

**Table 2-1
Summary of Predicted Effects – Transportation
Final Alternatives and Preferred Alternative**

Alternative	Total Length km (Mi.)	Use of Bypass (Vehicles per day)	Use of Bypass (Vehicles per hour)	Traffic Volume Through Village (Veh. per day)	Traffic Volume Through Village (Veh. per hour)	Traffic Diversion from Village (Veh. per day & %) ¹	Traffic Diversion from Village (Veh. per hour & %) ¹	Level of Service: Rte. 25 @ Rte. 114	Level of Service: Rte. 25 @ New Portland Rd.	Level of Service: Rte. 25 @ Rte. 114 With TSM ³	Level of Service: Rte. 25 @ New Portland Rd. With TSM ³	Intersection Delay in seconds & % Reduction in Delay ¹ : Rte 25 @ Rte 114	Intersection Delay in (seconds) & % Reduction in Delay ¹ : Rte 25 @ New Portland Rd.	Number of Study Area Intersections with Improved Level of Service (out of 12) ^{2,4}	Vehicle Miles Traveled (VMT) PM Peak Hour	Vehicle Hours Traveled (VHT) PM Peak Hour	Truck Traffic in Village & Percent Reduction & Number Reduction ¹	Safety: Number of Anticipated Improvements to HCLs (out of 12)/% Reduction in Crash Frequency ^{1,6}	Individual Benefit/Cost Ratio	Ranking Based on Comparative Benefit/Cost	Satisfies Purpose and Need (Yes/No)
Existing (1999)	N/A	N/A	N/A	37,500	3,030	N/A	N/A	F	F	E ⁵	F ⁵	75.2/ N/A	124.2/ N/A	N/A	N/A	N/A	1,828		N/A	N/A	N/A
No-Build	N/A	N/A	N/A	43,690	3,480	N/A	N/A	F	F	F ⁵	E ⁵	161.0 ⁵ / N/A	57.1 ⁵ / N/A	0	594,866	26,210	2,074		N/A	N/A	No
Upgrade	1.6 (1.01)	N/A	N/A	49,250	3,940	-5,560/ -12.7% Traffic would increase in the Village	-460/ -13.2% Traffic would increase in the Village	C	C	Upgrade Alternative includes TSM.	Upgrade Alternative includes TSM.	20.8/ 87%	17.4/ 70%	2	594,816	26,006	2,302/ +11.0%/ {+228}	0 / +15%	N/A	N/A	No
1c	3.99 (2.48)	11,960	1,160	36,080	2,890	7,610/ 17.4%	590/ 17.0%	F	D	F	TSM not needed	89.6/ 44%	46.2/ 19%	7	593,907	25,929	1749/ 15.7%/ {-325}	8 / -11%	> 1.0	2	No
1e	5.36 (3.33)	9,740	930	38,000	3,040	5,690/ 13.0%	440/ 12.6%	F	D	F	TSM not needed	103.2/ 36%	36.3/ 36%	7	594,799	25,933	1809/ 12.8%/ {-265}	10 / -11%	> 1.0	3	No
6b	10.54 (6.55)	24,820	2,410	28,620	2,290	15,070/ 34.5%	1,190/ 34.2%	D	D	TSM not needed	TSM not needed	48.5/ 70%	36.3/ 36%	9	595,280	26,028	1422/ 31.4%/ {-652}	10 / -25%	< 1.0	5	Yes
6c	12.18 (7.57)	25,110	2,470	28,750	2,300	14,940/ 34.2%	1,180/ 33.9%	D	D	TSM not needed	TSM not needed	53.0/ 67%	36.4/ 36%	9	595,500	25,656	1383/ 33.3%/ {-691}	10 / -27%	> 1.0	1	Yes
6d Preferred Alternative	13.55 (8.42)	23,690	2,330	31,120	2,490	12,570/ 28.8%	990/ 28.4%	E	D	D	TSM not needed	69.7/ 57%	36.1/ 37%	9	594,753	25,826	1,489/ 28.2%/ {-585}	10 / -25%	> 1.0	4	Yes

All parameters are for the year 2025, unless otherwise noted

All peak hour parameters are for the PM peak hour

N/A: Not applicable or not determined

¹ Compared to year 2025 No Build Alternative

² Compared to Existing Conditions

³ TSM – Transportation System Management – This includes modifications to existing signal phasing and timing only which is consistent with the Town of Gorham's Downtown Master Plan.

⁴ Includes intersections improved with TSM

⁵ TSM measures recently implemented (2001) as part of the Shop & Save supermarket project have been taken into account.

⁶ % reduction in crash frequency based on comparison to 2025 NB for those intersections whose crash frequency is reduced.