10	419.9756275	0	0	0	0.05	18.38	0.02	438	5.5
11	167.990251	0	0	0	0.02	0	0	168	4.7
								12121.46255	

15.71 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Washington County - US 1 in Columbia Falls**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	685
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	262

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	34.23	0	0	0	0.05	222.7	0.85	257	-0.7
2	136.92	0	0	0	0.2	144.1	0.55	281	-1.4
3	342.3	0	0	0	0.5	52.4	0.2	395	-2.0
4	136.92	0	0	0	0.2	26.2	0.1	163	-2.7
5	34.23	0	0	0	0.05	0	0	34	-3.1
								1130	

1.59 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	13.692	0	0	0	0.02	248.9	0.95	263	-0.7
2	54.768	0	0	0	0.08	209.6	0.8	264	-1.4
3	102.69	0	0	0	0.15	144.1	0.55	247	-2.0
4	171.15	0	0	0	0.25	91.7	0.35	263	-2.7
5	171.15	0	0	0	0.25	52.4	0.2	224	-3.3
6	102.69	0	0	0	0.15	26.2	0.1	129	-4.1
7	54.768	0	0	0	0.08	13.1	0.05	68	-5.0
8	13.692	0	0	0	0.02	0	0	14	-6.0
								1470.6	

1.97 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	13.692	0	0	0	0.02	254.14	0.97	268	-0.7
2	34.23	0	0	0	0.05	235.8	0.9	270	-1.3
3	47.922	0	0	0	0.07	209.6	0.8	258	-2.0
4	68.46	0	0	0	0.1	157.2	0.6	226	-2.7
5	102.69	0	0	0	0.15	91.7	0.35	194	-3.4
6	150.612	0	0	0	0.22	52.4	0.2	203	-4.1
7	102.69	0	0	0	0.15	26.2	0.1	129	-4.9
8	68.46	0	0	0	0.1	18.34	0.07	87	-5.8
9	47.922	0	0	0	0.07	10.48	0.04	58	-6.7
10	34.23	0	0	0	0.05	5.24	0.02	39	-7.7
11	13.692	0	0	0	0.02	0	0	14	-8.7
								1745.7	

2.35 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Washington County - US 1 in Columbia Falls**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	971
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	262

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	48.53	0	0	0	0.05	222.7	0.85	271	-0.7
2	194.12	0	0	0	0.2	144.1	0.55	338	-1.3
3	485.3	0	0	0	0.5	52.4	0.2	538	-1.6
4	194.12	0	0	0	0.2	26.2	0.1	220	-2.3
5	48.53	0	0	0	0.05	0	0	49	-2.8
								1416	

2.00 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	19.412	0	0	0	0.02	248.9	0.95	268	-0.7
2	77.648	0	0	0	0.08	209.6	0.8	287	-1.3
3	145.59	0	0	0	0.15	144.1	0.55	290	-1.9
4	242.65	0	0	0	0.25	91.7	0.35	334	-2.5
5	242.65	0	0	0	0.25	52.4	0.2	295	-3.0
6	145.59	0	0	0	0.15	26.2	0.1	172	-3.8
7	77.648	0	0	0	0.08	13.1	0.05	91	-4.7
8	19.412	0	0	0	0.02	0	0	19	-5.6
								1756.6	

2.37 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	19.412	0	0	0	0.02	254.14	0.97	274	-0.7
2	48.53	0	0	0	0.05	235.8	0.9	284	-1.3
3	67.942	0	0	0	0.07	209.6	0.8	278	-1.9
4	97.06	0	0	0	0.1	157.2	0.6	254	-2.6
5	145.59	0	0	0	0.15	91.7	0.35	237	-3.3
6	213.532	0	0	0	0.22	52.4	0.2	266	-3.9
7	145.59	0	0	0	0.15	26.2	0.1	172	-4.6
8	97.06	0	0	0	0.1	18.34	0.07	115	-5.4
9	67.942	0	0	0	0.07	10.48	0.04	78	-6.3
10	48.53	0	0	0	0.05	5.24	0.02	54	-7.3
11	19.412	0	0	0	0.02	0	0	19	-8.2
								2031.7	

2.75 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Washington County - US 1 in Columbia Falls**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	912
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	262

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	45.58	0	0	0	0.05	222.7	0.85	268	-0.7
2	182.32	0	0	0	0.2	144.1	0.55	326	-1.3
3	455.8	0	0	0	0.5	52.4	0.2	508	-1.7
4	182.32	0	0	0	0.2	26.2	0.1	209	-2.4
5	45.58	0	0	0	0.05	0	0	46	-2.8
								1357	

1.92 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	18.232	0	0	0	0.02	248.9	0.95	267	-0.7
2	72.928	0	0	0	0.08	209.6	0.8	283	-1.3
3	136.74	0	0	0	0.15	144.1	0.55	281	-1.9
4	227.9	0	0	0	0.25	91.7	0.35	320	-2.5
5	227.9	0	0	0	0.25	52.4	0.2	280	-3.1
6	136.74	0	0	0	0.15	26.2	0.1	163	-3.8
7	72.928	0	0	0	0.08	13.1	0.05	86	-4.7
8	18.232	0	0	0	0.02	0	0	18	-5.7
								1697.6	

2.29 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	18.232	0	0	0	0.02	254.14	0.97	272	-0.7
2	45.58	0	0	0	0.05	235.8	0.9	281	-1.3
3	63.812	0	0	0	0.07	209.6	0.8	273	-2.0
4	91.16	0	0	0	0.1	157.2	0.6	248	-2.6
5	136.74	0	0	0	0.15	91.7	0.35	228	-3.3
6	200.552	0	0	0	0.22	52.4	0.2	253	-3.9
7	136.74	0	0	0	0.15	26.2	0.1	163	-4.7
8	91.16	0	0	0	0.1	18.34	0.07	110	-5.5
9	63.812	0	0	0	0.07	10.48	0.04	74	-6.4
10	45.58	0	0	0	0.05	5.24	0.02	51	-7.4
11	18.232	0	0	0	0.02	0	0	18	-8.3
								1972.7	

2.67 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Washington County - US 1 in Columbia Falls**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	1,307
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	262

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	65.325	0	0	0	0.05	222.7	0.85	288	-0.6
2	261.3	0	0	0	0.2	144.1	0.55	405	-1.2
3	653.25	0	0	0	0.5	52.4	0.2	706	-1.2
4	261.3	0	0	0	0.2	26.2	0.1	288	-1.8
5	65.325	0	0	0	0.05	0	0	65	-2.4
								1751.9	

2.49 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	26.13	0	0	0	0.02	248.9	0.95	275	-0.7
2	104.52	0	0	0	0.08	209.6	0.8	314	-1.3
3	195.975	0	0	0	0.15	144.1	0.55	340	-1.8
4	326.625	0	0	0	0.25	91.7	0.35	418	-2.3
5	326.625	0	0	0	0.25	52.4	0.2	379	-2.7
6	195.975	0	0	0	0.15	26.2	0.1	222	-3.3
7	104.52	0	0	0	0.08	13.1	0.05	118	-4.2
8	26.13	0	0	0	0.02	0	0	26	-5.2
								2092.5	

2.84 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	26.13	0	0	0	0.02	254.14	0.97	280	-0.7
2	65.325	0	0	0	0.05	235.8	0.9	301	-1.3
3	91.455	0	0	0	0.07	209.6	0.8	301	-1.9
4	130.65	0	0	0	0.1	157.2	0.6	288	-2.5
5	195.975	0	0	0	0.15	91.7	0.35	288	-3.1
6	287.43	0	0	0	0.22	52.4	0.2	340	-3.6
7	195.975	0	0	0	0.15	26.2	0.1	222	-4.2
8	130.65	0	0	0	0.1	18.34	0.07	149	-5.0
9	91.455	0	0	0	0.07	10.48	0.04	102	-5.9
10	65.325	0	0	0	0.05	5.24	0.02	71	-6.8
11	26.13	0	0	0	0.02	0	0	26	-7.8
								2367.6	

3.22 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Washington County - US 1 in Columbia Falls**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	1,270
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	262

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	63.485	0	0	0	0.05	222.7	0.85	286	-0.7
2	253.94	0	0	0	0.2	144.1	0.55	398	-1.2
3	634.85	0	0	0	0.5	52.4	0.2	687	-1.3
4	253.94	0	0	0	0.2	26.2	0.1	280	-1.9
5	63.485	0	0	0	0.05	0	0	63	-2.4
								1715.1	

2.44 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	25.394	0	0	0	0.02	248.9	0.95	274	-0.7
2	101.576	0	0	0	0.08	209.6	0.8	311	-1.3
3	190.455	0	0	0	0.15	144.1	0.55	335	-1.8
4	317.425	0	0	0	0.25	91.7	0.35	409	-2.3
5	317.425	0	0	0	0.25	52.4	0.2	370	-2.7
6	190.455	0	0	0	0.15	26.2	0.1	217	-3.4
7	101.576	0	0	0	0.08	13.1	0.05	115	-4.2
8	25.394	0	0	0	0.02	0	0	25	-5.2
								2055.7	

2.79 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	25.394	0	0	0	0.02	254.14	0.97	280	-0.7
2	63.485	0	0	0	0.05	235.8	0.9	299	-1.3
3	88.879	0	0	0	0.07	209.6	0.8	298	-1.9
4	126.97	0	0	0	0.1	157.2	0.6	284	-2.5
5	190.455	0	0	0	0.15	91.7	0.35	282	-3.1
6	279.334	0	0	0	0.22	52.4	0.2	332	-3.6
7	190.455	0	0	0	0.15	26.2	0.1	217	-4.3
8	126.97	0	0	0	0.1	18.34	0.07	145	-5.1
9	88.879	0	0	0	0.07	10.48	0.04	99	-5.9
10	63.485	0	0	0	0.05	5.24	0.02	69	-6.9
11	25.394	0	0	0	0.02	0	0	25	-7.8
								2330.8	

3.17 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Washington County - US 1 in Columbia Falls**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	1,824
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	262

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	91.185	0	0	0	0.05	222.7	0.85	314	-0.6
2	364.74	0	0	0	0.2	144.1	0.55	509	-1.0
3	911.85	0	0	0	0.5	52.4	0.2	964	-0.7
4	364.74	0	0	0	0.2	26.2	0.1	391	-1.1
5	91.185	0	0	0	0.05	0	0	91	-1.7
								2269.1	

3.25 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	36.474	0	0	0	0.02	248.9	0.95	285	-0.7
2	145.896	0	0	0	0.08	209.6	0.8	355	-1.2
3	273.555	0	0	0	0.15	144.1	0.55	418	-1.7
4	455.925	0	0	0	0.25	91.7	0.35	548	-1.9
5	455.925	0	0	0	0.25	52.4	0.2	508	-2.1
6	273.555	0	0	0	0.15	26.2	0.1	300	-2.7
7	145.896	0	0	0	0.08	13.1	0.05	159	-3.5
8	36.474	0	0	0	0.02	0	0	36	-4.4
								2609.7	

3.56 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	36.474	0	0	0	0.02	254.14	0.97	291	-0.6
2	91.185	0	0	0	0.05	235.8	0.9	327	-1.2
3	127.659	0	0	0	0.07	209.6	0.8	337	-1.8
4	182.37	0	0	0	0.1	157.2	0.6	340	-2.3
5	273.555	0	0	0	0.15	91.7	0.35	365	-2.8
6	401.214	0	0	0	0.22	52.4	0.2	454	-3.1
7	273.555	0	0	0	0.15	26.2	0.1	300	-3.7
8	182.37	0	0	0	0.1	18.34	0.07	201	-4.4
9	127.659	0	0	0	0.07	10.48	0.04	138	-5.2
10	91.185	0	0	0	0.05	5.24	0.02	96	-6.1
11	36.474	0	0	0	0.02	0	0	36	-7.0
								2884.8	

3.95 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Washington County - US 1 in Columbia Falls**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	1,388
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	262

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	69.375	0	0	0	0.05	222.7	0.85	292	-0.6
2	277.5	0	0	0	0.2	144.1	0.55	422	-1.1
3	693.75	0	0	0	0.5	52.4	0.2	746	-1.1
4	277.5	0	0	0	0.2	26.2	0.1	304	-1.7
5	69.375	0	0	0	0.05	0	0	69	-2.3
								1832.9	

2.61 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	27.75	0	0	0	0.02	248.9	0.95	277	-0.7
2	111	0	0	0	0.08	209.6	0.8	321	-1.3
3	208.125	0	0	0	0.15	144.1	0.55	352	-1.8
4	346.875	0	0	0	0.25	91.7	0.35	439	-2.2
5	346.875	0	0	0	0.25	52.4	0.2	399	-2.6
6	208.125	0	0	0	0.15	26.2	0.1	234	-3.2
7	111	0	0	0	0.08	13.1	0.05	124	-4.1
8	27.75	0	0	0	0.02	0	0	28	-5.0
								2173.5	

2.95 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	27.75	0	0	0	0.02	254.14	0.97	282	-0.7
2	69.375	0	0	0	0.05	235.8	0.9	305	-1.3
3	97.125	0	0	0	0.07	209.6	0.8	307	-1.9
4	138.75	0	0	0	0.1	157.2	0.6	296	-2.5
5	208.125	0	0	0	0.15	91.7	0.35	300	-3.1
6	305.25	0	0	0	0.22	52.4	0.2	358	-3.5
7	208.125	0	0	0	0.15	26.2	0.1	234	-4.2
8	138.75	0	0	0	0.1	18.34	0.07	157	-4.9
9	97.125	0	0	0	0.07	10.48	0.04	108	-5.8
10	69.375	0	0	0	0.05	5.24	0.02	75	-6.7
11	27.75	0	0	0	0.02	0	0	28	-7.7
								2448.6	

3.34 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Washington County - US 1 in Columbia Falls**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	1,956
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	262

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	97.78	0	0	0	0.05	222.7	0.85	320	-0.6
2	391.12	0	0	0	0.2	144.1	0.55	535	-1.0
3	977.8	0	0	0	0.5	52.4	0.2	1030	-0.5
4	391.12	0	0	0	0.2	26.2	0.1	417	-0.9
5	97.78	0	0	0	0.05	0	0	98	-1.6
								2401	

3.44 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	39.112	0	0	0	0.02	248.9	0.95	288	-0.6
2	156.448	0	0	0	0.08	209.6	0.8	366	-1.2
3	293.34	0	0	0	0.15	144.1	0.55	437	-1.6
4	488.9	0	0	0	0.25	91.7	0.35	581	-1.8
5	488.9	0	0	0	0.25	52.4	0.2	541	-2.0
6	293.34	0	0	0	0.15	26.2	0.1	320	-2.5
7	156.448	0	0	0	0.08	13.1	0.05	170	-3.3
8	39.112	0	0	0	0.02	0	0	39	-4.3
								2741.6	

3.74 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	39.112	0	0	0	0.02	254.14	0.97	293	-0.6
2	97.78	0	0	0	0.05	235.8	0.9	334	-1.2
3	136.892	0	0	0	0.07	209.6	0.8	346	-1.8
4	195.56	0	0	0	0.1	157.2	0.6	353	-2.3
5	293.34	0	0	0	0.15	91.7	0.35	385	-2.8
6	430.232	0	0	0	0.22	52.4	0.2	483	-3.0
7	293.34	0	0	0	0.15	26.2	0.1	320	-3.5
8	195.56	0	0	0	0.1	18.34	0.07	214	-4.2
9	136.892	0	0	0	0.07	10.48	0.04	147	-5.0
10	97.78	0	0	0	0.05	5.24	0.02	103	-5.9
11	39.112	0	0	0	0.02	0	0	39	-6.9
								3016.7	

4.14 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1 in Brunswick**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3440
Hourly Service Volume (2nd quarter of evacuation):	3096
Hourly Service Volume (3rd quarter of evacuation):	2752
Hourly Service Volume (4th quarter of evacuation):	3440

Travel Demand Assumptions

Local County Evacuating Traffic:	1,792
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1667

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	89.591244	0	0	0	0.05	1416.95	0.85	1507	-0.6
2	358.364976	0	0	0	0.2	916.85	0.55	1275	-1.2
3	895.91244	0	0	0	0.5	333.4	0.2	1229	-1.9
4	358.364976	0	0	0	0.2	166.7	0.1	525	-2.7
5	89.591244	0	0	0	0.05	0	0	90	-3.2
								4625.72488	

1.51 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	35.8364976	0	0	0	0.02	1583.65	0.95	1619	-0.5
2	143.3459904	0	0	0	0.08	1333.6	0.8	1477	-1.1
3	268.773732	0	0	0	0.15	916.85	0.55	1186	-1.7
4	447.95622	0	0	0	0.25	583.45	0.35	1031	-2.4
5	447.95622	0	0	0	0.25	333.4	0.2	781	-3.1
6	268.773732	0	0	0	0.15	166.7	0.1	435	-3.9
7	143.3459904	0	0	0	0.08	83.35	0.05	227	-4.9
8	35.8364976	0	0	0	0.02	0	0	36	-5.9
								6792.82488	

2.13 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	35.8364976	0	0	0	0.02	1616.99	0.97	1653	-0.5
2	89.591244	0	0	0	0.05	1500.3	0.9	1590	-1.1
3	125.4277416	0	0	0	0.07	1333.6	0.8	1459	-1.6
4	179.182488	0	0	0	0.1	1000.2	0.6	1179	-2.2
5	268.773732	0	0	0	0.15	583.45	0.35	852	-2.9
6	394.2014736	0	0	0	0.22	333.4	0.2	728	-3.7
7	268.773732	0	0	0	0.15	166.7	0.1	435	-4.5
8	179.182488	0	0	0	0.1	116.69	0.07	296	-5.4
9	125.4277416	0	0	0	0.07	66.68	0.04	192	-6.3
10	89.591244	0	0	0	0.05	33.34	0.02	123	-7.3
11	35.8364976	0	0	0	0.02	0	0	36	-8.3
								8543.17488	

2.70 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1 in Brunswick**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3440
Hourly Service Volume (2nd quarter of evacuation):	3096
Hourly Service Volume (3rd quarter of evacuation):	2752
Hourly Service Volume (4th quarter of evacuation):	3440

Travel Demand Assumptions

Local County Evacuating Traffic:	4,262
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1667

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	213.07975	0	0	0	0.05	1416.95	0.85	1630	-0.5
2	852.319	0	0	0	0.2	916.85	0.55	1769	-1.0
3	2130.7975	0	0	0	0.5	333.4	0.2	2464	-1.2
4	852.319	0	0	0	0.2	166.7	0.1	1019	-1.9
5	213.07975	0	0	0	0.05	0	0	213	-2.4
								7095.495	

2.37 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	85.2319	0	0	0	0.02	1583.65	0.95	1669	-0.5
2	340.9276	0	0	0	0.08	1333.6	0.8	1675	-1.0
3	639.23925	0	0	0	0.15	916.85	0.55	1556	-1.5
4	1065.39875	0	0	0	0.25	583.45	0.35	1649	-2.0
5	1065.39875	0	0	0	0.25	333.4	0.2	1399	-2.5
6	639.23925	0	0	0	0.15	166.7	0.1	806	-3.2
7	340.9276	0	0	0	0.08	83.35	0.05	424	-4.1
8	85.2319	0	0	0	0.02	0	0	85	-5.0
								9262.595	

2.96 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	85.2319	0	0	0	0.02	1616.99	0.97	1702	-0.5
2	213.07975	0	0	0	0.05	1500.3	0.9	1713	-1.0
3	298.31165	0	0	0	0.07	1333.6	0.8	1632	-1.5
4	426.1595	0	0	0	0.1	1000.2	0.6	1426	-2.0
5	639.23925	0	0	0	0.15	583.45	0.35	1223	-2.6
6	937.5509	0	0	0	0.22	333.4	0.2	1271	-3.2
7	639.23925	0	0	0	0.15	166.7	0.1	806	-3.9
8	426.1595	0	0	0	0.1	116.69	0.07	543	-4.7
9	298.31165	0	0	0	0.07	66.68	0.04	365	-5.6
10	213.07975	0	0	0	0.05	33.34	0.02	246	-6.5
11	85.2319	0	0	0	0.02	0	0	85	-7.5
								11012.945	

3.53 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1 in Brunswick**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3440
Hourly Service Volume (2nd quarter of evacuation):	3096
Hourly Service Volume (3rd quarter of evacuation):	2752
Hourly Service Volume (4th quarter of evacuation):	3440

Travel Demand Assumptions

Local County Evacuating Traffic:	2,539
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1667

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	126.930876	0	0	0	0.05	1416.95	0.85	1544	-0.6
2	507.723504	0	0	0	0.2	916.85	0.55	1425	-1.2
3	1269.30876	0	0	0	0.5	333.4	0.2	1603	-1.7
4	507.723504	0	0	0	0.2	166.7	0.1	674	-2.5
5	126.930876	0	0	0	0.05	0	0	127	-2.9
								5372.51752	

1.77 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	50.7723504	0	0	0	0.02	1583.65	0.95	1634	-0.5
2	203.0894016	0	0	0	0.08	1333.6	0.8	1537	-1.1
3	380.792628	0	0	0	0.15	916.85	0.55	1298	-1.7
4	634.65438	0	0	0	0.25	583.45	0.35	1218	-2.3
5	634.65438	0	0	0	0.25	333.4	0.2	968	-2.9
6	380.792628	0	0	0	0.15	166.7	0.1	547	-3.7
7	203.0894016	0	0	0	0.08	83.35	0.05	286	-4.6
8	50.7723504	0	0	0	0.02	0	0	51	-5.6
								7539.61752	

2.38 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	50.7723504	0	0	0	0.02	1616.99	0.97	1668	-0.5
2	126.930876	0	0	0	0.05	1500.3	0.9	1627	-1.0
3	177.7032264	0	0	0	0.07	1333.6	0.8	1511	-1.6
4	253.861752	0	0	0	0.1	1000.2	0.6	1254	-2.1
5	380.792628	0	0	0	0.15	583.45	0.35	964	-2.8
6	558.4958544	0	0	0	0.22	333.4	0.2	892	-3.5
7	380.792628	0	0	0	0.15	166.7	0.1	547	-4.3
8	253.861752	0	0	0	0.1	116.69	0.07	371	-5.2
9	177.7032264	0	0	0	0.07	66.68	0.04	244	-6.1
10	126.930876	0	0	0	0.05	33.34	0.02	160	-7.1
11	50.7723504	0	0	0	0.02	0	0	51	-8.0
								9289.96752	

2.95 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1 in Brunswick**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3440
Hourly Service Volume (2nd quarter of evacuation):	3096
Hourly Service Volume (3rd quarter of evacuation):	2752
Hourly Service Volume (4th quarter of evacuation):	3440

Travel Demand Assumptions

Local County Evacuating Traffic:	5,985
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1667

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	299.240041	0	0	0	0.05	1416.95	0.85	1716	-0.5
2	1196.960164	0	0	0	0.2	916.85	0.55	2114	-0.9
3	2992.40041	0	0	0	0.5	333.4	0.2	3326	-0.8
4	1196.960164	0	0	0	0.2	166.7	0.1	1364	-1.3
5	299.240041	0	0	0	0.05	0	0	299	-1.9
								8818.70082	

2.97 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	119.6960164	0	0	0	0.02	1583.65	0.95	1703	-0.5
2	478.7840656	0	0	0	0.08	1333.6	0.8	1812	-1.0
3	897.720123	0	0	0	0.15	916.85	0.55	1815	-1.4
4	1496.200205	0	0	0	0.25	583.45	0.35	2080	-1.7
5	1496.200205	0	0	0	0.25	333.4	0.2	1830	-2.1
6	897.720123	0	0	0	0.15	166.7	0.1	1064	-2.7
7	478.7840656	0	0	0	0.08	83.35	0.05	562	-3.5
8	119.6960164	0	0	0	0.02	0	0	120	-4.5
								10985.80082	

3.53 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	119.6960164	0	0	0	0.02	1616.99	0.97	1737	-0.5
2	299.240041	0	0	0	0.05	1500.3	0.9	1800	-1.0
3	418.9360574	0	0	0	0.07	1333.6	0.8	1753	-1.4
4	598.480082	0	0	0	0.1	1000.2	0.6	1599	-1.9
5	897.720123	0	0	0	0.15	583.45	0.35	1481	-2.4
6	1316.65618	0	0	0	0.22	333.4	0.2	1650	-2.8
7	897.720123	0	0	0	0.15	166.7	0.1	1064	-3.4
8	598.480082	0	0	0	0.1	116.69	0.07	715	-4.2
9	418.9360574	0	0	0	0.07	66.68	0.04	486	-5.0
10	299.240041	0	0	0	0.05	33.34	0.02	333	-5.9
11	119.6960164	0	0	0	0.02	0	0	120	-6.9
								12736.15082	

4.11 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1 in Brunswick**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3440
Hourly Service Volume (2nd quarter of evacuation):	3096
Hourly Service Volume (3rd quarter of evacuation):	2752
Hourly Service Volume (4th quarter of evacuation):	3440

Travel Demand Assumptions

Local County Evacuating Traffic:	3,691
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1667

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	184.533755	0	0	0	0.05	1416.95	0.85	1601	-0.5
2	738.13502	0	0	0	0.2	916.85	0.55	1655	-1.1
3	1845.33755	0	0	0	0.5	333.4	0.2	2179	-1.4
4	738.13502	0	0	0	0.2	166.7	0.1	905	-2.1
5	184.533755	0	0	0	0.05	0	0	185	-2.6
								6524.5751	

2.17 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	73.813502	0	0	0	0.02	1583.65	0.95	1657	-0.5
2	295.254008	0	0	0	0.08	1333.6	0.8	1629	-1.0
3	553.601265	0	0	0	0.15	916.85	0.55	1470	-1.6
4	922.668775	0	0	0	0.25	583.45	0.35	1506	-2.1
5	922.668775	0	0	0	0.25	333.4	0.2	1256	-2.6
6	553.601265	0	0	0	0.15	166.7	0.1	720	-3.4
7	295.254008	0	0	0	0.08	83.35	0.05	379	-4.3
8	73.813502	0	0	0	0.02	0	0	74	-5.2
								8691.6751	

2.77 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	73.813502	0	0	0	0.02	1616.99	0.97	1691	-0.5
2	184.533755	0	0	0	0.05	1500.3	0.9	1685	-1.0
3	258.347257	0	0	0	0.07	1333.6	0.8	1592	-1.5
4	369.06751	0	0	0	0.1	1000.2	0.6	1369	-2.1
5	553.601265	0	0	0	0.15	583.45	0.35	1137	-2.7
6	811.948522	0	0	0	0.22	333.4	0.2	1145	-3.3
7	553.601265	0	0	0	0.15	166.7	0.1	720	-4.0
8	369.06751	0	0	0	0.1	116.69	0.07	486	-4.8
9	258.347257	0	0	0	0.07	66.68	0.04	325	-5.7
10	184.533755	0	0	0	0.05	33.34	0.02	218	-6.7
11	73.813502	0	0	0	0.02	0	0	74	-7.7
								10442.0251	

3.34 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1 in Brunswick**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3440
Hourly Service Volume (2nd quarter of evacuation):	3096
Hourly Service Volume (3rd quarter of evacuation):	2752
Hourly Service Volume (4th quarter of evacuation):	3440

Travel Demand Assumptions

Local County Evacuating Traffic:	8,620
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1667

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	431.023427	0	0	0	0.05	1416.95	0.85	1848	-0.5
2	1724.093708	0	0	0	0.2	916.85	0.55	2641	-0.7
3	4310.23427	0	0	0	0.5	333.4	0.2	4644	-0.1
4	1724.093708	0	0	0	0.2	166.7	0.1	1891	-0.4
5	431.023427	0	0	0	0.05	0	0	431	-1.2
								11454.36854	

3.89 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	172.4093708	0	0	0	0.02	1583.65	0.95	1756	-0.5
2	689.6374832	0	0	0	0.08	1333.6	0.8	2023	-0.9
3	1293.070281	0	0	0	0.15	916.85	0.55	2210	-1.2
4	2155.117135	0	0	0	0.25	583.45	0.35	2739	-1.3
5	2155.117135	0	0	0	0.25	333.4	0.2	2489	-1.4
6	1293.070281	0	0	0	0.15	166.7	0.1	1460	-1.9
7	689.6374832	0	0	0	0.08	83.35	0.05	773	-2.6
8	172.4093708	0	0	0	0.02	0	0	172	-3.6
								13621.46854	

4.41 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	172.4093708	0	0	0	0.02	1616.99	0.97	1789	-0.5
2	431.023427	0	0	0	0.05	1500.3	0.9	1931	-0.9
3	603.4327978	0	0	0	0.07	1333.6	0.8	1937	-1.3
4	862.046854	0	0	0	0.1	1000.2	0.6	1862	-1.7
5	1293.070281	0	0	0	0.15	583.45	0.35	1877	-2.1
6	1896.503079	0	0	0	0.22	333.4	0.2	2230	-2.3
7	1293.070281	0	0	0	0.15	166.7	0.1	1460	-2.7
8	862.046854	0	0	0	0.1	116.69	0.07	979	-3.4
9	603.4327978	0	0	0	0.07	66.68	0.04	670	-4.2
10	431.023427	0	0	0	0.05	33.34	0.02	464	-5.1
11	172.4093708	0	0	0	0.02	0	0	172	-6.0
								15371.81854	

4.99 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1 in Brunswick**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3440
Hourly Service Volume (2nd quarter of evacuation):	3096
Hourly Service Volume (3rd quarter of evacuation):	2752
Hourly Service Volume (4th quarter of evacuation):	3440

Travel Demand Assumptions

Local County Evacuating Traffic:	4,141
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1667

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	207.058601	0	0	0	0.05	1416.95	0.85	1624	-0.5
2	828.234404	0	0	0	0.2	916.85	0.55	1745	-1.0
3	2070.58601	0	0	0	0.5	333.4	0.2	2404	-1.3
4	828.234404	0	0	0	0.2	166.7	0.1	995	-1.9
5	207.058601	0	0	0	0.05	0	0	207	-2.5
								6975.07202	

2.33 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	82.8234404	0	0	0	0.02	1583.65	0.95	1666	-0.5
2	331.2937616	0	0	0	0.08	1333.6	0.8	1665	-1.0
3	621.175803	0	0	0	0.15	916.85	0.55	1538	-1.5
4	1035.293005	0	0	0	0.25	583.45	0.35	1619	-2.0
5	1035.293005	0	0	0	0.25	333.4	0.2	1369	-2.5
6	621.175803	0	0	0	0.15	166.7	0.1	788	-3.2
7	331.2937616	0	0	0	0.08	83.35	0.05	415	-4.1
8	82.8234404	0	0	0	0.02	0	0	83	-5.1
								9142.17202	

2.92 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	82.8234404	0	0	0	0.02	1616.99	0.97	1700	-0.5
2	207.058601	0	0	0	0.05	1500.3	0.9	1707	-1.0
3	289.8820414	0	0	0	0.07	1333.6	0.8	1623	-1.5
4	414.117202	0	0	0	0.1	1000.2	0.6	1414	-2.0
5	621.175803	0	0	0	0.15	583.45	0.35	1205	-2.6
6	911.0578444	0	0	0	0.22	333.4	0.2	1244	-3.2
7	621.175803	0	0	0	0.15	166.7	0.1	788	-3.9
8	414.117202	0	0	0	0.1	116.69	0.07	531	-4.7
9	289.8820414	0	0	0	0.07	66.68	0.04	357	-5.6
10	207.058601	0	0	0	0.05	33.34	0.02	240	-6.5
11	82.8234404	0	0	0	0.02	0	0	83	-7.5
								10892.52202	

3.49 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1 in Brunswick**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3440
Hourly Service Volume (2nd quarter of evacuation):	3096
Hourly Service Volume (3rd quarter of evacuation):	2752
Hourly Service Volume (4th quarter of evacuation):	3440

Travel Demand Assumptions

Local County Evacuating Traffic:	9,144
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	1667

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	457.194054	0	0	0	0.05	1416.95	0.85	1874	-0.5
2	1828.776216	0	0	0	0.2	916.85	0.55	2746	-0.6
3	4571.94054	0	0	0	0.5	333.4	0.2	4905	0.1
4	1828.776216	0	0	0	0.2	166.7	0.1	1995	-0.2
5	457.194054	0	0	0	0.05	0	0	457	-1.0
								11977.78108	

4.07 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	182.8776216	0	0	0	0.02	1583.65	0.95	1767	-0.5
2	731.5104864	0	0	0	0.08	1333.6	0.8	2065	-0.9
3	1371.582162	0	0	0	0.15	916.85	0.55	2288	-1.1
4	2285.97027	0	0	0	0.25	583.45	0.35	2869	-1.2
5	2285.97027	0	0	0	0.25	333.4	0.2	2619	-1.3
6	1371.582162	0	0	0	0.15	166.7	0.1	1538	-1.7
7	731.5104864	0	0	0	0.08	83.35	0.05	815	-2.5
8	182.8776216	0	0	0	0.02	0	0	183	-3.4
								14144.88108	

4.58 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	182.8776216	0	0	0	0.02	1616.99	0.97	1800	-0.5
2	457.194054	0	0	0	0.05	1500.3	0.9	1957	-0.9
3	640.0716756	0	0	0	0.07	1333.6	0.8	1974	-1.3
4	914.388108	0	0	0	0.1	1000.2	0.6	1915	-1.7
5	1371.582162	0	0	0	0.15	583.45	0.35	1955	-2.0
6	2011.653838	0	0	0	0.22	333.4	0.2	2345	-2.2
7	1371.582162	0	0	0	0.15	166.7	0.1	1538	-2.6
8	914.388108	0	0	0	0.1	116.69	0.07	1031	-3.2
9	640.0716756	0	0	0	0.07	66.68	0.04	707	-4.0
10	457.194054	0	0	0	0.05	33.34	0.02	491	-4.9
11	182.8776216	0	0	0	0.02	0	0	183	-5.8
								15895.23108	

5.17 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1A in Bangor**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	773
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	500

Hours for "last evac vehicle" to get from critical link to study area boundary:	0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	38.63647936	0	0	0	0.05	425	0.85	464	-0.5
2	154.5459175	0	0	0	0.2	275	0.55	430	-1.0
3	386.3647936	0	0	0	0.5	100	0.2	486	-1.4
4	154.5459175	0	0	0	0.2	50	0.1	205	-2.1
5	38.63647936	0	0	0	0.05	0	0	39	-2.6
								1622.729587	

2.14 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	15.45459175	0	0	0	0.02	475	0.95	490	-0.4
2	61.81836698	0	0	0	0.08	400	0.8	462	-0.9
3	115.9094381	0	0	0	0.15	275	0.55	391	-1.4
4	193.1823968	0	0	0	0.25	175	0.35	368	-1.9
5	193.1823968	0	0	0	0.25	100	0.2	293	-2.5
6	115.9094381	0	0	0	0.15	50	0.1	166	-3.2
7	61.81836698	0	0	0	0.08	25	0.05	87	-4.1
8	15.45459175	0	0	0	0.02	0	0	15	-5.1
								2272.729587	

2.87 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	15.45459175	0	0	0	0.02	485	0.97	500	-0.4
2	38.63647936	0	0	0	0.05	450	0.9	489	-0.8
3	54.09107111	0	0	0	0.07	400	0.8	454	-1.3
4	77.27295873	0	0	0	0.1	300	0.6	377	-1.8
5	115.9094381	0	0	0	0.15	175	0.35	291	-2.4
6	170.0005092	0	0	0	0.22	100	0.2	270	-3.0
7	115.9094381	0	0	0	0.15	50	0.1	166	-3.8
8	77.27295873	0	0	0	0.1	35	0.07	112	-4.6
9	54.09107111	0	0	0	0.07	20	0.04	74	-5.5
10	38.63647936	0	0	0	0.05	10	0.02	49	-6.5
11	15.45459175	0	0	0	0.02	0	0	15	-7.4
								2797.729587	

3.56 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1A in Bangor**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	2,146
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	500

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	107.2758455	0	0	0	0.05	425	0.85	532	-0.4
2	429.1033819	0	0	0	0.2	275	0.55	704	-0.5
3	1072.758455	0	0	0	0.5	100	0.2	1173	0.1
4	429.1033819	0	0	0	0.2	50	0.1	479	-0.2
5	107.2758455	0	0	0	0.05	0	0	107	-1.0
								2995.516909	

4.05 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	42.91033819	0	0	0	0.02	475	0.95	518	-0.4
2	171.6413527	0	0	0	0.08	400	0.8	572	-0.7
3	321.8275364	0	0	0	0.15	275	0.55	597	-1.0
4	536.3792273	0	0	0	0.25	175	0.35	711	-1.0
5	536.3792273	0	0	0	0.25	100	0.2	636	-1.1
6	321.8275364	0	0	0	0.15	50	0.1	372	-1.6
7	171.6413527	0	0	0	0.08	25	0.05	197	-2.3
8	42.91033819	0	0	0	0.02	0	0	43	-3.3
								3645.516909	

4.70 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	42.91033819	0	0	0	0.02	485	0.97	528	-0.4
2	107.2758455	0	0	0	0.05	450	0.9	557	-0.7
3	150.1861837	0	0	0	0.07	400	0.8	550	-1.0
4	214.5516909	0	0	0	0.1	300	0.6	515	-1.4
5	321.8275364	0	0	0	0.15	175	0.35	497	-1.7
6	472.0137201	0	0	0	0.22	100	0.2	572	-1.9
7	321.8275364	0	0	0	0.15	50	0.1	372	-2.3
8	214.5516909	0	0	0	0.1	35	0.07	250	-3.0
9	150.1861837	0	0	0	0.07	20	0.04	170	-3.8
10	107.2758455	0	0	0	0.05	10	0.02	117	-4.7
11	42.91033819	0	0	0	0.02	0	0	43	-5.6
								4170.516909	

5.40 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1A in Bangor**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	1,139
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	500

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	56.97088475	0	0	0	0.05	425	0.85	482	-0.4
2	227.883539	0	0	0	0.2	275	0.55	503	-0.8
3	569.7088475	0	0	0	0.5	100	0.2	670	-1.0
4	227.883539	0	0	0	0.2	50	0.1	278	-1.6
5	56.97088475	0	0	0	0.05	0	0	57	-2.2
								1989.417695	

2.65 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	22.7883539	0	0	0	0.02	475	0.95	498	-0.4
2	91.1534156	0	0	0	0.08	400	0.8	491	-0.9
3	170.9126543	0	0	0	0.15	275	0.55	446	-1.3
4	284.8544238	0	0	0	0.25	175	0.35	460	-1.7
5	284.8544238	0	0	0	0.25	100	0.2	385	-2.1
6	170.9126543	0	0	0	0.15	50	0.1	221	-2.8
7	91.1534156	0	0	0	0.08	25	0.05	116	-3.7
8	22.7883539	0	0	0	0.02	0	0	23	-4.6
								2639.417695	

3.36 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	22.7883539	0	0	0	0.02	485	0.97	508	-0.4
2	56.97088475	0	0	0	0.05	450	0.9	507	-0.8
3	79.75923865	0	0	0	0.07	400	0.8	480	-1.2
4	113.9417695	0	0	0	0.1	300	0.6	414	-1.7
5	170.9126543	0	0	0	0.15	175	0.35	346	-2.2
6	250.6718929	0	0	0	0.22	100	0.2	351	-2.7
7	170.9126543	0	0	0	0.15	50	0.1	221	-3.4
8	113.9417695	0	0	0	0.1	35	0.07	149	-4.2
9	79.75923865	0	0	0	0.07	20	0.04	100	-5.1
10	56.97088475	0	0	0	0.05	10	0.02	67	-6.0
11	22.7883539	0	0	0	0.02	0	0	23	-7.0
								3164.417695	

4.05 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1A in Bangor**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	3,049
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	500

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	152.4479444	0	0	0	0.05	425	0.85	577	-0.3
2	609.7917777	0	0	0	0.2	275	0.55	885	-0.2
3	1524.479444	0	0	0	0.5	100	0.2	1624	1.1
4	609.7917777	0	0	0	0.2	50	0.1	660	1.1
5	152.4479444	0	0	0	0.05	0	0	152	0.0
								3898.958888	

5.31 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	60.97917777	0	0	0	0.02	475	0.95	536	-0.4
2	243.9167111	0	0	0	0.08	400	0.8	644	-0.6
3	457.3438333	0	0	0	0.15	275	0.55	732	-0.7
4	762.2397221	0	0	0	0.25	175	0.35	937	-0.5
5	762.2397221	0	0	0	0.25	100	0.2	862	-0.2
6	457.3438333	0	0	0	0.15	50	0.1	507	-0.5
7	243.9167111	0	0	0	0.08	25	0.05	269	-1.2
8	60.97917777	0	0	0	0.02	0	0	61	-2.1
								4548.958888	

5.90 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	60.97917777	0	0	0	0.02	485	0.97	546	-0.4
2	152.4479444	0	0	0	0.05	450	0.9	602	-0.7
3	213.4271222	0	0	0	0.07	400	0.8	613	-0.9
4	304.8958888	0	0	0	0.1	300	0.6	605	-1.1
5	457.3438333	0	0	0	0.15	175	0.35	632	-1.3
6	670.7709554	0	0	0	0.22	100	0.2	771	-1.2
7	457.3438333	0	0	0	0.15	50	0.1	507	-1.4
8	304.8958888	0	0	0	0.1	35	0.07	340	-1.9
9	213.4271222	0	0	0	0.07	20	0.04	233	-2.7
10	152.4479444	0	0	0	0.05	10	0.02	162	-3.5
11	60.97917777	0	0	0	0.02	0	0	61	-4.4
								5073.958888	

6.61 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1A in Bangor**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	1,696
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	500

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	84.77969919	0	0	0	0.05	425	0.85	510	-0.4
2	339.1187968	0	0	0	0.2	275	0.55	614	-0.7
3	847.7969919	0	0	0	0.5	100	0.2	948	-0.4
4	339.1187968	0	0	0	0.2	50	0.1	389	-0.8
5	84.77969919	0	0	0	0.05	0	0	85	-1.5
								2545.593984	

3.43 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	33.91187968	0	0	0	0.02	475	0.95	509	-0.4
2	135.6475187	0	0	0	0.08	400	0.8	536	-0.8
3	254.3390976	0	0	0	0.15	275	0.55	529	-1.1
4	423.898496	0	0	0	0.25	175	0.35	599	-1.3
5	423.898496	0	0	0	0.25	100	0.2	524	-1.6
6	254.3390976	0	0	0	0.15	50	0.1	304	-2.1
7	135.6475187	0	0	0	0.08	25	0.05	161	-2.9
8	33.91187968	0	0	0	0.02	0	0	34	-3.9
								3195.593984	

4.10 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	33.91187968	0	0	0	0.02	485	0.97	519	-0.4
2	84.77969919	0	0	0	0.05	450	0.9	535	-0.8
3	118.6915789	0	0	0	0.07	400	0.8	519	-1.1
4	169.5593984	0	0	0	0.1	300	0.6	470	-1.5
5	254.3390976	0	0	0	0.15	175	0.35	429	-1.9
6	373.0306765	0	0	0	0.22	100	0.2	473	-2.3
7	254.3390976	0	0	0	0.15	50	0.1	304	-2.8
8	169.5593984	0	0	0	0.1	35	0.07	205	-3.5
9	118.6915789	0	0	0	0.07	20	0.04	139	-4.4
10	84.77969919	0	0	0	0.05	10	0.02	95	-5.2
11	33.91187968	0	0	0	0.02	0	0	34	-6.2
								3720.593984	

4.79 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1A in Bangor**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	4,433
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	500

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	221.6701226	0	0	0	0.05	425	0.85	647	-0.2
2	886.6804905	0	0	0	0.2	275	0.55	1162	0.2
3	2216.701226	0	0	0	0.5	100	0.2	2317	2.6
4	886.6804905	0	0	0	0.2	50	0.1	937	3.0
5	221.6701226	0	0	0	0.05	0	0	222	1.6
								5283.402452	

7.24 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	88.66804905	0	0	0	0.02	475	0.95	564	-0.3
2	354.6721962	0	0	0	0.08	400	0.8	755	-0.5
3	665.0103679	0	0	0	0.15	275	0.55	940	-0.3
4	1108.350613	0	0	0	0.25	175	0.35	1283	0.4
5	1108.350613	0	0	0	0.25	100	0.2	1208	1.2
6	665.0103679	0	0	0	0.15	50	0.1	715	1.2
7	354.6721962	0	0	0	0.08	25	0.05	380	0.6
8	88.66804905	0	0	0	0.02	0	0	89	-0.3
								5933.402452	

7.75 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	88.66804905	0	0	0	0.02	485	0.97	574	-0.3
2	221.6701226	0	0	0	0.05	450	0.9	672	-0.6
3	310.3381717	0	0	0	0.07	400	0.8	710	-0.6
4	443.3402452	0	0	0	0.1	300	0.6	743	-0.7
5	665.0103679	0	0	0	0.15	175	0.35	840	-0.6
6	975.3485395	0	0	0	0.22	100	0.2	1075	0.0
7	665.0103679	0	0	0	0.15	50	0.1	715	0.0
8	443.3402452	0	0	0	0.1	35	0.07	478	-0.3
9	310.3381717	0	0	0	0.07	20	0.04	330	-0.9
10	221.6701226	0	0	0	0.05	10	0.02	232	-1.6
11	88.66804905	0	0	0	0.02	0	0	89	-2.5
								6458.402452	

8.47 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1A in Bangor**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	1,914
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	500

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	95.70302016	0	0	0	0.05	425	0.85	521	-0.4
2	382.8120806	0	0	0	0.2	275	0.55	658	-0.6
3	957.0302016	0	0	0	0.5	100	0.2	1057	-0.1
4	382.8120806	0	0	0	0.2	50	0.1	433	-0.5
5	95.70302016	0	0	0	0.05	0	0	96	-1.3
								2764.060403	

3.73 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	38.28120806	0	0	0	0.02	475	0.95	513	-0.4
2	153.1248323	0	0	0	0.08	400	0.8	553	-0.8
3	287.1090605	0	0	0	0.15	275	0.55	562	-1.0
4	478.5151008	0	0	0	0.25	175	0.35	654	-1.2
5	478.5151008	0	0	0	0.25	100	0.2	579	-1.3
6	287.1090605	0	0	0	0.15	50	0.1	337	-1.9
7	153.1248323	0	0	0	0.08	25	0.05	178	-2.7
8	38.28120806	0	0	0	0.02	0	0	38	-3.6
								3414.060403	

4.39 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	38.28120806	0	0	0	0.02	485	0.97	523	-0.4
2	95.70302016	0	0	0	0.05	450	0.9	546	-0.8
3	133.9842282	0	0	0	0.07	400	0.8	534	-1.1
4	191.4060403	0	0	0	0.1	300	0.6	491	-1.4
5	287.1090605	0	0	0	0.15	175	0.35	462	-1.8
6	421.0932887	0	0	0	0.22	100	0.2	521	-2.1
7	287.1090605	0	0	0	0.15	50	0.1	337	-2.6
8	191.4060403	0	0	0	0.1	35	0.07	226	-3.3
9	133.9842282	0	0	0	0.07	20	0.04	154	-4.1
10	95.70302016	0	0	0	0.05	10	0.02	106	-5.0
11	38.28120806	0	0	0	0.02	0	0	38	-5.9
								3939.060403	

5.09 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - US 1A in Bangor**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	860
Hourly Service Volume (2nd quarter of evacuation):	774
Hourly Service Volume (3rd quarter of evacuation):	688
Hourly Service Volume (4th quarter of evacuation):	860

Travel Demand Assumptions

Local County Evacuating Traffic:	4,697
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	500

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	234.8264353	0	0	0	0.05	425	0.85	660	-0.2
2	939.3057411	0	0	0	0.2	275	0.55	1214	0.3
3	2348.264353	0	0	0	0.5	100	0.2	2448	2.9
4	939.3057411	0	0	0	0.2	50	0.1	989	3.3
5	234.8264353	0	0	0	0.05	0	0	235	1.9
								5546.528706	

7.61 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.93057411	0	0	0	0.02	475	0.95	569	-0.3
2	375.7222965	0	0	0	0.08	400	0.8	776	-0.4
3	704.4793058	0	0	0	0.15	275	0.55	979	-0.2
4	1174.132176	0	0	0	0.25	175	0.35	1349	0.6
5	1174.132176	0	0	0	0.25	100	0.2	1274	1.4
6	704.4793058	0	0	0	0.15	50	0.1	754	1.5
7	375.7222965	0	0	0	0.08	25	0.05	401	1.0
8	93.93057411	0	0	0	0.02	0	0	94	0.1
								6196.528706	

8.10 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	93.93057411	0	0	0	0.02	485	0.97	579	-0.3
2	234.8264353	0	0	0	0.05	450	0.9	685	-0.5
3	328.7570094	0	0	0	0.07	400	0.8	729	-0.6
4	469.6528706	0	0	0	0.1	300	0.6	770	-0.6
5	704.4793058	0	0	0	0.15	175	0.35	879	-0.5
6	1033.236315	0	0	0	0.22	100	0.2	1133	0.2
7	704.4793058	0	0	0	0.15	50	0.1	754	0.3
8	469.6528706	0	0	0	0.1	35	0.07	505	0.0
9	328.7570094	0	0	0	0.07	20	0.04	349	-0.6
10	234.8264353	0	0	0	0.05	10	0.02	245	-1.3
11	93.93057411	0	0	0	0.02	0	0	94	-2.2
								6721.528706	

8.82 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - I-95 in Augusta**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3420
Hourly Service Volume (2nd quarter of evacuation):	3078
Hourly Service Volume (3rd quarter of evacuation):	2736
Hourly Service Volume (4th quarter of evacuation):	3420

Travel Demand Assumptions

Local County Evacuating Traffic:	2,225
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	593

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	111.2529752	0	0	0	0.05	504.05	0.85	615	-0.8
2	445.0119008	0	0	0	0.2	326.15	0.55	771	-1.7
3	1112.529752	0	0	0	0.5	118.6	0.2	1231	-2.4
4	445.0119008	0	0	0	0.2	59.3	0.1	504	-3.2
5	111.2529752	0	0	0	0.05	0	0	111	-3.6
								3233.159504	

1.10 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	44.50119008	0	0	0	0.02	563.35	0.95	608	-0.8
2	178.0047603	0	0	0	0.08	474.4	0.8	652	-1.6
3	333.7589256	0	0	0	0.15	326.15	0.55	660	-2.4
4	556.264876	0	0	0	0.25	207.55	0.35	764	-3.2
5	556.264876	0	0	0	0.25	118.6	0.2	675	-3.9
6	333.7589256	0	0	0	0.15	59.3	0.1	393	-4.8
7	178.0047603	0	0	0	0.08	29.65	0.05	208	-5.7
8	44.50119008	0	0	0	0.02	0	0	45	-6.7
								4004.059504	

1.30 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	44.50119008	0	0	0	0.02	575.21	0.97	620	-0.8
2	111.2529752	0	0	0	0.05	533.7	0.9	645	-1.6
3	155.7541653	0	0	0	0.07	474.4	0.8	630	-2.4
4	222.5059504	0	0	0	0.1	355.8	0.6	578	-3.2
5	333.7589256	0	0	0	0.15	207.55	0.35	541	-4.1
6	489.5130909	0	0	0	0.22	118.6	0.2	608	-4.8
7	333.7589256	0	0	0	0.15	59.3	0.1	393	-5.7
8	222.5059504	0	0	0	0.1	41.51	0.07	264	-6.6
9	155.7541653	0	0	0	0.07	23.72	0.04	179	-7.5
10	111.2529752	0	0	0	0.05	11.86	0.02	123	-8.5
11	44.50119008	0	0	0	0.02	0	0	45	-9.5
								4626.709504	

1.50 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - I-95 in Augusta**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3420
Hourly Service Volume (2nd quarter of evacuation):	3078
Hourly Service Volume (3rd quarter of evacuation):	2736
Hourly Service Volume (4th quarter of evacuation):	3420

Travel Demand Assumptions

Local County Evacuating Traffic:	6,021
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	593

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	301.0363098	0	0	0	0.05	504.05	0.85	805	-0.8
2	1204.145239	0	0	0	0.2	326.15	0.55	1530	-1.4
3	3010.363098	0	0	0	0.5	118.6	0.2	3129	-1.4
4	1204.145239	0	0	0	0.2	59.3	0.1	1263	-1.9
5	301.0363098	0	0	0	0.05	0	0	301	-2.4
								7028.826196	

2.43 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	120.4145239	0	0	0	0.02	563.35	0.95	684	-0.8
2	481.6580957	0	0	0	0.08	474.4	0.8	956	-1.5
3	903.1089294	0	0	0	0.15	326.15	0.55	1229	-2.1
4	1505.181549	0	0	0	0.25	207.55	0.35	1713	-2.6
5	1505.181549	0	0	0	0.25	118.6	0.2	1624	-3.0
6	903.1089294	0	0	0	0.15	59.3	0.1	962	-3.6
7	481.6580957	0	0	0	0.08	29.65	0.05	511	-4.5
8	120.4145239	0	0	0	0.02	0	0	120	-5.4
								7799.726196	

2.57 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	120.4145239	0	0	0	0.02	575.21	0.97	696	-0.8
2	301.0363098	0	0	0	0.05	533.7	0.9	835	-1.6
3	421.4508337	0	0	0	0.07	474.4	0.8	896	-2.3
4	602.0726196	0	0	0	0.1	355.8	0.6	958	-3.0
5	903.1089294	0	0	0	0.15	207.55	0.35	1111	-3.6
6	1324.559763	0	0	0	0.22	118.6	0.2	1443	-4.1
7	903.1089294	0	0	0	0.15	59.3	0.1	962	-4.7
8	602.0726196	0	0	0	0.1	41.51	0.07	644	-5.5
9	421.4508337	0	0	0	0.07	23.72	0.04	445	-6.3
10	301.0363098	0	0	0	0.05	11.86	0.02	313	-7.3
11	120.4145239	0	0	0	0.02	0	0	120	-8.2
								8422.376196	

2.78 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - I-95 in Augusta**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3420
Hourly Service Volume (2nd quarter of evacuation):	3078
Hourly Service Volume (3rd quarter of evacuation):	2736
Hourly Service Volume (4th quarter of evacuation):	3420

Travel Demand Assumptions

Local County Evacuating Traffic:	3,258
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	593

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	162.917739	0	0	0	0.05	504.05	0.85	667	-0.8
2	651.670956	0	0	0	0.2	326.15	0.55	978	-1.6
3	1629.17739	0	0	0	0.5	118.6	0.2	1748	-2.1
4	651.670956	0	0	0	0.2	59.3	0.1	711	-2.9
5	162.917739	0	0	0	0.05	0	0	163	-3.3
								4266.45478	

1.46 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	65.1670956	0	0	0	0.02	563.35	0.95	629	-0.8
2	260.6683824	0	0	0	0.08	474.4	0.8	735	-1.6
3	488.753217	0	0	0	0.15	326.15	0.55	815	-2.3
4	814.588695	0	0	0	0.25	207.55	0.35	1022	-3.0
5	814.588695	0	0	0	0.25	118.6	0.2	933	-3.7
6	488.753217	0	0	0	0.15	59.3	0.1	548	-4.5
7	260.6683824	0	0	0	0.08	29.65	0.05	290	-5.4
8	65.1670956	0	0	0	0.02	0	0	65	-6.4
								5037.35478	

1.64 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	65.1670956	0	0	0	0.02	575.21	0.97	640	-0.8
2	162.917739	0	0	0	0.05	533.7	0.9	697	-1.6
3	228.0848346	0	0	0	0.07	474.4	0.8	702	-2.4
4	325.835478	0	0	0	0.1	355.8	0.6	682	-3.2
5	488.753217	0	0	0	0.15	207.55	0.35	696	-3.9
6	716.8380516	0	0	0	0.22	118.6	0.2	835	-4.6
7	488.753217	0	0	0	0.15	59.3	0.1	548	-5.4
8	325.835478	0	0	0	0.1	41.51	0.07	367	-6.3
9	228.0848346	0	0	0	0.07	23.72	0.04	252	-7.2
10	162.917739	0	0	0	0.05	11.86	0.02	175	-8.2
11	65.1670956	0	0	0	0.02	0	0	65	-9.1
								5660.00478	

1.85 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - I-95 in Augusta**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3420
Hourly Service Volume (2nd quarter of evacuation):	3078
Hourly Service Volume (3rd quarter of evacuation):	2736
Hourly Service Volume (4th quarter of evacuation):	3420

Travel Demand Assumptions

Local County Evacuating Traffic:	8,447
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	593

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	422.3417922	0	0	0	0.05	504.05	0.85	926	-0.7
2	1689.367169	0	0	0	0.2	326.15	0.55	2016	-1.2
3	4223.417922	0	0	0	0.5	118.6	0.2	4342	-0.7
4	1689.367169	0	0	0	0.2	59.3	0.1	1749	-1.1
5	422.3417922	0	0	0	0.05	0	0	422	-1.7
								9454.935844	

3.28 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	168.9367169	0	0	0	0.02	563.35	0.95	732	-0.8
2	675.7468675	0	0	0	0.08	474.4	0.8	1150	-1.4
3	1267.025377	0	0	0	0.15	326.15	0.55	1593	-1.9
4	2111.708961	0	0	0	0.25	207.55	0.35	2319	-2.2
5	2111.708961	0	0	0	0.25	118.6	0.2	2230	-2.4
6	1267.025377	0	0	0	0.15	59.3	0.1	1326	-2.9
7	675.7468675	0	0	0	0.08	29.65	0.05	705	-3.7
8	168.9367169	0	0	0	0.02	0	0	169	-4.6
								10225.83584	

3.38 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	168.9367169	0	0	0	0.02	575.21	0.97	744	-0.8
2	422.3417922	0	0	0	0.05	533.7	0.9	956	-1.5
3	591.2785091	0	0	0	0.07	474.4	0.8	1066	-2.2
4	844.6835844	0	0	0	0.1	355.8	0.6	1200	-2.8
5	1267.025377	0	0	0	0.15	207.55	0.35	1475	-3.3
6	1858.303886	0	0	0	0.22	118.6	0.2	1977	-3.6
7	1267.025377	0	0	0	0.15	59.3	0.1	1326	-4.1
8	844.6835844	0	0	0	0.1	41.51	0.07	886	-4.8
9	591.2785091	0	0	0	0.07	23.72	0.04	615	-5.6
10	422.3417922	0	0	0	0.05	11.86	0.02	434	-6.4
11	168.9367169	0	0	0	0.02	0	0	169	-7.4
								10848.48584	

3.60 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - I-95 in Augusta**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3420
Hourly Service Volume (2nd quarter of evacuation):	3078
Hourly Service Volume (3rd quarter of evacuation):	2736
Hourly Service Volume (4th quarter of evacuation):	3420

Travel Demand Assumptions

Local County Evacuating Traffic:	4,866
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	593

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	243.2892072	0	0	0	0.05	504.05	0.85	747	-0.8
2	973.1568288	0	0	0	0.2	326.15	0.55	1299	-1.4
3	2432.892072	0	0	0	0.5	118.6	0.2	2551	-1.7
4	973.1568288	0	0	0	0.2	59.3	0.1	1032	-2.3
5	243.2892072	0	0	0	0.05	0	0	243	-2.8
								5873.884144	

2.02 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	97.31568288	0	0	0	0.02	563.35	0.95	661	-0.8
2	389.2627315	0	0	0	0.08	474.4	0.8	864	-1.6
3	729.8676216	0	0	0	0.15	326.15	0.55	1056	-2.2
4	1216.446036	0	0	0	0.25	207.55	0.35	1424	-2.7
5	1216.446036	0	0	0	0.25	118.6	0.2	1335	-3.3
6	729.8676216	0	0	0	0.15	59.3	0.1	789	-4.0
7	389.2627315	0	0	0	0.08	29.65	0.05	419	-4.8
8	97.31568288	0	0	0	0.02	0	0	97	-5.8
								6644.784144	

2.18 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	97.31568288	0	0	0	0.02	575.21	0.97	673	-0.8
2	243.2892072	0	0	0	0.05	533.7	0.9	777	-1.6
3	340.6048901	0	0	0	0.07	474.4	0.8	815	-2.3
4	486.5784144	0	0	0	0.1	355.8	0.6	842	-3.0
5	729.8676216	0	0	0	0.15	207.55	0.35	937	-3.7
6	1070.472512	0	0	0	0.22	118.6	0.2	1189	-4.3
7	729.8676216	0	0	0	0.15	59.3	0.1	789	-5.0
8	486.5784144	0	0	0	0.1	41.51	0.07	528	-5.8
9	340.6048901	0	0	0	0.07	23.72	0.04	364	-6.7
10	243.2892072	0	0	0	0.05	11.86	0.02	255	-7.6
11	97.31568288	0	0	0	0.02	0	0	97	-8.6
								7267.434144	

2.39 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - I-95 in Augusta**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3420
Hourly Service Volume (2nd quarter of evacuation):	3078
Hourly Service Volume (3rd quarter of evacuation):	2736
Hourly Service Volume (4th quarter of evacuation):	3420

Travel Demand Assumptions

Local County Evacuating Traffic:	12,207
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	593

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	610.3559498	0	0	0	0.05	504.05	0.85	1114	-0.7
2	2441.423799	0	0	0	0.2	326.15	0.55	2768	-0.8
3	6103.559498	0	0	0	0.5	118.6	0.2	6222	0.3
4	2441.423799	0	0	0	0.2	59.3	0.1	2501	0.2
5	610.3559498	0	0	0	0.05	0	0	610	-0.6
								13215.219	

4.59 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	244.1423799	0	0	0	0.02	563.35	0.95	807	-0.8
2	976.5695197	0	0	0	0.08	474.4	0.8	1451	-1.3
3	1831.067849	0	0	0	0.15	326.15	0.55	2157	-1.6
4	3051.779749	0	0	0	0.25	207.55	0.35	3259	-1.6
5	3051.779749	0	0	0	0.25	118.6	0.2	3170	-1.4
6	1831.067849	0	0	0	0.15	59.3	0.1	1890	-1.7
7	976.5695197	0	0	0	0.08	29.65	0.05	1006	-2.4
8	244.1423799	0	0	0	0.02	0	0	244	-3.4
								13986.119	

4.64 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	244.1423799	0	0	0	0.02	575.21	0.97	819	-0.8
2	610.3559498	0	0	0	0.05	533.7	0.9	1144	-1.4
3	854.4983297	0	0	0	0.07	474.4	0.8	1329	-2.0
4	1220.7119	0	0	0	0.1	355.8	0.6	1577	-2.5
5	1831.067849	0	0	0	0.15	207.55	0.35	2039	-2.8
6	2685.566179	0	0	0	0.22	118.6	0.2	2804	-2.8
7	1831.067849	0	0	0	0.15	59.3	0.1	1890	-3.1
8	1220.7119	0	0	0	0.1	41.51	0.07	1262	-3.6
9	854.4983297	0	0	0	0.07	23.72	0.04	878	-4.4
10	610.3559498	0	0	0	0.05	11.86	0.02	622	-5.2
11	244.1423799	0	0	0	0.02	0	0	244	-6.1
								14608.769	

4.87 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - I-95 in Augusta**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3420
Hourly Service Volume (2nd quarter of evacuation):	3078
Hourly Service Volume (3rd quarter of evacuation):	2736
Hourly Service Volume (4th quarter of evacuation):	3420

Travel Demand Assumptions

Local County Evacuating Traffic:	5,645
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	593

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	282.2690634	0	0	0	0.05	504.05	0.85	786	-0.8
2	1129.076254	0	0	0	0.2	326.15	0.55	1455	-1.4
3	2822.690634	0	0	0	0.5	118.6	0.2	2941	-1.5
4	1129.076254	0	0	0	0.2	59.3	0.1	1188	-2.0
5	282.2690634	0	0	0	0.05	0	0	282	-2.6
								6653.481268	

2.29 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	112.9076254	0	0	0	0.02	563.35	0.95	676	-0.8
2	451.6305014	0	0	0	0.08	474.4	0.8	926	-1.5
3	846.8071902	0	0	0	0.15	326.15	0.55	1173	-2.2
4	1411.345317	0	0	0	0.25	207.55	0.35	1619	-2.6
5	1411.345317	0	0	0	0.25	118.6	0.2	1530	-3.1
6	846.8071902	0	0	0	0.15	59.3	0.1	906	-3.7
7	451.6305014	0	0	0	0.08	29.65	0.05	481	-4.6
8	112.9076254	0	0	0	0.02	0	0	113	-5.6
								7424.381268	

2.44 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	112.9076254	0	0	0	0.02	575.21	0.97	688	-0.8
2	282.2690634	0	0	0	0.05	533.7	0.9	816	-1.6
3	395.1766888	0	0	0	0.07	474.4	0.8	870	-2.3
4	564.5381268	0	0	0	0.1	355.8	0.6	920	-3.0
5	846.8071902	0	0	0	0.15	207.55	0.35	1054	-3.6
6	1241.983879	0	0	0	0.22	118.6	0.2	1361	-4.1
7	846.8071902	0	0	0	0.15	59.3	0.1	906	-4.8
8	564.5381268	0	0	0	0.1	41.51	0.07	606	-5.6
9	395.1766888	0	0	0	0.07	23.72	0.04	419	-6.5
10	282.2690634	0	0	0	0.05	11.86	0.02	294	-7.4
11	112.9076254	0	0	0	0.02	0	0	113	-8.3
								8047.031268	

2.66 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - I-95 in Augusta**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	3420
Hourly Service Volume (2nd quarter of evacuation):	3078
Hourly Service Volume (3rd quarter of evacuation):	2736
Hourly Service Volume (4th quarter of evacuation):	3420

Travel Demand Assumptions

Local County Evacuating Traffic:	13,122
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	593

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	656.0815714	0	0	0	0.05	504.05	0.85	1160	-0.7
2	2624.326286	0	0	0	0.2	326.15	0.55	2950	-0.8
3	6560.815714	0	0	0	0.5	118.6	0.2	6679	0.6
4	2624.326286	0	0	0	0.2	59.3	0.1	2684	0.5
5	656.0815714	0	0	0	0.05	0	0	656	-0.4
								14129.73143	

4.91 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	262.4326286	0	0	0	0.02	563.35	0.95	826	-0.8
2	1049.730514	0	0	0	0.08	474.4	0.8	1524	-1.3
3	1968.244714	0	0	0	0.15	326.15	0.55	2294	-1.6
4	3280.407857	0	0	0	0.25	207.55	0.35	3488	-1.4
5	3280.407857	0	0	0	0.25	118.6	0.2	3399	-1.2
6	1968.244714	0	0	0	0.15	59.3	0.1	2028	-1.5
7	1049.730514	0	0	0	0.08	29.65	0.05	1079	-2.1
8	262.4326286	0	0	0	0.02	0	0	262	-3.1
								14900.63143	

4.94 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	262.4326286	0	0	0	0.02	575.21	0.97	838	-0.8
2	656.0815714	0	0	0	0.05	533.7	0.9	1190	-1.4
3	918.5142	0	0	0	0.07	474.4	0.8	1393	-2.0
4	1312.163143	0	0	0	0.1	355.8	0.6	1668	-2.4
5	1968.244714	0	0	0	0.15	207.55	0.35	2176	-2.7
6	2886.758914	0	0	0	0.22	118.6	0.2	3005	-2.6
7	1968.244714	0	0	0	0.15	59.3	0.1	2028	-2.9
8	1312.163143	0	0	0	0.1	41.51	0.07	1354	-3.4
9	918.5142	0	0	0	0.07	23.72	0.04	942	-4.1
10	656.0815714	0	0	0	0.05	11.86	0.02	668	-4.9
11	262.4326286	0	0	0	0.02	0	0	262	-5.8
								15523.28143	

5.18 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - SR 9 in Eddington**
Scenario: Category 1 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	670
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	747

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	33.4961474	0	0	0	0.05	634.95	0.85	668	-0.2
2	133.9845896	0	0	0	0.2	410.85	0.55	545	-0.5
3	334.961474	0	0	0	0.5	149.4	0.2	484	-0.8
4	133.9845896	0	0	0	0.2	74.7	0.1	209	-1.5
5	33.4961474	0	0	0	0.05	0	0	33	-2.1
								1939.822948	

2.65 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	13.39845896	0	0	0	0.02	709.65	0.95	723	-0.1
2	53.59383584	0	0	0	0.08	597.6	0.8	651	-0.3
3	100.4884422	0	0	0	0.15	410.85	0.55	511	-0.6
4	167.480737	0	0	0	0.25	261.45	0.35	429	-1.1
5	167.480737	0	0	0	0.25	149.4	0.2	317	-1.6
6	100.4884422	0	0	0	0.15	74.7	0.1	175	-2.3
7	53.59383584	0	0	0	0.08	37.35	0.05	91	-3.2
8	13.39845896	0	0	0	0.02	0	0	13	-4.2
								2910.922948	

3.83 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	13.39845896	0	0	0	0.02	724.59	0.97	738	-0.1
2	33.4961474	0	0	0	0.05	672.3	0.9	706	-0.2
3	46.89460636	0	0	0	0.07	597.6	0.8	644	-0.4
4	66.9922948	0	0	0	0.1	448.2	0.6	515	-0.7
5	100.4884422	0	0	0	0.15	261.45	0.35	362	-1.2
6	147.3830486	0	0	0	0.22	149.4	0.2	297	-1.7
7	100.4884422	0	0	0	0.15	74.7	0.1	175	-2.5
8	66.9922948	0	0	0	0.1	52.29	0.07	119	-3.3
9	46.89460636	0	0	0	0.07	29.88	0.04	77	-4.2
10	33.4961474	0	0	0	0.05	14.94	0.02	48	-5.1
11	13.39845896	0	0	0	0.02	0	0	13	-6.1
								3695.272948	

4.89 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - SR 9 in Eddington**
Scenario: Category 1 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	1,408
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	747

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	70.4245102	0	0	0	0.05	634.95	0.85	705	-0.1
2	281.6980408	0	0	0	0.2	410.85	0.55	693	-0.2
3	704.245102	0	0	0	0.5	149.4	0.2	854	0.1
4	281.6980408	0	0	0	0.2	74.7	0.1	356	-0.4
5	70.4245102	0	0	0	0.05	0	0	70	-1.2
								2678.390204	

3.73 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	28.16980408	0	0	0	0.02	709.65	0.95	738	-0.1
2	112.6792163	0	0	0	0.08	597.6	0.8	710	-0.2
3	211.2735306	0	0	0	0.15	410.85	0.55	622	-0.4
4	352.122551	0	0	0	0.25	261.45	0.35	614	-0.6
5	352.122551	0	0	0	0.25	149.4	0.2	502	-0.8
6	211.2735306	0	0	0	0.15	74.7	0.1	286	-1.4
7	112.6792163	0	0	0	0.08	37.35	0.05	150	-2.2
8	28.16980408	0	0	0	0.02	0	0	28	-3.1
								3649.490204	

4.86 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	28.16980408	0	0	0	0.02	724.59	0.97	753	-0.1
2	70.4245102	0	0	0	0.05	672.3	0.9	743	-0.2
3	98.59431428	0	0	0	0.07	597.6	0.8	696	-0.2
4	140.8490204	0	0	0	0.1	448.2	0.6	589	-0.4
5	211.2735306	0	0	0	0.15	261.45	0.35	473	-0.8
6	309.8678449	0	0	0	0.22	149.4	0.2	459	-1.1
7	211.2735306	0	0	0	0.15	74.7	0.1	286	-1.7
8	140.8490204	0	0	0	0.1	52.29	0.07	193	-2.4
9	98.59431428	0	0	0	0.07	29.88	0.04	128	-3.2
10	70.4245102	0	0	0	0.05	14.94	0.02	85	-4.1
11	28.16980408	0	0	0	0.02	0	0	28	-5.1
								4433.840204	

5.93 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - SR 9 in Eddington**
Scenario: Category 2 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	998
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	747

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	49.8942972	0	0	0	0.05	634.95	0.85	685	-0.2
2	199.5771888	0	0	0	0.2	410.85	0.55	610	-0.4
3	498.942972	0	0	0	0.5	149.4	0.2	648	-0.4
4	199.5771888	0	0	0	0.2	74.7	0.1	274	-1.0
5	49.8942972	0	0	0	0.05	0	0	50	-1.7
								2267.785944	

3.13 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	19.95771888	0	0	0	0.02	709.65	0.95	730	-0.1
2	79.83087552	0	0	0	0.08	597.6	0.8	677	-0.3
3	149.6828916	0	0	0	0.15	410.85	0.55	561	-0.5
4	249.471486	0	0	0	0.25	261.45	0.35	511	-0.8
5	249.471486	0	0	0	0.25	149.4	0.2	399	-1.2
6	149.6828916	0	0	0	0.15	74.7	0.1	224	-1.9
7	79.83087552	0	0	0	0.08	37.35	0.05	117	-2.7
8	19.95771888	0	0	0	0.02	0	0	20	-3.7
								3238.885944	

4.29 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	19.95771888	0	0	0	0.02	724.59	0.97	745	-0.1
2	49.8942972	0	0	0	0.05	672.3	0.9	722	-0.2
3	69.85201608	0	0	0	0.07	597.6	0.8	667	-0.3
4	99.7885944	0	0	0	0.1	448.2	0.6	548	-0.6
5	149.6828916	0	0	0	0.15	261.45	0.35	411	-1.0
6	219.5349077	0	0	0	0.22	149.4	0.2	369	-1.4
7	149.6828916	0	0	0	0.15	74.7	0.1	224	-2.1
8	99.7885944	0	0	0	0.1	52.29	0.07	152	-2.9
9	69.85201608	0	0	0	0.07	29.88	0.04	100	-3.7
10	49.8942972	0	0	0	0.05	14.94	0.02	65	-4.7
11	19.95771888	0	0	0	0.02	0	0	20	-5.6
								4023.235944	

5.35 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - SR 9 in Eddington**
Scenario: Category 2 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	2,105
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	747

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	105.2303748	0	0	0	0.05	634.95	0.85	740	-0.1
2	420.9214992	0	0	0	0.2	410.85	0.55	832	0.0
3	1052.303748	0	0	0	0.5	149.4	0.2	1202	0.9
4	420.9214992	0	0	0	0.2	74.7	0.1	496	0.6
5	105.2303748	0	0	0	0.05	0	0	105	-0.4
								3374.507496	

4.75 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	42.09214992	0	0	0	0.02	709.65	0.95	752	-0.1
2	168.3685997	0	0	0	0.08	597.6	0.8	766	-0.1
3	315.6911244	0	0	0	0.15	410.85	0.55	727	-0.2
4	526.151874	0	0	0	0.25	261.45	0.35	788	-0.1
5	526.151874	0	0	0	0.25	149.4	0.2	676	-0.1
6	315.6911244	0	0	0	0.15	74.7	0.1	390	-0.5
7	168.3685997	0	0	0	0.08	37.35	0.05	206	-1.2
8	42.09214992	0	0	0	0.02	0	0	42	-2.2
								4345.607496	

5.83 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	42.09214992	0	0	0	0.02	724.59	0.97	767	-0.1
2	105.2303748	0	0	0	0.05	672.3	0.9	778	-0.1
3	147.3225247	0	0	0	0.07	597.6	0.8	745	-0.1
4	210.4607496	0	0	0	0.1	448.2	0.6	659	-0.2
5	315.6911244	0	0	0	0.15	261.45	0.35	577	-0.4
6	463.0136491	0	0	0	0.22	149.4	0.2	612	-0.5
7	315.6911244	0	0	0	0.15	74.7	0.1	390	-0.9
8	210.4607496	0	0	0	0.1	52.29	0.07	263	-1.5
9	147.3225247	0	0	0	0.07	29.88	0.04	177	-2.3
10	105.2303748	0	0	0	0.05	14.94	0.02	120	-3.1
11	42.09214992	0	0	0	0.02	0	0	42	-4.1
								5129.957496	

6.91 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - SR 9 in Eddington**
Scenario: Category 3 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	1,507
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	747

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	75.370396	0	0	0	0.05	634.95	0.85	710	-0.1
2	301.481584	0	0	0	0.2	410.85	0.55	712	-0.2
3	753.70396	0	0	0	0.5	149.4	0.2	903	0.2
4	301.481584	0	0	0	0.2	74.7	0.1	376	-0.3
5	75.370396	0	0	0	0.05	0	0	75	-1.1
								2777.30792	

3.87 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	30.1481584	0	0	0	0.02	709.65	0.95	740	-0.1
2	120.5926336	0	0	0	0.08	597.6	0.8	718	-0.2
3	226.111188	0	0	0	0.15	410.85	0.55	637	-0.4
4	376.85198	0	0	0	0.25	261.45	0.35	638	-0.5
5	376.85198	0	0	0	0.25	149.4	0.2	526	-0.7
6	226.111188	0	0	0	0.15	74.7	0.1	301	-1.2
7	120.5926336	0	0	0	0.08	37.35	0.05	158	-2.0
8	30.1481584	0	0	0	0.02	0	0	30	-3.0
								3748.40792	

5.00 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	30.1481584	0	0	0	0.02	724.59	0.97	755	-0.1
2	75.370396	0	0	0	0.05	672.3	0.9	748	-0.2
3	105.5185544	0	0	0	0.07	597.6	0.8	703	-0.2
4	150.740792	0	0	0	0.1	448.2	0.6	599	-0.4
5	226.111188	0	0	0	0.15	261.45	0.35	488	-0.7
6	331.6297424	0	0	0	0.22	149.4	0.2	481	-1.0
7	226.111188	0	0	0	0.15	74.7	0.1	301	-1.6
8	150.740792	0	0	0	0.1	52.29	0.07	203	-2.2
9	105.5185544	0	0	0	0.07	29.88	0.04	135	-3.1
10	75.370396	0	0	0	0.05	14.94	0.02	90	-4.0
11	30.1481584	0	0	0	0.02	0	0	30	-4.9
								4532.75792	

6.07 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - SR 9 in Eddington**
Scenario: Category 3 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	3,168
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	747

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	158.4052816	0	0	0	0.05	634.95	0.85	793	0.0
2	633.6211264	0	0	0	0.2	410.85	0.55	1044	0.4
3	1584.052816	0	0	0	0.5	149.4	0.2	1733	2.1
4	633.6211264	0	0	0	0.2	74.7	0.1	708	2.1
5	158.4052816	0	0	0	0.05	0	0	158	0.9
								4438.005632	

6.30 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	63.36211264	0	0	0	0.02	709.65	0.95	773	-0.1
2	253.4484506	0	0	0	0.08	597.6	0.8	851	0.0
3	475.2158448	0	0	0	0.15	410.85	0.55	886	0.2
4	792.026408	0	0	0	0.25	261.45	0.35	1053	0.6
5	792.026408	0	0	0	0.25	149.4	0.2	941	1.0
6	475.2158448	0	0	0	0.15	74.7	0.1	550	0.9
7	253.4484506	0	0	0	0.08	37.35	0.05	291	0.2
8	63.36211264	0	0	0	0.02	0	0	63	-0.7
								5409.105632	

7.31 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	63.36211264	0	0	0	0.02	724.59	0.97	788	0.0
2	158.4052816	0	0	0	0.05	672.3	0.9	831	0.0
3	221.7673942	0	0	0	0.07	597.6	0.8	819	0.1
4	316.8105632	0	0	0	0.1	448.2	0.6	765	0.1
5	475.2158448	0	0	0	0.15	261.45	0.35	737	0.1
6	696.983239	0	0	0	0.22	149.4	0.2	846	0.4
7	475.2158448	0	0	0	0.15	74.7	0.1	550	0.2
8	316.8105632	0	0	0	0.1	52.29	0.07	369	-0.2
9	221.7673942	0	0	0	0.07	29.88	0.04	252	-0.9
10	158.4052816	0	0	0	0.05	14.94	0.02	173	-1.7
11	63.36211264	0	0	0	0.02	0	0	63	-2.6
								6193.455632	

8.41 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - SR 9 in Eddington**
Scenario: Category 4 Low Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	1,671
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	747

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	83.5620996	0	0	0	0.05	634.95	0.85	719	-0.1
2	334.2483984	0	0	0	0.2	410.85	0.55	745	-0.1
3	835.620996	0	0	0	0.5	149.4	0.2	985	0.4
4	334.2483984	0	0	0	0.2	74.7	0.1	409	0.0
5	83.5620996	0	0	0	0.05	0	0	84	-0.9
								2941.141992	

4.11 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	33.42483984	0	0	0	0.02	709.65	0.95	743	-0.1
2	133.6993594	0	0	0	0.08	597.6	0.8	731	-0.2
3	250.6862988	0	0	0	0.15	410.85	0.55	662	-0.3
4	417.810498	0	0	0	0.25	261.45	0.35	679	-0.4
5	417.810498	0	0	0	0.25	149.4	0.2	567	-0.5
6	250.6862988	0	0	0	0.15	74.7	0.1	325	-1.0
7	133.6993594	0	0	0	0.08	37.35	0.05	171	-1.8
8	33.42483984	0	0	0	0.02	0	0	33	-2.8
								3912.241992	

5.22 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	33.42483984	0	0	0	0.02	724.59	0.97	758	-0.1
2	83.5620996	0	0	0	0.05	672.3	0.9	756	-0.2
3	116.9869394	0	0	0	0.07	597.6	0.8	715	-0.2
4	167.1241992	0	0	0	0.1	448.2	0.6	615	-0.4
5	250.6862988	0	0	0	0.15	261.45	0.35	512	-0.7
6	367.6732382	0	0	0	0.22	149.4	0.2	517	-0.9
7	250.6862988	0	0	0	0.15	74.7	0.1	325	-1.4
8	167.1241992	0	0	0	0.1	52.29	0.07	219	-2.0
9	116.9869394	0	0	0	0.07	29.88	0.04	147	-2.9
10	83.5620996	0	0	0	0.05	14.94	0.02	99	-3.7
11	33.42483984	0	0	0	0.02	0	0	33	-4.7
								4696.591992	

6.30 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.

CLEARANCE TIME CALCULATIONS
LOCAL TIMES / REGIONAL MAINE COASTAL COUNTIES
Maine Regional Hurricane Evacuation Transportation Analysis 2007

Critical Link: **Regional - SR 9 in Eddington**
Scenario: Category 4 High Tourist Occupancy

Roadway Capacity Assumptions

Hourly Service Volume (1st quarter of evacuation):	820
Hourly Service Volume (2nd quarter of evacuation):	738
Hourly Service Volume (3rd quarter of evacuation):	656
Hourly Service Volume (4th quarter of evacuation):	820

Travel Demand Assumptions

Local County Evacuating Traffic:	3,428
Other Counties in Region Evac Traffic:	0
Other Region Evac Traffic:	0
Other States Evac Traffic:	0
Background Traffic:	747

Hours for "last evac vehicle" to get from critical link to study area boundary: 0

RAPID RESPONSE-BEHAVIORAL RESPONSE CURVE A

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	171.4242414	0	0	0	0.05	634.95	0.85	806	0.0
2	685.6969656	0	0	0	0.2	410.85	0.55	1097	0.5
3	1714.242414	0	0	0	0.5	149.4	0.2	1864	2.4
4	685.6969656	0	0	0	0.2	74.7	0.1	760	2.5
5	171.4242414	0	0	0	0.05	0	0	171	1.2
								4698.384828	

6.68 hours of clearance time

MEDIUM RESPONSE-BEHAVIORAL RESPONSE CURVE B

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	68.56969656	0	0	0	0.02	709.65	0.95	778	-0.1
2	274.2787862	0	0	0	0.08	597.6	0.8	872	0.0
3	514.2727242	0	0	0	0.15	410.85	0.55	925	0.3
4	857.121207	0	0	0	0.25	261.45	0.35	1119	0.8
5	857.121207	0	0	0	0.25	149.4	0.2	1007	1.3
6	514.2727242	0	0	0	0.15	74.7	0.1	589	1.2
7	274.2787862	0	0	0	0.08	37.35	0.05	312	0.6
8	68.56969656	0	0	0	0.02	0	0	69	-0.3
								5669.484828	

7.68 hours of clearance time

LONG RESPONSE-BEHAVIORAL RESPONSE CURVE C

Hour of Response	(vehicles) Local County Evac Traffic	(vehicles) Other Counties in Region Traffic	(vehicles) Other Region Evac Traffic	(vehicles) Other States Evac Traffic	Percent of Traffic Trying to Load by Hour	(vehicles) Background Traffic	Diminishing Rate of Background Traffic by Hour	(vehicles) Theoretical Hour by Hour Traffic Demand at Link	(hours) Queuing Delay by Response Hour
1	68.56969656	0	0	0	0.02	724.59	0.97	793	0.0
2	171.4242414	0	0	0	0.05	672.3	0.9	844	0.0
3	239.993938	0	0	0	0.07	597.6	0.8	838	0.1
4	342.8484828	0	0	0	0.1	448.2	0.6	791	0.2
5	514.2727242	0	0	0	0.15	261.45	0.35	776	0.3
6	754.2666622	0	0	0	0.22	149.4	0.2	904	0.6
7	514.2727242	0	0	0	0.15	74.7	0.1	589	0.5
8	342.8484828	0	0	0	0.1	52.29	0.07	395	0.1
9	239.993938	0	0	0	0.07	29.88	0.04	270	-0.5
10	171.4242414	0	0	0	0.05	14.94	0.02	186	-1.3
11	68.56969656	0	0	0	0.02	0	0	69	-2.2
								6453.834828	

8.77 hours of clearance time

Please Note: Enhancement of service volumes through special traffic control operations may lower these times. However, the next most congested critical roadway segment must be considered for the area.