

## *Memorandum*

17330

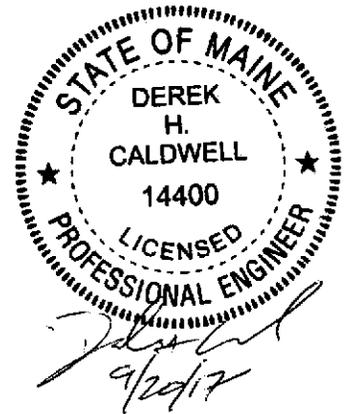
**To:** Tex Haeuser, Planning & Development Director, City of South Portland

**From:** Curtis Thompson, E.I., Sebago Technics  
Derek Caldwell, P.E., PTOE, Sebago Technics

**Date:** September 20<sup>th</sup>, 2017

**Subject:** Cottage Road at Pillsbury Street, Signal Warrant Analysis

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The following is an evaluation of the traffic volumes at the intersection of Cottage Road at Pillsbury Street in South Portland using the Signal Warrant requirements detailed in the 2009 Manual on Uniform Traffic Control Devices (MUTCD). The calculations and a summary for each warrant are included at the end of this memo.

The MUTCD lists the following nine signal warrants for consideration:

1. Eight-Hour Vehicular Volume
2. Four-Hour Vehicular Volume
3. Peak Hour
4. Pedestrian Volume
5. School Crossing
6. Coordinated Signal System
7. Crash Experience
8. Roadway Network
9. Intersection Near a Grade Crossing.

For the purpose of this study Warrants 1,2,4,5 and 7 were evaluated.

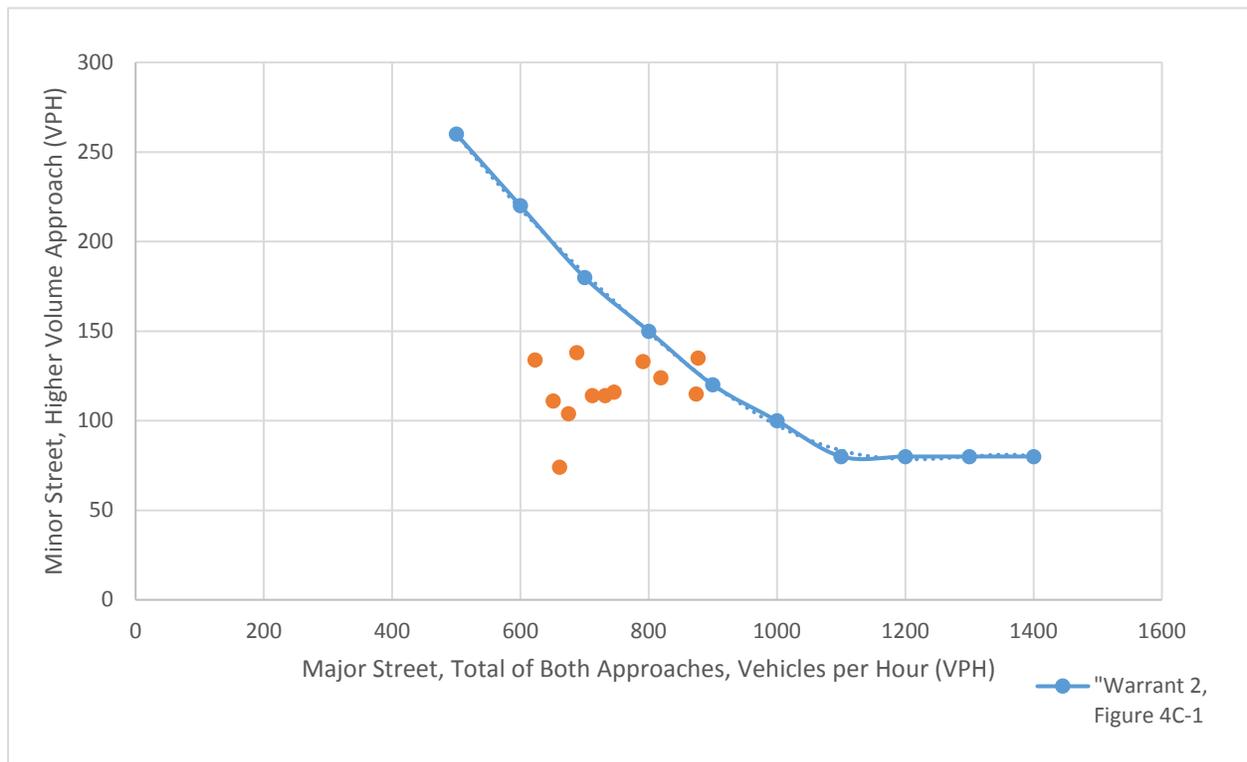
### **Signal Warrant Summary**

Traffic movement counts at the intersection were taken on August 29<sup>th</sup> 2017 between the hours of 7:00 AM and 7:00 PM. The volumes were then seasonally adjusted to the annual average day based on the MaineDOT Weekly Group Mean Factors for 2016. The daily volumes are roughly 16% higher than the annual average traffic for the week that the volumes were collected, resulting in a slight reduction.

The hourly volumes for each hour counted were then inputted into the eight hour and four hour vehicle volume warrants (Warrants 1 and 2 respectively) to determine if the volumes are greater than the required minimums.

Warrant 1 has three conditions and only one needs to be met to satisfy the warrant. Condition A checks to see if the minor approach volume is large enough to meet the warrant without significant major approach volumes. To meet Condition A the minor approach is required to have greater than 150 vehicles in an hour which was not met by any of the counted hours. Condition B considers the volumes on the major street approaches to determine if there is opportunity for minor street traffic to enter the major street. This condition requires the major approaches to have a combined volume of 750 vehicles. Based on our counts Condition B was only met for 4 of the required 8 hours, 3 occurred between 3:00PM and 6:00PM. Condition C is a combination of the previous two conditions with reduced requirements, 600 vehicles per hour on the major street and 120 vehicles per hour on the minor approach. The major street met the requirement for every hour counted, however the minor street only met 5 of the required 8 hours.

Warrant 2 checks to see if the traffic during 4 hours of the day are high enough to consider a signal. This warrant’s requirement is based on a linear relationship between the major and minor approaches, and the chart showing this analysis is shown below. The warrant requires four of the hourly volume points to be above the plotted line. As can be seen, only one hour meets the requirement.



Warrants 4 and 5 are also applicable to the intersection. Warrant 4 requires a high amount of pedestrian traffic to be considered. On average 15-20 pedestrians per hour were counted. Based on the major road traffic volumes, there would have to be approximately 150-200 pedestrians in an hour to meet the warrant. Warrant 5 considers intersections near schools and requires a minimum amount of 20 school children crossing which was not met for any hour of the day.

Finally, Warrant 7 evaluates the safety of the intersection and determines if a signal would reduce the number of crashes. The crash history for the intersection was requested from the MaineDOT. A crash diagram is attached, detailing the location and type for each crash. The warrant requires both an adequate trial of alternatives and a minimum number of correctible crashes. The majority of accidents at the intersection were related to the parking on the north side of Cottage Road. It is unclear whether a signal would have prevented these types of crashes. Ultimately this Warrant is not met until further crash mitigation alternatives are tested.

## **Conclusion**

Based upon the traffic volumes collected, the intersection of Cottage Road at Pillsbury Street does not meet any of the Traffic Signal Warrants provided in the MUTCD.

It is also worth noting that the above analysis did not take into consideration the effects of right turning traffic. Typically the right turning traffic on the minor approach is “discounted” based on the ratio between the right turn traffic and the total traffic on the approach. For Pillsbury Street the right turning traffic makes up roughly 80% or more of the total traffic for every hour of the day. In the Warrant 1 analysis only a few of the hours met the requirements by a slim margin, with any form of right turn reduction these hours will no longer meet further strengthening the above conclusion.

Please let us know if you need anything further in this regard.

### **Attachments:**

MUTCD Warrant Calculation Sheets  
Crash Diagram  
Turning Movement Counts

**MUTCD Traffic Signal Warrant Analysis Summary**  
**Cottage Road @ Pillsbury Street**  
**South Portland, Maine**  
**17330**

**Inputs**

|                       |  |
|-----------------------|--|
| Lane Combination?     |  |
| One lane and one lane |  |

|              |      |
|--------------|------|
| AAWDT Factor | 0.86 |
|--------------|------|

Key

User Input

Output

| Time of Day |          | Major Street     |                       | Minor Street     |                       | Pedestrian |
|-------------|----------|------------------|-----------------------|------------------|-----------------------|------------|
| From        | To       | Raw Total Volume | Factored Total Volume | Raw Total Volume | Factored Total Volume | Total      |
| 7:00 AM     | 8:00 AM  | 725              | 623                   | 156              | 134                   | 10         |
| 8:00 AM     | 9:00 AM  | 800              | 688                   | 161              | 138                   | 6          |
| 9:00 AM     | 10:00 AM | 758              | 651                   | 130              | 111                   | 8          |
| 10:00 AM    | 11:00 AM | 785              | 675                   | 121              | 104                   | 11         |
| 11:00 AM    | 12:00 PM | 852              | 732                   | 133              | 114                   | 20         |
| 12:00 PM    | 1:00 PM  | 953              | 819                   | 145              | 124                   | 18         |
| 1:00 PM     | 2:00 PM  | 828              | 712                   | 133              | 114                   | 14         |
| 2:00 PM     | 3:00 PM  | 868              | 746                   | 136              | 116                   | 20         |
| 3:00 PM     | 4:00 PM  | 920              | 791                   | 155              | 133                   | 14         |
| 4:00 PM     | 5:00 PM  | 1020             | 877                   | 157              | 135                   | 17         |
| 5:00 PM     | 6:00 PM  | 1017             | 874                   | 134              | 115                   | 23         |
| 6:00 PM     | 7:00 PM  | 769              | 661                   | 87               | 74                    | 21         |

**Results**

| Warrant | Pass? |
|---------|-------|
| 1       | No    |
| 2       | No*   |
| 3       | No**  |
| 4       | No    |
| 5       | N/A   |
| 6       | N/A   |
| 7       | Maybe |
| 8       | N/A   |
| 9       | N/A   |

\* If the Speed/Population factor is used then Warrant 2 needs to be visually checked and the result manually entered, see Warrant 2 page for details

\*\*May still be warranted, see Warrant 3 page for details.

|                         |        |        |         |
|-------------------------|--------|--------|---------|
| Speed/Population Factor | 10,000 | 40 MPH | Yes/No? |
|                         | 1      | 1      | No      |

# Warrant 1

No Right Turn Discount  
One Lane Major Approach

## Standard:

**The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

**In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.**

It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

# Warrant 1

No Right Turn Discount  
One Lane Major Approach

The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

| Warrant 1A |                |                | Pass?             |           | No   |
|------------|----------------|----------------|-------------------|-----------|------|
| Time       | Major Street   | Minor Street   | Min. Vehicle Vol. |           | Met? |
|            |                |                | Major St.         | Minor St. |      |
| Begin Hour | Factored Total | Factored Total | 500               | 150       |      |
| 7:00 AM    | 623            | 134            | 125%              | 89%       | No   |
| 8:00 AM    | 688            | 138            | 138%              | 92%       | No   |
| 9:00 AM    | 651            | 111            | 130%              | 74%       | No   |
| 10:00 AM   | 675            | 104            | 135%              | 69%       | No   |
| 11:00 AM   | 732            | 114            | 146%              | 76%       | No   |
| 12:00 PM   | 819            | 124            | 164%              | 83%       | No   |
| 1:00 PM    | 712            | 114            | 142%              | 76%       | No   |
| 2:00 PM    | 746            | 116            | 149%              | 77%       | No   |
| 3:00 PM    | 791            | 133            | 158%              | 89%       | No   |
| 4:00 PM    | 877            | 135            | 175%              | 90%       | No   |
| 5:00 PM    | 874            | 115            | 175%              | 77%       | No   |
| 6:00 PM    | 661            | 74             | 132%              | 49%       | No   |

# Warrant 1

No Right Turn Discount  
One Lane Major Approach

The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

| Warrant 1B |                |                | Pass?             |           | No   |
|------------|----------------|----------------|-------------------|-----------|------|
| Time       | Major Street   | Minor Street   | Min. Vehicle Vol. |           | Met? |
|            |                |                | Major St.         | Minor St. |      |
| Begin Hour | Factored Total | Adjusted Total | 750               | 75        |      |
| 7:00 AM    | 623            | 134            | 83%               | 179%      | No   |
| 8:00 AM    | 688            | 138            | 92%               | 184%      | No   |
| 9:00 AM    | 651            | 111            | 87%               | 148%      | No   |
| 10:00 AM   | 675            | 104            | 90%               | 139%      | No   |
| 11:00 AM   | 732            | 114            | 98%               | 152%      | No   |
| 12:00 PM   | 819            | 124            | 109%              | 165%      | Yes  |
| 1:00 PM    | 712            | 114            | 95%               | 152%      | No   |
| 2:00 PM    | 746            | 116            | 99%               | 155%      | No   |
| 3:00 PM    | 791            | 133            | 105%              | 177%      | Yes  |
| 4:00 PM    | 877            | 135            | 117%              | 180%      | Yes  |
| 5:00 PM    | 874            | 115            | 117%              | 153%      | Yes  |
| 6:00 PM    | 661            | 74             | 88%               | 99%       | No   |

# Warrant 1

No Right Turn Discount  
One Lane Major Approach

**Standard: For Warrant 1AB**

The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:

- A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and
- B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

| Warrant 1AB |                |              |                   |           |      |                         |           |      | Pass?                 | No |
|-------------|----------------|--------------|-------------------|-----------|------|-------------------------|-----------|------|-----------------------|----|
| Time        | Major Street   | Minor Street | Min. Vehicle Vol. |           |      | Interruption of Traffic |           |      | Combined Warrant met? |    |
|             |                |              | Major St.         | Minor St. | Met? | Major St.               | Minor St. | Met? |                       |    |
| Begin Hour  | Factored Total | Adj. Total   | 400               | 120       | Met? | 600                     | 60        | Met? |                       |    |
| 7:00 AM     | 623            | 134          | 156%              | 112%      | Yes  | 104%                    | 223%      | Yes  | Yes                   |    |
| 8:00 AM     | 688            | 138          | 172%              | 115%      | Yes  | 115%                    | 230%      | Yes  | Yes                   |    |
| 9:00 AM     | 651            | 111          | 163%              | 93%       | No   | 109%                    | 185%      | Yes  | No                    |    |
| 10:00 AM    | 675            | 104          | 169%              | 87%       | No   | 113%                    | 173%      | Yes  | No                    |    |
| 11:00 AM    | 732            | 114          | 183%              | 95%       | No   | 122%                    | 190%      | Yes  | No                    |    |
| 12:00 PM    | 819            | 124          | 205%              | 103%      | Yes  | 137%                    | 207%      | Yes  | Yes                   |    |
| 1:00 PM     | 712            | 114          | 178%              | 95%       | No   | 119%                    | 190%      | Yes  | No                    |    |
| 2:00 PM     | 746            | 116          | 187%              | 97%       | No   | 124%                    | 193%      | Yes  | No                    |    |
| 3:00 PM     | 791            | 133          | 198%              | 111%      | Yes  | 132%                    | 222%      | Yes  | Yes                   |    |
| 4:00 PM     | 877            | 135          | 219%              | 113%      | Yes  | 146%                    | 225%      | Yes  | Yes                   |    |
| 5:00 PM     | 874            | 115          | 219%              | 96%       | No   | 146%                    | 192%      | Yes  | No                    |    |
| 6:00 PM     | 661            | 74           | 165%              | 62%       | No   | 110%                    | 123%      | Yes  | No                    |    |

# Warrant 1

No Right Turn Discount  
One Lane Major Approach

|   |
|---|
| Minimum Vehicular Volumes for Warrant 1 |
|---|

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

| Condition A—Minimum Vehicular Volume                |              |   |                  |                  |                  |   |                  |                  |                  |
|---|--------------|---|------------------|------------------|------------------|---|------------------|------------------|------------------|
| Number of lanes for moving traffic on each approach |              | Vehicles per hour on major street<br>(total of both approaches) |                  |                  |                  | Vehicles per hour on higher-volume minor-street approach (one direction only) |                  |                  |                  |
| Major Street  | Minor Street | 100% <sup>a</sup>   | 80% <sup>b</sup> | 70% <sup>c</sup> | 56% <sup>d</sup> | 100% <sup>a</sup>   | 80% <sup>b</sup> | 70% <sup>c</sup> | 56% <sup>d</sup> |
| 1   | 1            | 500   | 400              | 350              | 280              | 150   | 120              | 105              | 84               |
| 2 or more   | 1            | 600   | 480              | 420              | 336              | 150   | 120              | 105              | 84               |
| 2 or more   | 2 or more    | 600   | 480              | 420              | 336              | 200   | 160              | 140              | 112              |
| 1   | 2 or more    | 500   | 400              | 350              | 280              | 200   | 160              | 140              | 112              |
| Condition B—Interruption of Continuous Traffic      |              |   |                  |                  |                  |   |                  |                  |                  |
| Number of lanes for moving traffic on each approach |              | Vehicles per hour on major street<br>(total of both approaches) |                  |                  |                  | Vehicles per hour on higher-volume minor-street approach (one direction only) |                  |                  |                  |
| Major Street  | Minor Street | 100% <sup>a</sup>   | 80% <sup>b</sup> | 70% <sup>c</sup> | 56% <sup>d</sup> | 100% <sup>a</sup>   | 80% <sup>b</sup> | 70% <sup>c</sup> | 56% <sup>d</sup> |
| 1   | 1            | 750   | 600              | 525              | 420              | 75  | 60               | 53               | 42               |
| 2 or more   | 1            | 900   | 720              | 630              | 504              | 75  | 60               | 53               | 42               |
| 2 or more   | 2 or more    | 900   | 720              | 630              | 504              | 100   | 80               | 70               | 56               |
| 1   | 2 or more    | 750   | 600              | 525              | 420              | 100   | 80               | 70               | 56               |

a: Basic Minimum Hourly Volume

b: Used for a combination of A and B

c: May be used when the Major Street design speed is greater than 40mph or the population is less than 10,000

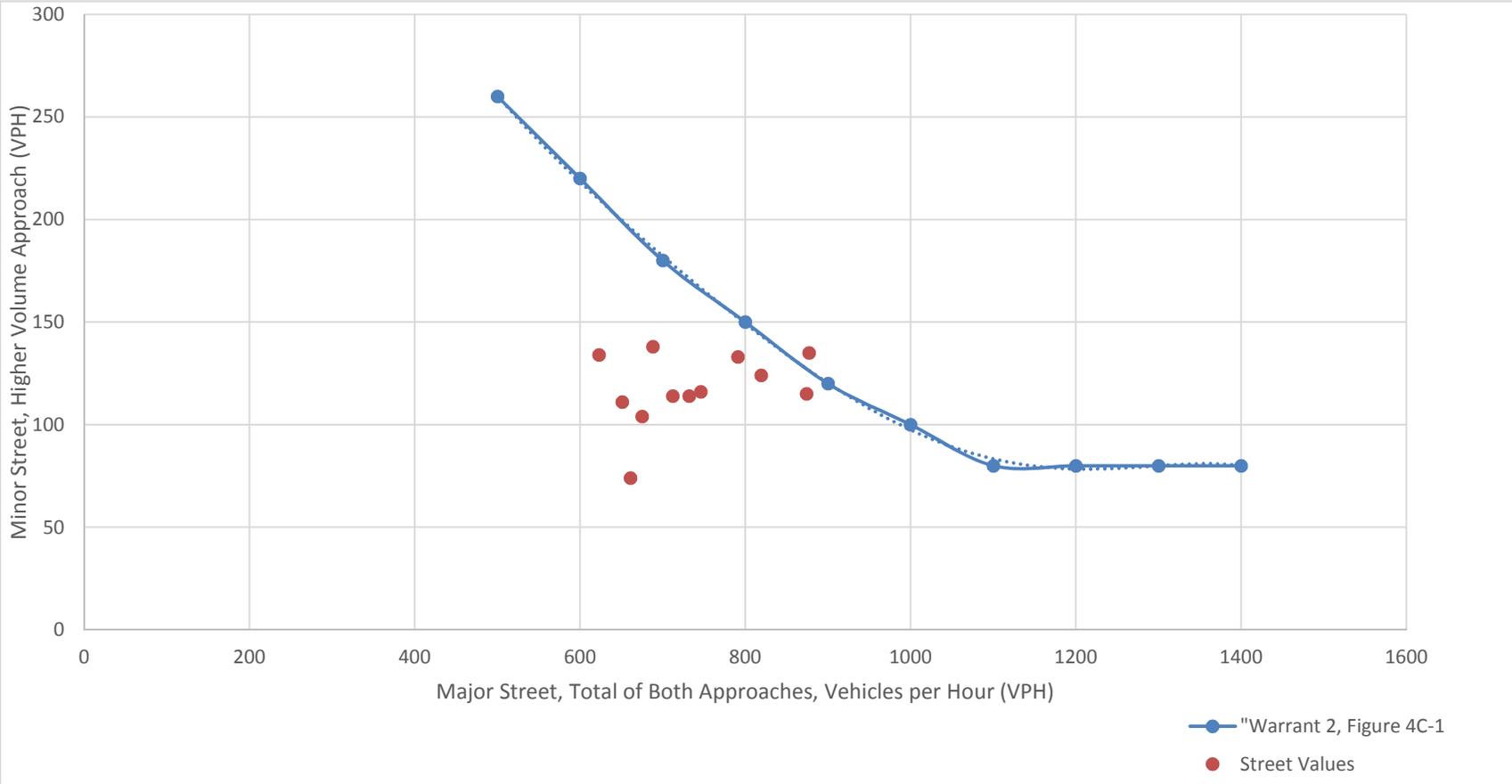
d: Same conditions as c but used for a combination of A and B

# Warrant 2

No Right Turn Discount  
One Lane Major Approach

### Standard:

The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.



# Warrant 2

No Right Turn Discount  
One Lane Major Approach

| One lane and one lane     |                            |          | Two or more lanes and one lane |                            |          | Two or more lanes and two or more lanes |                            |          |
|---------------------------|----------------------------|----------|--------------------------------|----------------------------|----------|---|----------------------------|----------|
| VPH on the major street * | VPH on the minor street ** | best fit | VPH on the major street *      | VPH on the minor street ** | best fit | VPH on the major street *               | VPH on the minor street ** | best fit |
| 1400                      | 80                         | 59.032   | 1000                           | 60                         | 60.355   | 1000                                    | 80                         | 76.49    |
| 1300                      | 80                         | 57.398   | 900                            | 65                         | 66.197   | 900                                     | 80                         | 83.59    |
| 1200                      | 80                         | 59.576   | 800                            | 80                         | 78.906   | 800                                     | 105                        | 104.91   |
| 1100                      | 80                         | 60.630   | 700                            | 100                        | 99.756   | 700                                     | 140                        | 137.40   |
| 1000                      | 100                        | 59.668   | 600                            | 130                        | 129.294  | 600                                     | 175                        | 177.05   |
| 900                       | 120                        | 58.617   | 500                            | 165                        | 167.378  | 500                                     | 225                        | 224.38   |
| 800                       | 150                        | 60.994   | 400                            | 215                        | 213.223  | 400                                     | 290                        | 290.03   |
| 700                       | 180                        | 70.686   | 300                            | 265                        | 265.429  | 400                                     | 290                        | 290.03   |
| 600                       | 220                        | 90.718   | 300                            | 265                        | 265.429  | 400                                     | 290                        | 290.03   |
| 500                       | 260                        | 122.028  | 300                            | 265                        | 265.429  | 400                                     | 290                        | 290.03   |
| 400                       | 310                        | 162.245  | 300                            | 265                        | 265.429  | 400                                     | 290                        | 290.03   |

The Best Fit column represents what the equations that perform the analysis use. As can be seen there is some error between the best fit column and the MUTCD minor street values. If any points come close to +/- 5% of the line displayed in the above graph, the points should be manually checked against the tables provided in Section 4C.03 in the MUTCD.

\* : Total of Both Approaches  
\*\* : Higher Volume Approach

Manual Points  
Major      Minor

# Warrant 2

No Right Turn Discount  
One Lane Major Approach

## Warrant 2 Results

| Lane Type             |          |                         |
|-----------------------|----------|-------------------------|
| One lane and one lane |          |                         |
| Pass?                 | No*      |                         |
| Time of Day           |          |                         |
| From                  | To       | Above Warrant 2 Minimum |
| 7:00 AM               | 8:00 AM  | No                      |
| 8:00 AM               | 9:00 AM  | No                      |
| 9:00 AM               | 10:00 AM | No                      |
| 10:00 AM              | 11:00 AM | No                      |
| 11:00 AM              | 12:00 PM | No                      |
| 12:00 PM              | 1:00 PM  | No                      |
| 1:00 PM               | 2:00 PM  | No                      |
| 2:00 PM               | 3:00 PM  | No                      |
| 3:00 PM               | 4:00 PM  | No                      |
| 4:00 PM               | 5:00 PM  | Yes                     |
| 5:00 PM               | 6:00 PM  | No                      |
| 6:00 PM               | 7:00 PM  | No                      |

\* Only accurate if the speed/population reduction is not used.

## MUTCD Tables

| One lane and one lane     |                            |          | Two or more lanes and one lane |                            |          | Two or more lanes and two or more lanes |                            |          |
|---------------------------|----------------------------|----------|--------------------------------|----------------------------|----------|---|----------------------------|----------|
| VPH on the major street * | VPH on the minor street ** | best fit | VPH on the major street *      | VPH on the minor street ** | best fit | VPH on the major street *               | VPH on the minor street ** | best fit |
| 1400                      | 80                         | 80.2     | 1400                           | 80                         | 80.6     | 1400                                    | 115                        | 113.2    |
| 1300                      | 80                         | 79.8     | 1300                           | 90                         | 87.5     | 1300                                    | 115                        | 120.9    |
| 1200                      | 80                         | 78.6     | 1200                           | 100                        | 102      | 1200                                    | 145                        | 139.4    |
| 1100                      | 80                         | 83.6     | 1100                           | 120                        | 122      | 1100                                    | 165                        | 166.2    |
| 1000                      | 100                        | 97.6     | 1000                           | 150                        | 146      | 1000                                    | 200                        | 199.4    |
| 900                       | 120                        | 120      | 900                            | 175                        | 174      | 900                                     | 240                        | 238.3    |
| 800                       | 150                        | 149      | 800                            | 200                        | 207      | 800                                     | 275                        | 282.6    |
| 700                       | 180                        | 182      | 700                            | 250                        | 246      | 700                                     | 340                        | 333.2    |
| 600                       | 220                        | 219      | 600                            | 290                        | 291      | 600                                     | 390                        | 391.6    |
| 500                       | 260                        | 260      | 500                            | 340                        | 340      | 500                                     | 460                        | 460.2    |
| 400                       | 310                        | 310      | 400                            | 390                        | 390      | 400                                     | N/A                        | 542.1    |

The Best Fit column represents what the equations that perform the analysis use. As can be seen there is some error between the best fit column and the MUTCD minor street values. If any points come close to +/- 5% of the line displayed in the above graph, the points should be manually checked against the tables provided in Section 4C.03 in the MUTCD.

|   |    |
|---|----|
| If population or speed conditions are met requirements are reduced by 70% | 1  |
|   | No |

\* : Total of Both Approaches

\*\* : Higher Volume Approach

# Warrant 3

No Right Turn Discount  
One Lane Major Approach

## Standard:

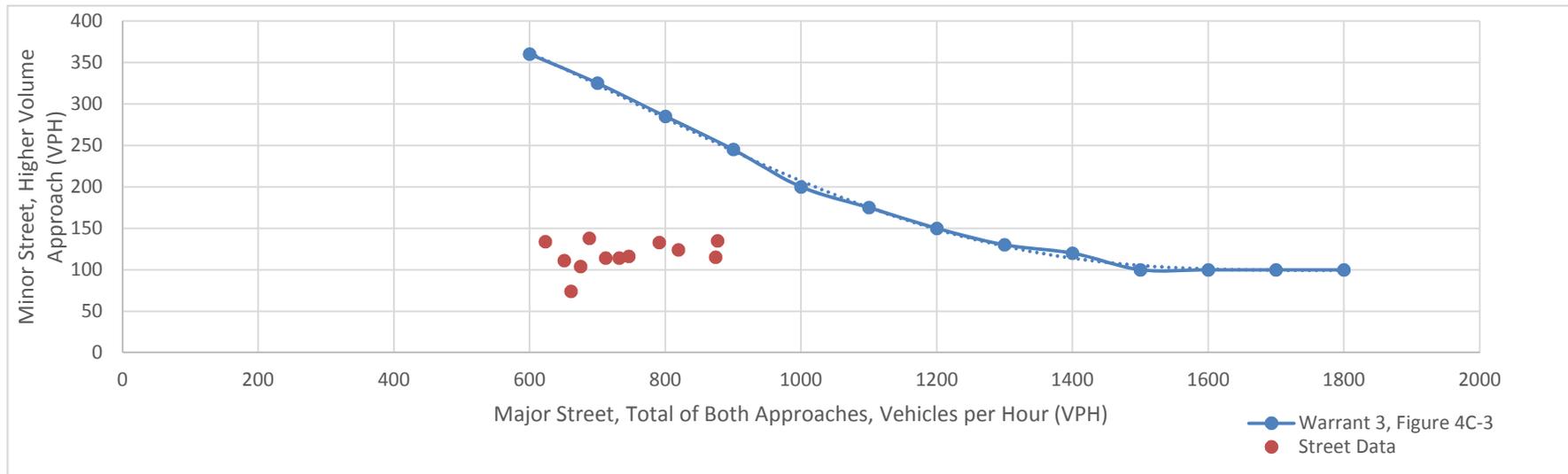
This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the

**A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:**

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and
2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and
3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

**B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.**



# Warrant 3

No Right Turn Discount  
One Lane Major Approach

## Warrant 3 Part B Results

One lane and one lane

Pass?

No

| Time of Day |          |       |
|-------------|----------|-------|
| From        | To       | Above |
| 7:00 AM     | 8:00 AM  | No    |
| 8:00 AM     | 9:00 AM  | No    |
| 9:00 AM     | 10:00 AM | No    |
| 10:00 AM    | 11:00 AM | No    |
| 11:00 AM    | 12:00 PM | No    |
| 12:00 PM    | 1:00 PM  | No    |
| 1:00 PM     | 2:00 PM  | No    |
| 2:00 PM     | 3:00 PM  | No    |
| 3:00 PM     | 4:00 PM  | No    |
| 4:00 PM     | 5:00 PM  | No    |
| 5:00 PM     | 6:00 PM  | No    |
| 6:00 PM     | 7:00 PM  | No    |

\*The results section only shows the results of part B, the signal may still be warranted if part A is met.

## MUTCD Tables

| One lane and one lane     |                            |          | Two or more lanes and one lane |                            |          | Two or more lanes and two or more lanes |                            |          |
|---------------------------|----------------------------|----------|--------------------------------|----------------------------|----------|---|----------------------------|----------|
| VPH on the major street * | VPH on the minor street ** | best fit | VPH on the major street *      | VPH on the minor street ** | best fit | VPH on the major street *               | VPH on the minor street ** | best fit |
| 1800                      | 100                        | 99.42    | 1800                           | 100                        | 97.73    | 1800                                    | 150                        | 149.34   |
| 1700                      | 100                        | 99.69    | 1700                           | 100                        | 105.3    | 1700                                    | 150                        | 152.18   |
| 1600                      | 100                        | 101      | 1600                           | 120                        | 119.2    | 1600                                    | 170                        | 165.36   |
| 1500                      | 100                        | 105.3    | 1500                           | 145                        | 138.3    | 1500                                    | 180                        | 187.02   |
| 1400                      | 120                        | 114.1    | 1400                           | 155                        | 161.5    | 1400                                    | 220                        | 215.59   |
| 1300                      | 130                        | 128.4    | 1300                           | 190                        | 188.3    | 1300                                    | 250                        | 249.76   |
| 1200                      | 150                        | 148.8    | 1200                           | 220                        | 218.1    | 1200                                    | 285                        | 288.48   |
| 1100                      | 175                        | 175.2    | 1100                           | 250                        | 250.6    | 1100                                    | 340                        | 331.00   |
| 1000                      | 200                        | 207.1    | 1000                           | 285                        | 285.9    | 1000                                    | 370                        | 376.82   |
| 900                       | 245                        | 243.5    | 900                            | 325                        | 324.2    | 900                                     | 425                        | 425.72   |
| 800                       | 285                        | 282.8    | 800                            | 360                        | 366      | 800                                     | 475                        | 477.75   |
| 700                       | 325                        | 323      | 700                            | 420                        | 411.9    | 700                                     | 540                        | 533.23   |
| 600                       | 360                        | 361.7    | 600                            | 460                        | 462.9    | 600                                     | 590                        | 592.74   |
| 500                       | 420                        | 395.6    | 500                            | 0                          |          | 500                                     | 0                          |          |

The Best Fit column represents what the equation that perform the analysis use. As can be seen there is some error between the best fit column and the MUTCD minor street values. If any points come close to the line displayed in the above graph, the points should be manually checked against the tables provided in Section 4C.04 in the MUTCD.

\* : Total of Both Approaches

\*\* : Higher Volume Approach

# Warrant 4

No Right Turn Discount  
Two Lane Major Approach

## Support:

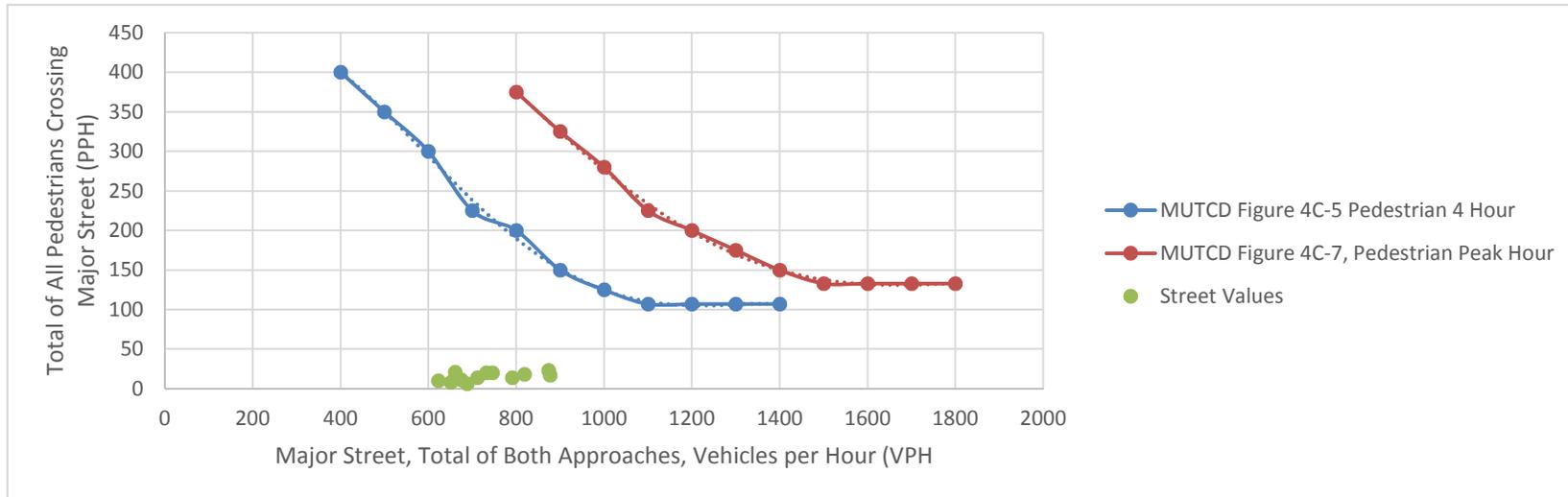
The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

## Standard:

The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that one of the following criteria is met:

A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or

B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7.



# Warrant 4

No Right Turn Discount  
Two Lane Major Approach

Volume Requirements for the 70% reduction due to speed or population conditions

| Table for Figure 4C-5       |  |          |
|-----------------------------|--|----------|
| Pedestrian Four-Hour Volume |  |          |
| VPH on the major street *   | PPH for the total of all pedestrians crossing the major street | best fit |
| 1300                        | 75   | 72.550   |
| 1200                        | 75   | 79.785   |
| 1100                        | 75   | 76.566   |
| 1000                        | 75   | 71.087   |
| 900                         | 75   | 69.723   |
| 800                         | 75   | 77.030   |
| 700                         | 90   | 95.749   |
| 600                         | 125  | 126.799  |
| 500                         | 175  | 169.282  |
| 400                         | 220  | 220.484  |
| 300                         | 275  | 275.870  |

| Table for Figure 4C-7       |  |          |
|-----------------------------|--|----------|
| Pedestrian Peak Hour Volume |  |          |
| VPH on the major street *   | PPH for the total of all pedestrians crossing the major street | best fit |
| 1200                        | 93   | 93.754   |
| 1100                        | 93   | 91.165   |
| 1000                        | 100  | 101.303  |
| 900                         | 125  | 122.616  |
| 800                         | 150  | 153.702  |
| 700                         | 190  | 193.308  |
| 600                         | 250  | 240.331  |
| 500                         | 290  | 293.818  |
| 400                         | 350  | 352.964  |
| 300                         | 420  | 417.113  |
| 250                         | 450  | 450.901  |

The Best Fit column represents what the equations that perform the analysis use. As can be seen there is some error between the best fit column and the MUTCD minor street values. If any points come close to +/- 5% of the line displayed in the above graph, the points should be manually checked against the tables provided in Section 4C.05 in the MUTCD.

- \* : Total of Both Approaches
- \*\* : Higher Volume Approach

# Warrant 4

No Right Turn Discount  
Two Lane Major Approach

## Warrant 4 Results

| Time of Day |       | Pass?                          | No                               |
|-------------|-------|--------------------------------|----------------------------------|
| From        | To    | Above Warrant, 4 Hour Minimum? | Above Warrant, Peak Hour Minimum |
| 6:00        | 7:00  | No                             | No                               |
| 7:00        | 8:00  | No                             | No                               |
| 8:00        | 9:00  | No                             | No                               |
| 9:00        | 10:00 | No                             | No                               |
| 10:00       | 11:00 | No                             | No                               |
| 11:00       | 12:00 | No                             | No                               |
| 12:00       | 1:00  | No                             | No                               |
| 1:00        | 2:00  | No                             | No                               |
| 2:00        | 3:00  | No                             | No                               |
| 3:00        | 4:00  | No                             | No                               |
| 4:00        | 5:00  | No                             | No                               |
| 5:00        | 6:00  | No                             | No                               |

Table for Figure 4C-5

| Pedestrian Four-Hour Volume |  |          |
|-----------------------------|--|----------|
| VPH on the major street *   | PPH for the total of all pedestrians crossing the major street | best fit |
| 1400                        | 107  | 107.358  |
| 1300                        | 107  | 106.455  |
| 1200                        | 107  | 105.43   |
| 1100                        | 107  | 110.196  |
| 1000                        | 125  | 124.756  |
| 900                         | 150  | 151.191  |
| 800                         | 200  | 189.671  |
| 700                         | 225  | 238.448  |
| 600                         | 300  | 293.856  |
| 500                         | 350  | 350.315  |
| 400                         | 400  | 400.329  |

Table for Figure 4C-7

| Pedestrian Peak Hour Volume |  |          |
|-----------------------------|--|----------|
| VPH on the major street *   | PPH for the total of all pedestrians crossing the major street | best fit |
| 1800                        | 133  | 135.515  |
| 1700                        | 133  | 129.221  |
| 1600                        | 133  | 129.96   |
| 1500                        | 133  | 137.524  |
| 1400                        | 150  | 151.748  |
| 1300                        | 175  | 172.5    |
| 1200                        | 200  | 199.694  |
| 1100                        | 225  | 233.277  |
| 1000                        | 280  | 273.239  |
| 900                         | 325  | 319.607  |
| 800                         | 375  | 372.45   |

The Best Fit column represents what the equations that perform the analysis use. As can be seen there is some error between the best fit column and the MUTCD minor street values. If any points come close to the line displayed in the above graph, the points should be manually checked against the tables provided in Section 4C.05 in the MUTCD.

\*Total of Both Approaches

# Warrant 5

No Right Turn Discount  
Two Lane Major Approach

Section 4C.06 Warrant 5, School Crossing

## Support:

The School Crossing signal warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word "schoolchildren" includes elementary through high school students.

## Standard:

**The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 schoolchildren during the highest crossing hour.**

Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.

The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

## Guidance:

**If this warrant is met and a traffic control signal is justified by an engineering study, then:**

- A. If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.
- B. If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations
- C. Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.

## Results:

N/A : There was not an adequate amount of pedestrian traffic to consider this warrant.

# Warrant 7

No Right Turn Discount  
Two Lane Major Approach

Section 4C.08 Warrant 7, Crash Experience

## Support:

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

## Standard:

The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

## Results:

The crash reports for the last three years were requested from the Maine DOT. Overall there were 13 crashes in the vicinity of the intersection. A crash diagram follows on the next page detailing the type and location of each crash.

**CRASH SUMMARY**

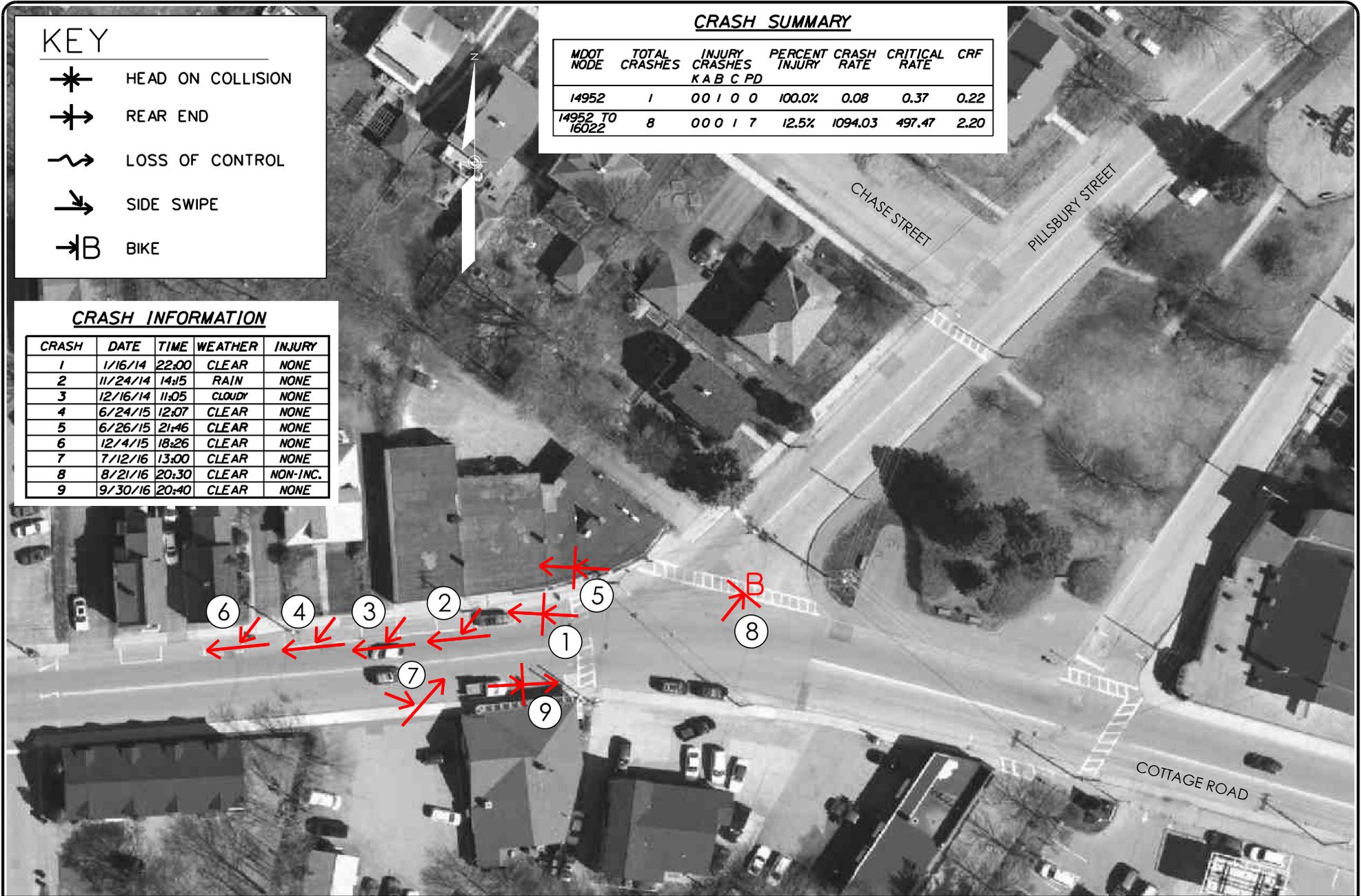
| MDOT NODE      | TOTAL CRASHES | INJURY CRASHES |   |   |   |        | PERCENT INJURY | CRASH RATE | CRITICAL RATE | CRF |
|----------------|---------------|----------------|---|---|---|--------|----------------|------------|---------------|-----|
|                |               | K              | A | B | C | PD     |                |            |               |     |
| 14952          | 1             | 00             | 1 | 0 | 0 | 100.0% | 0.08           | 0.37       | 0.22          |     |
| 14952 TO 16022 | 8             | 00             | 0 | 1 | 7 | 12.5%  | 1094.03        | 497.47     | 2.20          |     |

**KEY**

-  HEAD ON COLLISION
-  REAR END
-  LOSS OF CONTROL
-  SIDE SWIPE
-  BIKE

**CRASH INFORMATION**

| CRASH | DATE     | TIME  | WEATHER | INJURY   |
|-------|----------|-------|---------|----------|
| 1     | 1/16/14  | 22:00 | CLEAR   | NONE     |
| 2     | 11/24/14 | 14:15 | RAIN    | NONE     |
| 3     | 12/16/14 | 11:05 | CLOUDY  | NONE     |
| 4     | 6/24/15  | 12:07 | CLEAR   | NONE     |
| 5     | 6/26/15  | 21:46 | CLEAR   | NONE     |
| 6     | 12/4/15  | 18:26 | CLEAR   | NONE     |
| 7     | 7/12/16  | 13:00 | CLEAR   | NONE     |
| 8     | 8/21/16  | 20:30 | CLEAR   | NON-INC. |
| 9     | 9/30/16  | 20:40 | CLEAR   | NONE     |



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75 John Roberts Rd. Suite 1A South Portland, ME 04106 Tel. 207-200-2100  
 250 Goddard Rd. Suite B Lewiston, ME 04240 Tel. 207-783-5656

**CRASH DIAGRAM**  
 OF: COTTAGE ROAD AT PILLSBURY STREET

LOCATION: SOUTH PORTLAND, MAINE

FOR: CITY OF SOUTH PORTLAND

SCALE: N.T.S.

DATE: 9/20/17

SHEET: 1 OF 1

# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 1

## Groups Printed- Cars - Trucks

| Start Time   | Pillsbury St<br>From North |          |            | Cottage Rd<br>From East |            |           | Private Dwy<br>From South |          |          | Cottage Rd<br>From West |            |          | Int. Total  |
|--------------|----------------------------|----------|------------|-------------------------|------------|-----------|---------------------------|----------|----------|-------------------------|------------|----------|-------------|
|              | Left                       | Thru     | Right      | Left                    | Thru       | Right     | Left                      | Thru     | Right    | Left                    | Thru       | Right    |             |
| 07:00 AM     | 1                          | 0        | 30         | 0                       | 57         | 1         | 0                         | 0        | 0        | 17                      | 40         | 1        | 147         |
| 07:15 AM     | 1                          | 0        | 40         | 0                       | 114        | 0         | 0                         | 0        | 1        | 23                      | 45         | 0        | 224         |
| 07:30 AM     | 4                          | 0        | 49         | 1                       | 113        | 3         | 0                         | 0        | 0        | 48                      | 40         | 1        | 259         |
| 07:45 AM     | 0                          | 0        | 34         | 1                       | 117        | 4         | 0                         | 0        | 0        | 36                      | 71         | 1        | 264         |
| <b>Total</b> | <b>6</b>                   | <b>0</b> | <b>153</b> | <b>2</b>                | <b>401</b> | <b>8</b>  | <b>0</b>                  | <b>0</b> | <b>1</b> | <b>124</b>              | <b>196</b> | <b>3</b> | <b>894</b>  |
| 08:00 AM     | 3                          | 0        | 37         | 0                       | 110        | 2         | 1                         | 0        | 0        | 24                      | 64         | 0        | 241         |
| 08:15 AM     | 2                          | 0        | 43         | 0                       | 110        | 5         | 0                         | 0        | 0        | 35                      | 65         | 0        | 260         |
| 08:30 AM     | 6                          | 0        | 34         | 0                       | 95         | 3         | 0                         | 0        | 1        | 37                      | 65         | 2        | 243         |
| 08:45 AM     | 4                          | 0        | 35         | 0                       | 99         | 3         | 0                         | 0        | 0        | 25                      | 73         | 1        | 240         |
| <b>Total</b> | <b>15</b>                  | <b>0</b> | <b>149</b> | <b>0</b>                | <b>414</b> | <b>13</b> | <b>1</b>                  | <b>0</b> | <b>1</b> | <b>121</b>              | <b>267</b> | <b>3</b> | <b>984</b>  |
| 09:00 AM     | 2                          | 1        | 30         | 0                       | 91         | 4         | 0                         | 0        | 0        | 43                      | 84         | 1        | 256         |
| 09:15 AM     | 1                          | 0        | 28         | 1                       | 67         | 0         | 0                         | 0        | 0        | 44                      | 81         | 2        | 224         |
| 09:30 AM     | 3                          | 0        | 37         | 0                       | 78         | 4         | 0                         | 1        | 0        | 17                      | 66         | 0        | 206         |
| 09:45 AM     | 1                          | 0        | 32         | 0                       | 70         | 5         | 0                         | 0        | 0        | 15                      | 92         | 1        | 216         |
| <b>Total</b> | <b>7</b>                   | <b>1</b> | <b>127</b> | <b>1</b>                | <b>306</b> | <b>13</b> | <b>0</b>                  | <b>1</b> | <b>0</b> | <b>119</b>              | <b>323</b> | <b>4</b> | <b>902</b>  |
| 10:00 AM     | 1                          | 0        | 27         | 0                       | 80         | 6         | 0                         | 0        | 0        | 27                      | 76         | 0        | 217         |
| 10:15 AM     | 1                          | 0        | 27         | 0                       | 88         | 2         | 0                         | 0        | 0        | 28                      | 72         | 3        | 221         |
| 10:30 AM     | 1                          | 0        | 32         | 1                       | 73         | 3         | 0                         | 0        | 0        | 28                      | 90         | 1        | 229         |
| 10:45 AM     | 2                          | 1        | 32         | 0                       | 103        | 0         | 0                         | 0        | 0        | 28                      | 94         | 0        | 260         |
| <b>Total</b> | <b>5</b>                   | <b>1</b> | <b>118</b> | <b>1</b>                | <b>344</b> | <b>11</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>111</b>              | <b>332</b> | <b>4</b> | <b>927</b>  |
| 11:00 AM     | 5                          | 0        | 29         | 0                       | 93         | 4         | 0                         | 0        | 0        | 33                      | 86         | 1        | 251         |
| 11:15 AM     | 4                          | 1        | 24         | 0                       | 82         | 2         | 0                         | 0        | 0        | 27                      | 89         | 2        | 231         |
| 11:30 AM     | 3                          | 0        | 34         | 0                       | 108        | 3         | 0                         | 0        | 0        | 23                      | 92         | 1        | 264         |
| 11:45 AM     | 4                          | 1        | 32         | 0                       | 98         | 7         | 0                         | 0        | 0        | 27                      | 92         | 1        | 262         |
| <b>Total</b> | <b>16</b>                  | <b>2</b> | <b>119</b> | <b>0</b>                | <b>381</b> | <b>16</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>110</b>              | <b>359</b> | <b>5</b> | <b>1008</b> |

# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 2

## Groups Printed- Cars - Trucks

| Start Time | Pillsbury St<br>From North |      |       | Cottage Rd<br>From East |      |       | Private Dwy<br>From South |      |       | Cottage Rd<br>From West |      |       | Int. Total |
|------------|----------------------------|------|-------|-------------------------|------|-------|---------------------------|------|-------|-------------------------|------|-------|------------|
|            | Left                       | Thru | Right | Left                    | Thru | Right | Left                      | Thru | Right | Left                    | Thru | Right |            |
| 12:00 PM   | 4                          | 0    | 33    | 0                       | 83   | 2     | 0                         | 0    | 0     | 28                      | 109  | 0     | 259        |
| 12:15 PM   | 6                          | 0    | 39    | 0                       | 79   | 6     | 0                         | 0    | 0     | 37                      | 131  | 1     | 299        |
| 12:30 PM   | 3                          | 0    | 28    | 0                       | 102  | 3     | 0                         | 0    | 1     | 27                      | 107  | 1     | 272        |
| 12:45 PM   | 0                          | 0    | 37    | 0                       | 112  | 3     | 0                         | 0    | 0     | 30                      | 99   | 3     | 284        |
| Total      | 13                         | 0    | 137   | 0                       | 376  | 14    | 0                         | 0    | 1     | 122                     | 446  | 5     | 1114       |
| 01:00 PM   | 6                          | 0    | 29    | 0                       | 95   | 0     | 0                         | 0    | 1     | 29                      | 78   | 2     | 240        |
| 01:15 PM   | 3                          | 0    | 39    | 0                       | 84   | 0     | 0                         | 0    | 0     | 29                      | 80   | 1     | 236        |
| 01:30 PM   | 3                          | 0    | 32    | 0                       | 101  | 4     | 0                         | 0    | 0     | 26                      | 90   | 3     | 259        |
| 01:45 PM   | 2                          | 0    | 20    | 1                       | 86   | 4     | 1                         | 0    | 0     | 37                      | 91   | 0     | 242        |
| Total      | 14                         | 0    | 120   | 1                       | 366  | 8     | 1                         | 0    | 1     | 121                     | 339  | 6     | 977        |
| 02:00 PM   | 7                          | 0    | 28    | 0                       | 87   | 2     | 0                         | 0    | 0     | 20                      | 89   | 2     | 235        |
| 02:15 PM   | 2                          | 0    | 33    | 1                       | 90   | 4     | 1                         | 0    | 0     | 30                      | 81   | 3     | 245        |
| 02:30 PM   | 4                          | 0    | 28    | 0                       | 110  | 3     | 0                         | 0    | 0     | 26                      | 80   | 3     | 254        |
| 02:45 PM   | 4                          | 0    | 36    | 1                       | 105  | 4     | 1                         | 0    | 1     | 32                      | 103  | 1     | 288        |
| Total      | 17                         | 0    | 125   | 2                       | 392  | 13    | 2                         | 0    | 1     | 108                     | 353  | 9     | 1022       |
| 03:00 PM   | 6                          | 0    | 39    | 1                       | 93   | 1     | 0                         | 0    | 2     | 29                      | 85   | 1     | 257        |
| 03:15 PM   | 4                          | 0    | 46    | 1                       | 86   | 3     | 0                         | 0    | 1     | 36                      | 98   | 3     | 278        |
| 03:30 PM   | 5                          | 0    | 34    | 0                       | 111  | 3     | 1                         | 0    | 2     | 22                      | 107  | 0     | 285        |
| 03:45 PM   | 0                          | 0    | 25    | 3                       | 89   | 3     | 2                         | 0    | 2     | 26                      | 120  | 3     | 273        |
| Total      | 15                         | 0    | 144   | 5                       | 379  | 10    | 3                         | 0    | 7     | 113                     | 410  | 7     | 1093       |
| 04:00 PM   | 0                          | 1    | 33    | 1                       | 107  | 2     | 2                         | 0    | 3     | 38                      | 130  | 1     | 318        |
| 04:15 PM   | 2                          | 0    | 36    | 1                       | 73   | 3     | 2                         | 0    | 2     | 33                      | 125  | 3     | 280        |
| 04:30 PM   | 2                          | 2    | 40    | 1                       | 84   | 2     | 3                         | 0    | 1     | 37                      | 117  | 6     | 295        |
| 04:45 PM   | 7                          | 0    | 34    | 1                       | 95   | 8     | 3                         | 0    | 4     | 36                      | 120  | 0     | 308        |
| Total      | 11                         | 3    | 143   | 4                       | 359  | 15    | 10                        | 0    | 10    | 144                     | 492  | 10    | 1201       |

# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 3

## Groups Printed- Cars - Trucks

| Start Time         | Pillsbury St<br>From North |            |             | Cottage Rd<br>From East |             |             | Private Dwy<br>From South |            |             | Cottage Rd<br>From West |             |            | Int. Total   |
|--------------------|----------------------------|------------|-------------|-------------------------|-------------|-------------|---------------------------|------------|-------------|-------------------------|-------------|------------|--------------|
|                    | Left                       | Thru       | Right       | Left                    | Thru        | Right       | Left                      | Thru       | Right       | Left                    | Thru        | Right      |              |
| 05:00 PM           | 2                          | 0          | 32          | 1                       | 100         | 3           | 1                         | 0          | 3           | 36                      | 101         | 1          | 280          |
| 05:15 PM           | 5                          | 0          | 36          | 0                       | 76          | 3           | 0                         | 0          | 1           | 45                      | 149         | 0          | 315          |
| 05:30 PM           | 2                          | 0          | 26          | 0                       | 102         | 3           | 2                         | 0          | 2           | 38                      | 120         | 1          | 296          |
| 05:45 PM           | 4                          | 0          | 27          | 0                       | 62          | 2           | 0                         | 1          | 0           | 41                      | 136         | 0          | 273          |
| <b>Total</b>       | <b>13</b>                  | <b>0</b>   | <b>121</b>  | <b>1</b>                | <b>340</b>  | <b>11</b>   | <b>3</b>                  | <b>1</b>   | <b>6</b>    | <b>160</b>              | <b>506</b>  | <b>2</b>   | <b>1164</b>  |
| 06:00 PM           | 8                          | 0          | 19          | 0                       | 62          | 6           | 1                         | 0          | 0           | 32                      | 109         | 1          | 238          |
| 06:15 PM           | 4                          | 0          | 13          | 0                       | 65          | 4           | 1                         | 0          | 0           | 26                      | 104         | 1          | 218          |
| 06:30 PM           | 3                          | 1          | 20          | 0                       | 61          | 5           | 0                         | 0          | 0           | 21                      | 85          | 1          | 197          |
| 06:45 PM           | 1                          | 0          | 18          | 0                       | 57          | 5           | 0                         | 0          | 0           | 21                      | 106         | 0          | 208          |
| <b>Total</b>       | <b>16</b>                  | <b>1</b>   | <b>70</b>   | <b>0</b>                | <b>245</b>  | <b>20</b>   | <b>2</b>                  | <b>0</b>   | <b>0</b>    | <b>100</b>              | <b>404</b>  | <b>3</b>   | <b>861</b>   |
| <b>Grand Total</b> | <b>148</b>                 | <b>8</b>   | <b>1526</b> | <b>17</b>               | <b>4303</b> | <b>152</b>  | <b>22</b>                 | <b>2</b>   | <b>28</b>   | <b>1453</b>             | <b>4427</b> | <b>61</b>  | <b>12147</b> |
| <b>Apprch %</b>    | <b>8.8</b>                 | <b>0.5</b> | <b>90.7</b> | <b>0.4</b>              | <b>96.2</b> | <b>3.4</b>  | <b>42.3</b>               | <b>3.8</b> | <b>53.8</b> | <b>24.5</b>             | <b>74.5</b> | <b>1</b>   |              |
| <b>Total %</b>     | <b>1.2</b>                 | <b>0.1</b> | <b>12.6</b> | <b>0.1</b>              | <b>35.4</b> | <b>1.3</b>  | <b>0.2</b>                | <b>0</b>   | <b>0.2</b>  | <b>12</b>               | <b>36.4</b> | <b>0.5</b> |              |
| <b>Cars</b>        | <b>145</b>                 | <b>8</b>   | <b>1495</b> | <b>17</b>               | <b>4269</b> | <b>151</b>  | <b>22</b>                 | <b>2</b>   | <b>28</b>   | <b>1414</b>             | <b>4383</b> | <b>61</b>  | <b>11995</b> |
| <b>% Cars</b>      | <b>98</b>                  | <b>100</b> | <b>98</b>   | <b>100</b>              | <b>99.2</b> | <b>99.3</b> | <b>100</b>                | <b>100</b> | <b>100</b>  | <b>97.3</b>             | <b>99</b>   | <b>100</b> | <b>98.7</b>  |
| <b>Trucks</b>      | <b>3</b>                   | <b>0</b>   | <b>31</b>   | <b>0</b>                | <b>34</b>   | <b>1</b>    | <b>0</b>                  | <b>0</b>   | <b>0</b>    | <b>39</b>               | <b>44</b>   | <b>0</b>   | <b>152</b>   |
| <b>% Trucks</b>    | <b>2</b>                   | <b>0</b>   | <b>2</b>    | <b>0</b>                | <b>0.8</b>  | <b>0.7</b>  | <b>0</b>                  | <b>0</b>   | <b>0</b>    | <b>2.7</b>              | <b>1</b>    | <b>0</b>   | <b>1.3</b>   |

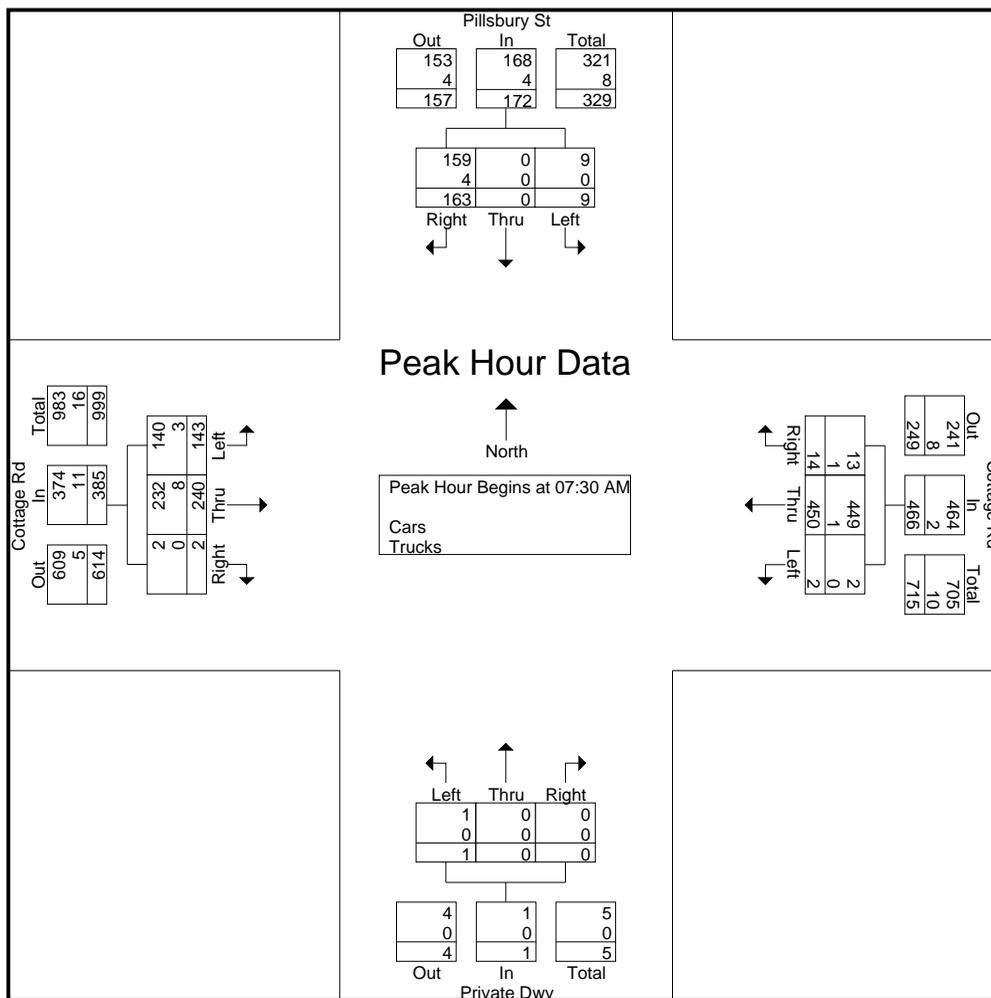
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 4

| Start Time   | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|--|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|  | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| 07:30 AM   | 4                          | 0    | 49    | 53         | 1                       | 113  | 3     | 117        | 0                         | 0    | 0     | 0          | 48                      | 40   | 1     | 89         | 259        |
| 07:45 AM   | 0                          | 0    | 34    | 34         | 1                       | 117  | 4     | 122        | 0                         | 0    | 0     | 0          | 36                      | 71   | 1     | 108        | 264        |
| 08:00 AM   | 3                          | 0    | 37    | 40         | 0                       | 110  | 2     | 112        | 1                         | 0    | 0     | 1          | 24                      | 64   | 0     | 88         | 241        |
| 08:15 AM   | 2                          | 0    | 43    | 45         | 0                       | 110  | 5     | 115        | 0                         | 0    | 0     | 0          | 35                      | 65   | 0     | 100        | 260        |
| Total Volume   | 9                          | 0    | 163   | 172        | 2                       | 450  | 14    | 466        | 1                         | 0    | 0     | 1          | 143                     | 240  | 2     | 385        | 1024       |
| % App. Total   | 5.2                        | 0    | 94.8  |            | 0.4                     | 96.6 | 3     |            | 100                       | 0    | 0     |            | 37.1                    | 62.3 | 0.5   |            |            |
| PHF  | .563                       | .000 | .832  | .811       | .500                    | .962 | .700  | .955       | .250                      | .000 | .000  | .250       | .745                    | .845 | .500  | .891       | .970       |
| Cars   | 9                          | 0    | 159   | 168        | 2                       | 449  | 13    | 464        | 1                         | 0    | 0     | 1          | 140                     | 232  | 2     | 374        | 1007       |
| % Cars   | 100                        | 0    | 97.5  | 97.7       | 100                     | 99.8 | 92.9  | 99.6       | 100                       | 0    | 0     | 100        | 97.9                    | 96.7 | 100   | 97.1       | 98.3       |
| Trucks   | 0                          | 0    | 4     | 4          | 0                       | 1    | 1     | 2          | 0                         | 0    | 0     | 0          | 3                       | 8    | 0     | 11         | 17         |
| % Trucks   | 0                          | 0    | 2.5   | 2.3        | 0                       | 0.2  | 7.1   | 0.4        | 0                         | 0    | 0     | 0          | 2.1                     | 3.3  | 0     | 2.9        | 1.7        |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

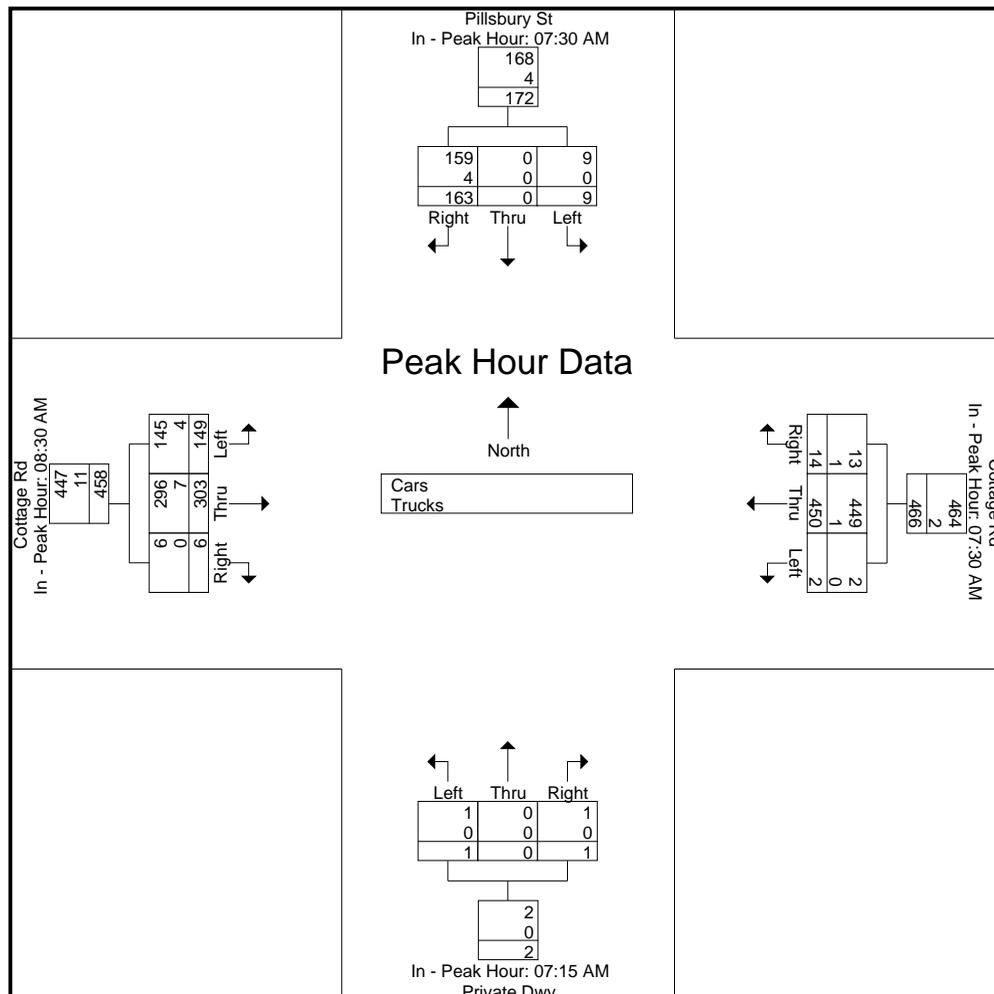
File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 5

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |      |      | 07:30 AM |      |      |      | 07:15 AM |      |      |      | 08:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 4        | 0    | 49   | 53   | 1        | 113  | 3    | 117  | 0        | 0    | 1    | 1    | 37       | 65   | 2    | 104  |
| +15 mins.    | 0        | 0    | 34   | 34   | 1        | 117  | 4    | 122  | 0        | 0    | 0    | 0    | 25       | 73   | 1    | 99   |
| +30 mins.    | 3        | 0    | 37   | 40   | 0        | 110  | 2    | 112  | 0        | 0    | 0    | 0    | 43       | 84   | 1    | 128  |
| +45 mins.    | 2        | 0    | 43   | 45   | 0        | 110  | 5    | 115  | 1        | 0    | 0    | 1    | 44       | 81   | 2    | 127  |
| Total Volume | 9        | 0    | 163  | 172  | 2        | 450  | 14   | 466  | 1        | 0    | 1    | 2    | 149      | 303  | 6    | 458  |
| % App. Total | 5.2      | 0    | 94.8 |      | 0.4      | 96.6 | 3    |      | 50       | 0    | 50   |      | 32.5     | 66.2 | 1.3  |      |
| PHF          | .563     | .000 | .832 | .811 | .500     | .962 | .700 | .955 | .250     | .000 | .250 | .500 | .847     | .902 | .750 | .895 |
| Cars         | 9        | 0    | 159  | 168  | 2        | 449  | 13   | 464  | 1        | 0    | 1    | 2    | 145      | 296  | 6    | 447  |
| % Cars       | 100      | 0    | 97.5 | 97.7 | 100      | 99.8 | 92.9 | 99.6 | 100      | 0    | 100  | 100  | 97.3     | 97.7 | 100  | 97.6 |
| Trucks       | 0        | 0    | 4    | 4    | 0        | 1    | 1    | 2    | 0        | 0    | 0    | 0    | 4        | 7    | 0    | 11   |
| % Trucks     | 0        | 0    | 2.5  | 2.3  | 0        | 0.2  | 7.1  | 0.4  | 0        | 0    | 0    | 0    | 2.7      | 2.3  | 0    | 2.4  |



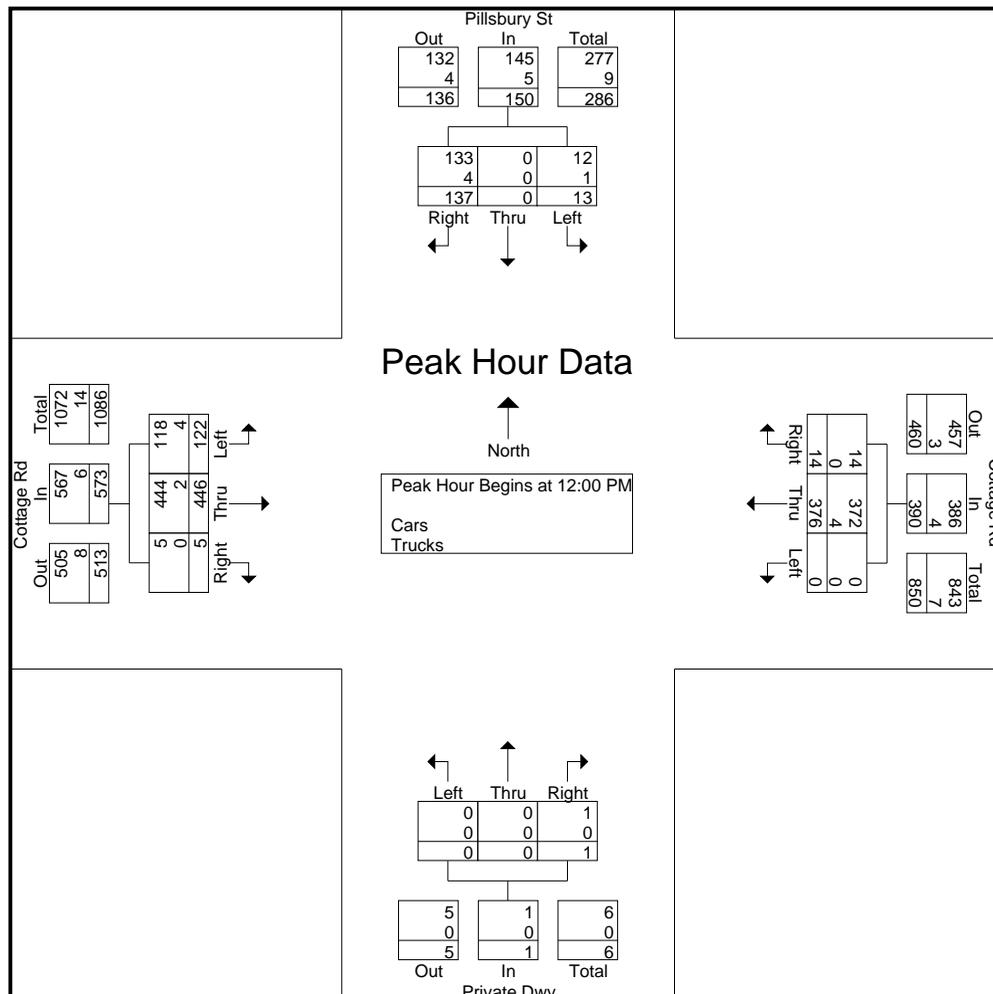
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 6

| Start Time   | Pillsbury St<br>From North |      |           |            | Cottage Rd<br>From East |            |          |            | Private Dwy<br>From South |      |          |            | Cottage Rd<br>From West |            |          |            | Int. Total |
|--|----------------------------|------|-----------|------------|-------------------------|------------|----------|------------|---------------------------|------|----------|------------|-------------------------|------------|----------|------------|------------|
|  | Left                       | Thru | Right     | App. Total | Left                    | Thru       | Right    | App. Total | Left                      | Thru | Right    | App. Total | Left                    | Thru       | Right    | App. Total |            |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 |                            |      |           |            |                         |            |          |            |                           |      |          |            |                         |            |          |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |                            |      |           |            |                         |            |          |            |                           |      |          |            |                         |            |          |            |            |
| 12:00 PM   | 4                          | 0    | 33        | 37         | 0                       | 83         | 2        | 85         | 0                         | 0    | 0        | 0          | 28                      | 109        | 0        | 137        | 259        |
| 12:15 PM   | <b>6</b>                   | 0    | <b>39</b> | <b>45</b>  | 0                       | 79         | <b>6</b> | 85         | 0                         | 0    | 0        | 0          | <b>37</b>               | <b>131</b> | 1        | <b>169</b> | <b>299</b> |
| 12:30 PM   | 3                          | 0    | 28        | 31         | 0                       | 102        | 3        | 105        | 0                         | 0    | <b>1</b> | <b>1</b>   | 27                      | 107        | 1        | 135        | 272        |
| 12:45 PM   | 0                          | 0    | 37        | 37         | 0                       | <b>112</b> | 3        | <b>115</b> | 0                         | 0    | 0        | 0          | 30                      | 99         | <b>3</b> | 132        | 284        |
| Total Volume   | 13                         | 0    | 137       | 150        | 0                       | 376        | 14       | 390        | 0                         | 0    | 1        | 1          | 122                     | 446        | 5        | 573        | 1114       |
| % App. Total   | 8.7                        | 0    | 91.3      |            | 0                       | 96.4       | 3.6      |            | 0                         | 0    | 100      |            | 21.3                    | 77.8       | 0.9      |            |            |
| PHF  | .542                       | .000 | .878      | .833       | .000                    | .839       | .583     | .848       | .000                      | .000 | .250     | .250       | .824                    | .851       | .417     | .848       | .931       |
| Cars   | 12                         | 0    | 133       | 145        | 0                       | 372        | 14       | 386        | 0                         | 0    | 1        | 1          | 118                     | 444        | 5        | 567        | 1099       |
| % Cars   | 92.3                       | 0    | 97.1      | 96.7       | 0                       | 98.9       | 100      | 99.0       | 0                         | 0    | 100      | 100        | 96.7                    | 99.6       | 100      | 99.0       | 98.7       |
| Trucks   | 1                          | 0    | 4         | 5          | 0                       | 4          | 0        | 4          | 0                         | 0    | 0        | 0          | 4                       | 2          | 0        | 6          | 15         |
| % Trucks   | 7.7                        | 0    | 2.9       | 3.3        | 0                       | 1.1        | 0        | 1.0        | 0                         | 0    | 0        | 0          | 3.3                     | 0.4        | 0        | 1.0        | 1.3        |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

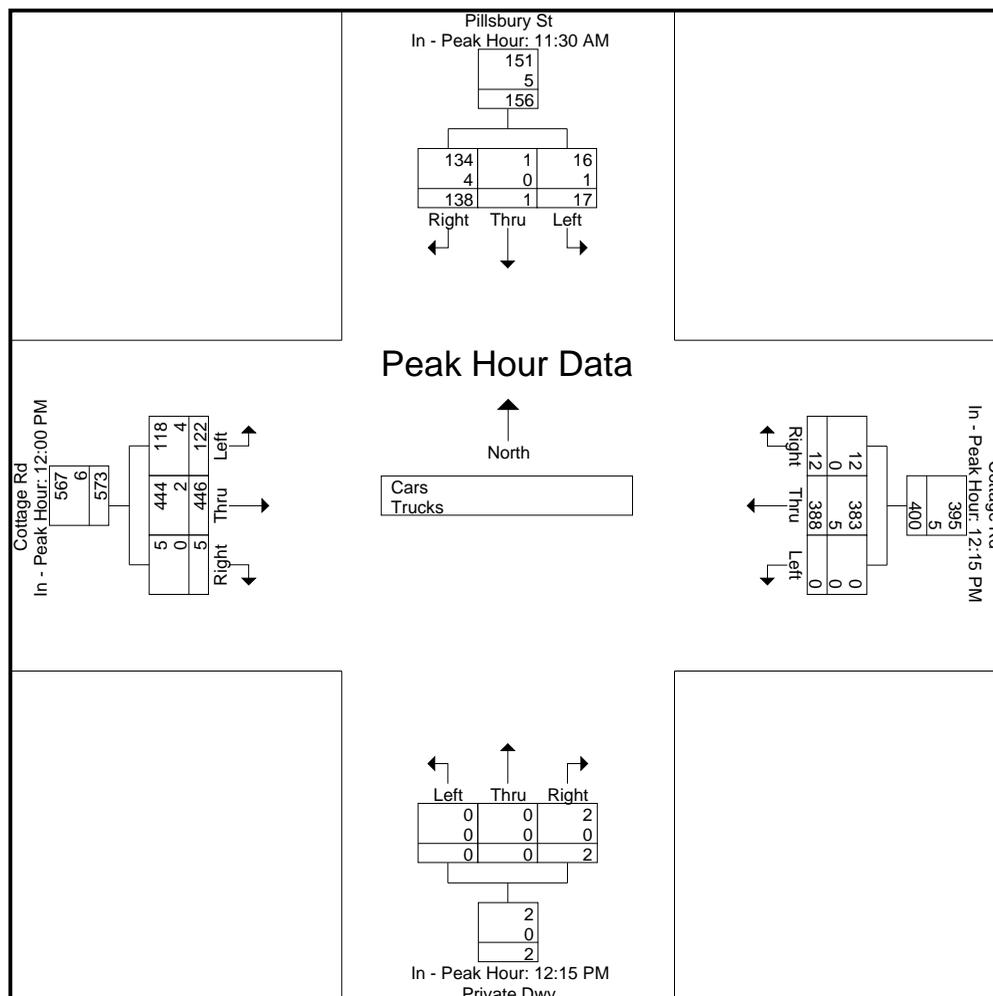
File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 7

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 11:30 AM |          |           |           | 12:15 PM |            |          |            | 12:15 PM |      |          |          | 12:00 PM  |            |          |            |
|--------------|----------|----------|-----------|-----------|----------|------------|----------|------------|----------|------|----------|----------|-----------|------------|----------|------------|
| +0 mins.     | 3        | 0        | 34        | 37        | 0        | 79         | <b>6</b> | 85         | 0        | 0    | 0        | 0        | 28        | 109        | 0        | 137        |
| +15 mins.    | 4        | <b>1</b> | 32        | 37        | 0        | 102        | 3        | 105        | 0        | 0    | <b>1</b> | <b>1</b> | <b>37</b> | <b>131</b> | 1        | <b>169</b> |
| +30 mins.    | 4        | 0        | 33        | 37        | 0        | <b>112</b> | 3        | <b>115</b> | 0        | 0    | 0        | 0        | 27        | 107        | 1        | 135        |
| +45 mins.    | <b>6</b> | 0        | <b>39</b> | <b>45</b> | 0        | 95         | 0        | 95         | 0        | 0    | 1        | 1        | 30        | 99         | <b>3</b> | 132        |
| Total Volume | 17       | 1        | 138       | 156       | 0        | 388        | 12       | 400        | 0        | 0    | 2        | 2        | 122       | 446        | 5        | 573        |
| % App. Total | 10.9     | 0.6      | 88.5      |           | 0        | 97         | 3        |            | 0        | 0    | 100      |          | 21.3      | 77.8       | 0.9      |            |
| PHF          | .708     | .250     | .885      | .867      | .000     | .866       | .500     | .870       | .000     | .000 | .500     | .500     | .824      | .851       | .417     | .848       |
| Cars         | 16       | 1        | 134       | 151       | 0        | 383        | 12       | 395        | 0        | 0    | 2        | 2        | 118       | 444        | 5        | 567        |
| % Cars       | 94.1     | 100      | 97.1      | 96.8      | 0        | 98.7       | 100      | 98.8       | 0        | 0    | 100      | 100      | 96.7      | 99.6       | 100      | 99         |
| Trucks       | 1        | 0        | 4         | 5         | 0        | 5          | 0        | 5          | 0        | 0    | 0        | 0        | 4         | 2          | 0        | 6          |
| % Trucks     | 5.9      | 0        | 2.9       | 3.2       | 0        | 1.3        | 0        | 1.2        | 0        | 0    | 0        | 0        | 3.3       | 0.4        | 0        | 1          |



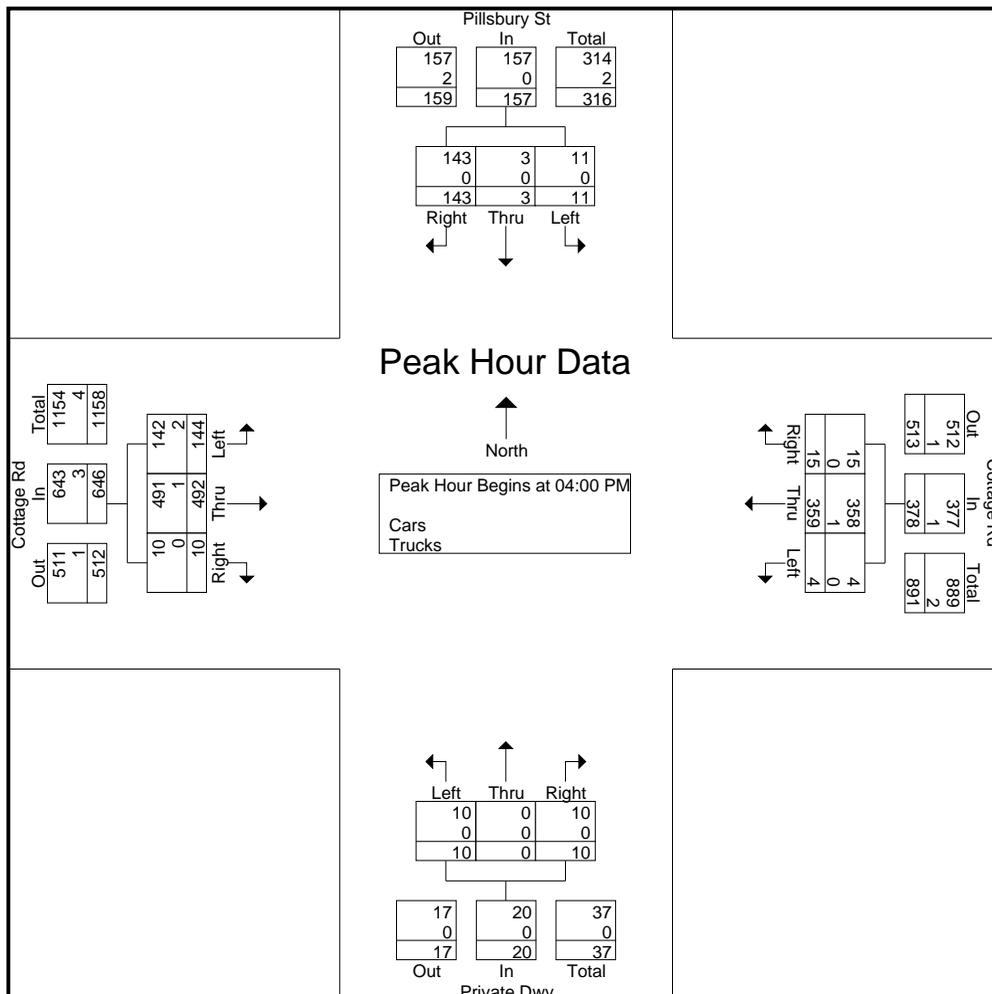
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 8

| Start Time   | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|--|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|  | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| 04:00 PM   | 0                          | 1    | 33    | 34         | 1                       | 107  | 2     | 110        | 2                         | 0    | 3     | 5          | 38                      | 130  | 1     | 169        | 318        |
| 04:15 PM   | 2                          | 0    | 36    | 38         | 1                       | 73   | 3     | 77         | 2                         | 0    | 2     | 4          | 33                      | 125  | 3     | 161        | 280        |
| 04:30 PM   | 2                          | 2    | 40    | 44         | 1                       | 84   | 2     | 87         | 3                         | 0    | 1     | 4          | 37                      | 117  | 6     | 160        | 295        |
| 04:45 PM   | 7                          | 0    | 34    | 41         | 1                       | 95   | 8     | 104        | 3                         | 0    | 4     | 7          | 36                      | 120  | 0     | 156        | 308        |
| Total Volume   | 11                         | 3    | 143   | 157        | 4                       | 359  | 15    | 378        | 10                        | 0    | 10    | 20         | 144                     | 492  | 10    | 646        | 1201       |
| % App. Total   | 7                          | 1.9  | 91.1  |            | 1.1                     | 95   | 4     |            | 50                        | 0    | 50    |            | 22.3                    | 76.2 | 1.5   |            |            |
| PHF  | .393                       | .375 | .894  | .892       | 1.00                    | .839 | .469  | .859       | .833                      | .000 | .625  | .714       | .947                    | .946 | .417  | .956       | .944       |
| Cars   | 11                         | 3    | 143   | 157        | 4                       | 358  | 15    | 377        | 10                        | 0    | 10    | 20         | 142                     | 491  | 10    | 643        | 1197       |
| % Cars   | 100                        | 100  | 100   | 100        | 100                     | 99.7 | 100   | 99.7       | 100                       | 0    | 100   | 100        | 98.6                    | 99.8 | 100   | 99.5       | 99.7       |
| Trucks   | 0                          | 0    | 0     | 0          | 0                       | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 2                       | 1    | 0     | 3          | 4          |
| % Trucks   | 0                          | 0    | 0     | 0          | 0                       | 0.3  | 0     | 0.3        | 0                         | 0    | 0     | 0          | 1.4                     | 0.2  | 0     | 0.5        | 0.3        |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

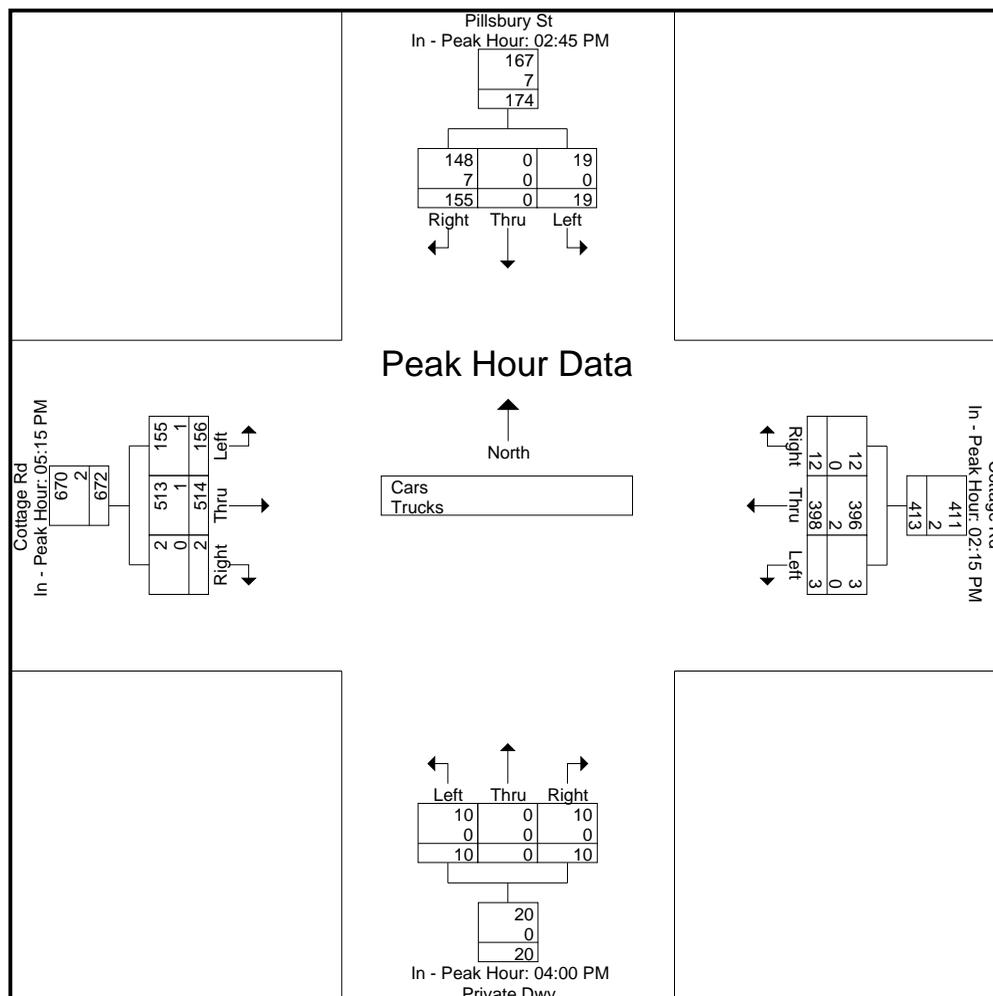
File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 9

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 02:45 PM |      |      |      | 02:15 PM |      |      |      | 04:00 PM |      |      |      | 05:15 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 4        | 0    | 36   | 40   | 1        | 90   | 4    | 95   | 2        | 0    | 3    | 5    | 45       | 149  | 0    | 194  |
| +15 mins.    | 6        | 0    | 39   | 45   | 0        | 110  | 3    | 113  | 2        | 0    | 2    | 4    | 38       | 120  | 1    | 159  |
| +30 mins.    | 4        | 0    | 46   | 50   | 1        | 105  | 4    | 110  | 3        | 0    | 1    | 4    | 41       | 136  | 0    | 177  |
| +45 mins.    | 5        | 0    | 34   | 39   | 1        | 93   | 1    | 95   | 3        | 0    | 4    | 7    | 32       | 109  | 1    | 142  |
| Total Volume | 19       | 0    | 155  | 174  | 3        | 398  | 12   | 413  | 10       | 0    | 10   | 20   | 156      | 514  | 2    | 672  |
| % App. Total | 10.9     | 0    | 89.1 |      | 0.7      | 96.4 | 2.9  |      | 50       | 0    | 50   |      | 23.2     | 76.5 | 0.3  |      |
| PHF          | .792     | .000 | .842 | .870 | .750     | .905 | .750 | .914 | .833     | .000 | .625 | .714 | .867     | .862 | .500 | .866 |
| Cars         | 19       | 0    | 148  | 167  | 3        | 396  | 12   | 411  | 10       | 0    | 10   | 20   | 155      | 513  | 2    | 670  |
| % Cars       | 100      | 0    | 95.5 | 96   | 100      | 99.5 | 100  | 99.5 | 100      | 0    | 100  | 100  | 99.4     | 99.8 | 100  | 99.7 |
| Trucks       | 0        | 0    | 7    | 7    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 1        | 1    | 0    | 2    |
| % Trucks     | 0        | 0    | 4.5  | 4    | 0        | 0.5  | 0    | 0.5  | 0        | 0    | 0    | 0    | 0.6      | 0.2  | 0    | 0.3  |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 10

## Groups Printed- Cars

| Start Time | Pillsbury St<br>From North |      |       | Cottage Rd<br>From East |      |       | Private Dwy<br>From South |      |       | Cottage Rd<br>From West |      |       | Int. Total |
|------------|----------------------------|------|-------|-------------------------|------|-------|---------------------------|------|-------|-------------------------|------|-------|------------|
|            | Left                       | Thru | Right | Left                    | Thru | Right | Left                      | Thru | Right | Left                    | Thru | Right |            |
| 07:00 AM   | 1                          | 0    | 29    | 0                       | 57   | 1     | 0                         | 0    | 0     | 16                      | 40   | 1     | 145        |
| 07:15 AM   | 1                          | 0    | 40    | 0                       | 114  | 0     | 0                         | 0    | 1     | 20                      | 44   | 0     | 220        |
| 07:30 AM   | 4                          | 0    | 49    | 1                       | 113  | 3     | 0                         | 0    | 0     | 47                      | 40   | 1     | 258        |
| 07:45 AM   | 0                          | 0    | 32    | 1                       | 117  | 4     | 0                         | 0    | 0     | 36                      | 68   | 1     | 259        |
| Total      | 6                          | 0    | 150   | 2                       | 401  | 8     | 0                         | 0    | 1     | 119                     | 192  | 3     | 882        |
| 08:00 AM   | 3                          | 0    | 37    | 0                       | 109  | 1     | 1                         | 0    | 0     | 22                      | 60   | 0     | 233        |
| 08:15 AM   | 2                          | 0    | 41    | 0                       | 110  | 5     | 0                         | 0    | 0     | 35                      | 64   | 0     | 257        |
| 08:30 AM   | 6                          | 0    | 34    | 0                       | 94   | 3     | 0                         | 0    | 1     | 37                      | 65   | 2     | 242        |
| 08:45 AM   | 3                          | 0    | 35    | 0                       | 99   | 3     | 0                         | 0    | 0     | 23                      | 67   | 1     | 231        |
| Total      | 14                         | 0    | 147   | 0                       | 412  | 12    | 1                         | 0    | 1     | 117                     | 256  | 3     | 963        |
| 09:00 AM   | 2                          | 1    | 28    | 0                       | 90   | 4     | 0                         | 0    | 0     | 42                      | 83   | 1     | 251        |
| 09:15 AM   | 1                          | 0    | 26    | 1                       | 67   | 0     | 0                         | 0    | 0     | 43                      | 81   | 2     | 221        |
| 09:30 AM   | 3                          | 0    | 36    | 0                       | 78   | 4     | 0                         | 1    | 0     | 17                      | 65   | 0     | 204        |
| 09:45 AM   | 1                          | 0    | 32    | 0                       | 68   | 5     | 0                         | 0    | 0     | 15                      | 91   | 1     | 213        |
| Total      | 7                          | 1    | 122   | 1                       | 303  | 13    | 0                         | 1    | 0     | 117                     | 320  | 4     | 889        |
| 10:00 AM   | 1                          | 0    | 27    | 0                       | 79   | 6     | 0                         | 0    | 0     | 26                      | 75   | 0     | 214        |
| 10:15 AM   | 1                          | 0    | 27    | 0                       | 86   | 2     | 0                         | 0    | 0     | 26                      | 69   | 3     | 214        |
| 10:30 AM   | 1                          | 0    | 30    | 1                       | 73   | 3     | 0                         | 0    | 0     | 27                      | 87   | 1     | 223        |
| 10:45 AM   | 2                          | 1    | 31    | 0                       | 100  | 0     | 0                         | 0    | 0     | 27                      | 94   | 0     | 255        |
| Total      | 5                          | 1    | 115   | 1                       | 338  | 11    | 0                         | 0    | 0     | 106                     | 325  | 4     | 906        |
| 11:00 AM   | 5                          | 0    | 29    | 0                       | 91   | 4     | 0                         | 0    | 0     | 32                      | 84   | 1     | 246        |
| 11:15 AM   | 4                          | 1    | 21    | 0                       | 80   | 2     | 0                         | 0    | 0     | 25                      | 88   | 2     | 223        |
| 11:30 AM   | 3                          | 0    | 34    | 0                       | 105  | 3     | 0                         | 0    | 0     | 23                      | 90   | 1     | 259        |
| 11:45 AM   | 4                          | 1    | 31    | 0                       | 98   | 7     | 0                         | 0    | 0     | 25                      | 90   | 1     | 257        |
| Total      | 16                         | 2    | 115   | 0                       | 374  | 16    | 0                         | 0    | 0     | 105                     | 352  | 5     | 985        |

# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 11

## Groups Printed- Cars

| Start Time | Pillsbury St<br>From North |      |       | Cottage Rd<br>From East |      |       | Private Dwy<br>From South |      |       | Cottage Rd<br>From West |      |       | Int. Total |
|------------|----------------------------|------|-------|-------------------------|------|-------|---------------------------|------|-------|-------------------------|------|-------|------------|
|            | Left                       | Thru | Right | Left                    | Thru | Right | Left                      | Thru | Right | Left                    | Thru | Right |            |
| 12:00 PM   | 4                          | 0    | 33    | 0                       | 81   | 2     | 0                         | 0    | 0     | 28                      | 108  | 0     | 256        |
| 12:15 PM   | 5                          | 0    | 36    | 0                       | 78   | 6     | 0                         | 0    | 0     | 35                      | 130  | 1     | 291        |
| 12:30 PM   | 3                          | 0    | 28    | 0                       | 101  | 3     | 0                         | 0    | 1     | 27                      | 107  | 1     | 271        |
| 12:45 PM   | 0                          | 0    | 36    | 0                       | 112  | 3     | 0                         | 0    | 0     | 28                      | 99   | 3     | 281        |
| Total      | 12                         | 0    | 133   | 0                       | 372  | 14    | 0                         | 0    | 1     | 118                     | 444  | 5     | 1099       |
| 01:00 PM   | 6                          | 0    | 29    | 0                       | 92   | 0     | 0                         | 0    | 1     | 28                      | 77   | 2     | 235        |
| 01:15 PM   | 3                          | 0    | 39    | 0                       | 83   | 0     | 0                         | 0    | 0     | 28                      | 79   | 1     | 233        |
| 01:30 PM   | 3                          | 0    | 31    | 0                       | 101  | 4     | 0                         | 0    | 0     | 26                      | 88   | 3     | 256        |
| 01:45 PM   | 2                          | 0    | 20    | 1                       | 85   | 4     | 1                         | 0    | 0     | 35                      | 91   | 0     | 239        |
| Total      | 14                         | 0    | 119   | 1                       | 361  | 8     | 1                         | 0    | 1     | 117                     | 335  | 6     | 963        |
| 02:00 PM   | 6                          | 0    | 27    | 0                       | 86   | 2     | 0                         | 0    | 0     | 20                      | 88   | 2     | 231        |
| 02:15 PM   | 2                          | 0    | 33    | 1                       | 90   | 4     | 1                         | 0    | 0     | 28                      | 80   | 3     | 242        |
| 02:30 PM   | 4                          | 0    | 27    | 0                       | 109  | 3     | 0                         | 0    | 0     | 25                      | 79   | 3     | 250        |
| 02:45 PM   | 4                          | 0    | 33    | 1                       | 105  | 4     | 1                         | 0    | 1     | 31                      | 103  | 1     | 284        |
| Total      | 16                         | 0    | 120   | 2                       | 390  | 13    | 2                         | 0    | 1     | 104                     | 350  | 9     | 1007       |
| 03:00 PM   | 6                          | 0    | 38    | 1                       | 92   | 1     | 0                         | 0    | 2     | 29                      | 85   | 1     | 255        |
| 03:15 PM   | 4                          | 0    | 44    | 1                       | 86   | 3     | 0                         | 0    | 1     | 35                      | 97   | 3     | 274        |
| 03:30 PM   | 5                          | 0    | 33    | 0                       | 111  | 3     | 1                         | 0    | 2     | 22                      | 107  | 0     | 284        |
| 03:45 PM   | 0                          | 0    | 25    | 3                       | 89   | 3     | 2                         | 0    | 2     | 25                      | 120  | 3     | 272        |
| Total      | 15                         | 0    | 140   | 5                       | 378  | 10    | 3                         | 0    | 7     | 111                     | 409  | 7     | 1085       |
| 04:00 PM   | 0                          | 1    | 33    | 1                       | 106  | 2     | 2                         | 0    | 3     | 38                      | 130  | 1     | 317        |
| 04:15 PM   | 2                          | 0    | 36    | 1                       | 73   | 3     | 2                         | 0    | 2     | 32                      | 125  | 3     | 279        |
| 04:30 PM   | 2                          | 2    | 40    | 1                       | 84   | 2     | 3                         | 0    | 1     | 37                      | 116  | 6     | 294        |
| 04:45 PM   | 7                          | 0    | 34    | 1                       | 95   | 8     | 3                         | 0    | 4     | 35                      | 120  | 0     | 307        |
| Total      | 11                         | 3    | 143   | 4                       | 358  | 15    | 10                        | 0    | 10    | 142                     | 491  | 10    | 1197       |

# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 12

## Groups Printed- Cars

| Start Time  | Pillsbury St<br>From North |      |       | Cottage Rd<br>From East |      |       | Private Dwy<br>From South |      |       | Cottage Rd<br>From West |      |       | Int. Total |
|-------------|----------------------------|------|-------|-------------------------|------|-------|---------------------------|------|-------|-------------------------|------|-------|------------|
|             | Left                       | Thru | Right | Left                    | Thru | Right | Left                      | Thru | Right | Left                    | Thru | Right |            |
| 05:00 PM    | 2                          | 0    | 32    | 1                       | 99   | 3     | 1                         | 0    | 3     | 36                      | 101  | 1     | 279        |
| 05:15 PM    | 5                          | 0    | 36    | 0                       | 76   | 3     | 0                         | 0    | 1     | 45                      | 148  | 0     | 314        |
| 05:30 PM    | 2                          | 0    | 26    | 0                       | 102  | 3     | 2                         | 0    | 2     | 38                      | 120  | 1     | 296        |
| 05:45 PM    | 4                          | 0    | 27    | 0                       | 61   | 2     | 0                         | 1    | 0     | 41                      | 136  | 0     | 272        |
| Total       | 13                         | 0    | 121   | 1                       | 338  | 11    | 3                         | 1    | 6     | 160                     | 505  | 2     | 1161       |
| 06:00 PM    | 8                          | 0    | 19    | 0                       | 62   | 6     | 1                         | 0    | 0     | 31                      | 109  | 1     | 237        |
| 06:15 PM    | 4                          | 0    | 13    | 0                       | 64   | 4     | 1                         | 0    | 0     | 26                      | 104  | 1     | 217        |
| 06:30 PM    | 3                          | 1    | 20    | 0                       | 61   | 5     | 0                         | 0    | 0     | 20                      | 85   | 1     | 196        |
| 06:45 PM    | 1                          | 0    | 18    | 0                       | 57   | 5     | 0                         | 0    | 0     | 21                      | 106  | 0     | 208        |
| Total       | 16                         | 1    | 70    | 0                       | 244  | 20    | 2                         | 0    | 0     | 98                      | 404  | 3     | 858        |
| Grand Total | 145                        | 8    | 1495  | 17                      | 4269 | 151   | 22                        | 2    | 28    | 1414                    | 4383 | 61    | 11995      |
| Apprch %    | 8.8                        | 0.5  | 90.7  | 0.4                     | 96.2 | 3.4   | 42.3                      | 3.8  | 53.8  | 24.1                    | 74.8 | 1     |            |
| Total %     | 1.2                        | 0.1  | 12.5  | 0.1                     | 35.6 | 1.3   | 0.2                       | 0    | 0.2   | 11.8                    | 36.5 | 0.5   |            |

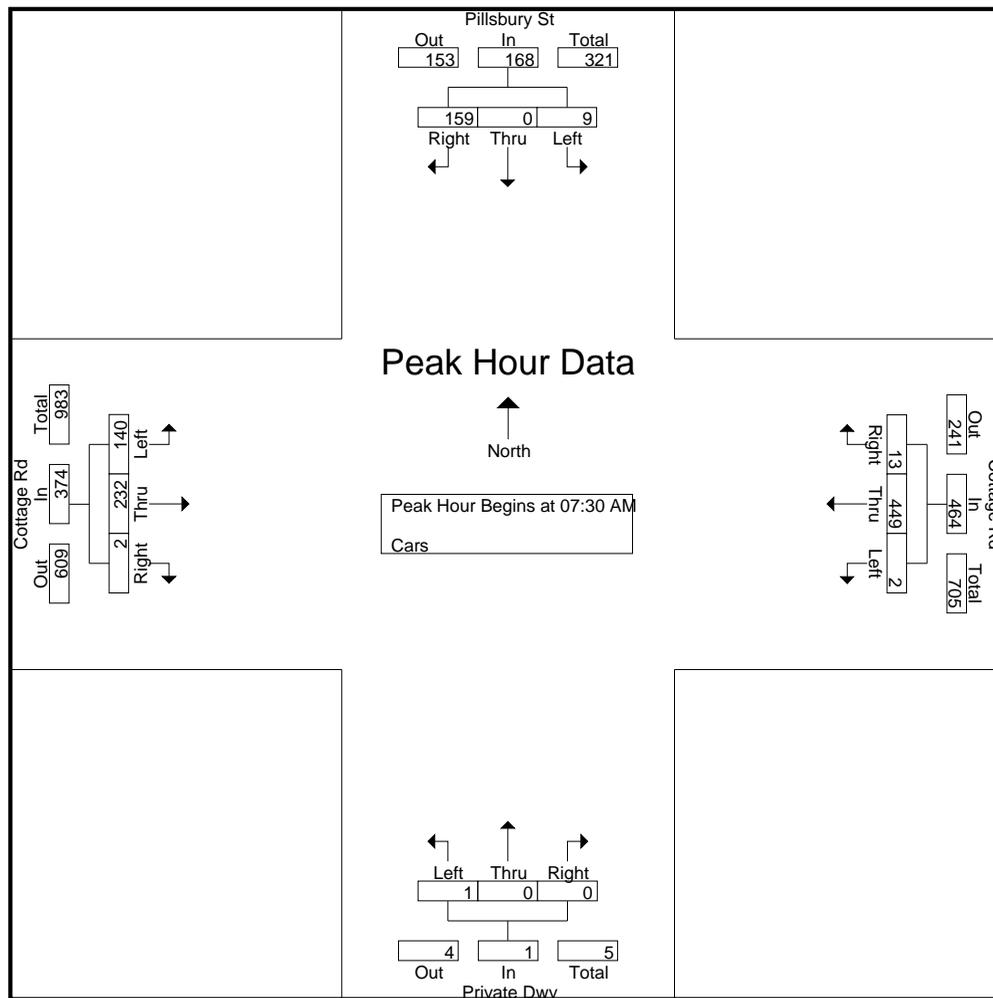
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 13

| Start Time   | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|--|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|  | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| 07:30 AM   | 4                          | 0    | 49    | 53         | 1                       | 113  | 3     | 117        | 0                         | 0    | 0     | 0          | 47                      | 40   | 1     | 88         | 258        |
| 07:45 AM   | 0                          | 0    | 32    | 32         | 1                       | 117  | 4     | 122        | 0                         | 0    | 0     | 0          | 36                      | 68   | 1     | 105        | 259        |
| 08:00 AM   | 3                          | 0    | 37    | 40         | 0                       | 109  | 1     | 110        | 1                         | 0    | 0     | 1          | 22                      | 60   | 0     | 82         | 233        |
| 08:15 AM   | 2                          | 0    | 41    | 43         | 0                       | 110  | 5     | 115        | 0                         | 0    | 0     | 0          | 35                      | 64   | 0     | 99         | 257        |
| Total Volume   | 9                          | 0    | 159   | 168        | 2                       | 449  | 13    | 464        | 1                         | 0    | 0     | 1          | 140                     | 232  | 2     | 374        | 1007       |
| % App. Total   | 5.4                        | 0    | 94.6  |            | 0.4                     | 96.8 | 2.8   |            | 100                       | 0    | 0     |            | 37.4                    | 62   | 0.5   |            |            |
| PHF  | .563                       | .000 | .811  | .792       | .500                    | .959 | .650  | .951       | .250                      | .000 | .000  | .250       | .745                    | .853 | .500  | .890       | .972       |



# Accurate Counts

978-664-2565

File Name : 17330001

Site Code : 17330001

Start Date : 8/29/2017

Page No : 14

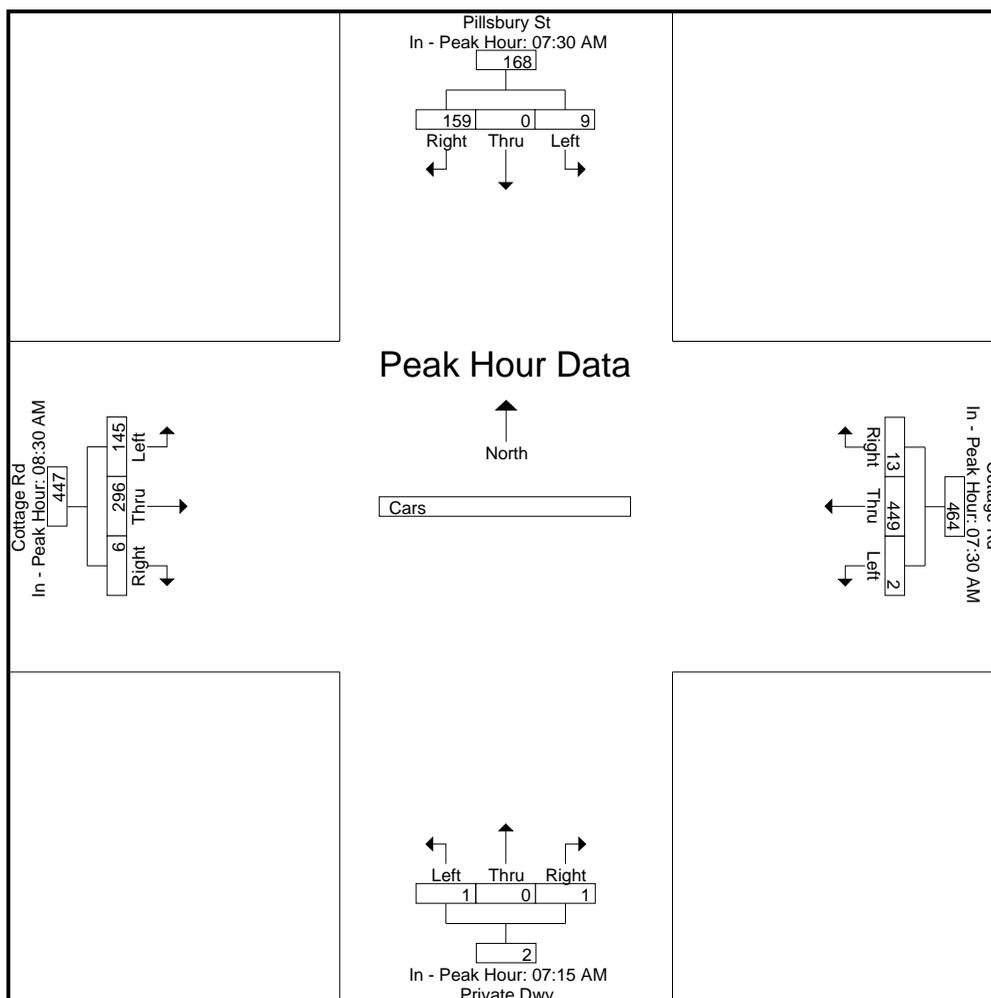
N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:30 AM |      |      |      | 07:30 AM |      |      |      | 07:15 AM |      |      |      | 08:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 4        | 0    | 49   | 53   | 1        | 113  | 3    | 117  | 0        | 0    | 1    | 1    | 37       | 65   | 2    | 104  |
| +15 mins.    | 0        | 0    | 32   | 32   | 1        | 117  | 4    | 122  | 0        | 0    | 0    | 0    | 23       | 67   | 1    | 91   |
| +30 mins.    | 3        | 0    | 37   | 40   | 0        | 109  | 1    | 110  | 0        | 0    | 0    | 0    | 42       | 83   | 1    | 126  |
| +45 mins.    | 2        | 0    | 41   | 43   | 0        | 110  | 5    | 115  | 1        | 0    | 0    | 1    | 43       | 81   | 2    | 126  |
| Total Volume | 9        | 0    | 159  | 168  | 2        | 449  | 13   | 464  | 1        | 0    | 1    | 2    | 145      | 296  | 6    | 447  |
| % App. Total | 5.4      | 0    | 94.6 |      | 0.4      | 96.8 | 2.8  |      | 50       | 0    | 50   |      | 32.4     | 66.2 | 1.3  |      |
| PHF          | .563     | .000 | .811 | .792 | .500     | .959 | .650 | .951 | .250     | .000 | .250 | .500 | .843     | .892 | .750 | .887 |



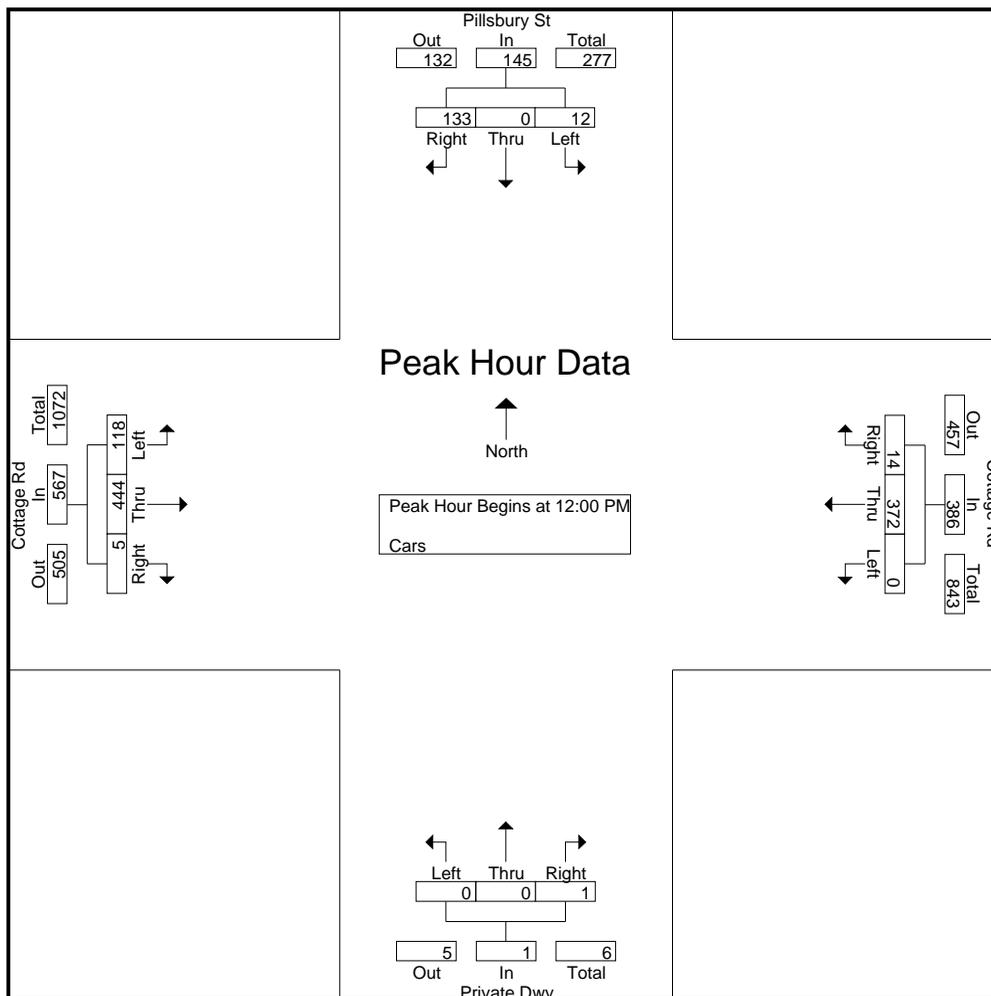
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 15

| Start Time   | Pillsbury St<br>From North |      |           |            | Cottage Rd<br>From East |            |          |            | Private Dwy<br>From South |      |          |            | Cottage Rd<br>From West |            |          |            | Int. Total |
|--|----------------------------|------|-----------|------------|-------------------------|------------|----------|------------|---------------------------|------|----------|------------|-------------------------|------------|----------|------------|------------|
|  | Left                       | Thru | Right     | App. Total | Left                    | Thru       | Right    | App. Total | Left                      | Thru | Right    | App. Total | Left                    | Thru       | Right    | App. Total |            |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 |                            |      |           |            |                         |            |          |            |                           |      |          |            |                         |            |          |            |            |
| Peak Hour for Entire Intersection Begins at 12:00 PM       |                            |      |           |            |                         |            |          |            |                           |      |          |            |                         |            |          |            |            |
| 12:00 PM   | 4                          | 0    | 33        | 37         | 0                       | 81         | 2        | 83         | 0                         | 0    | 0        | 0          | 28                      | 108        | 0        | 136        | 256        |
| 12:15 PM   | <b>5</b>                   | 0    | <b>36</b> | <b>41</b>  | 0                       | 78         | <b>6</b> | 84         | 0                         | 0    | 0        | 0          | <b>35</b>               | <b>130</b> | 1        | <b>166</b> | <b>291</b> |
| 12:30 PM   | 3                          | 0    | 28        | 31         | 0                       | 101        | 3        | 104        | 0                         | 0    | <b>1</b> | <b>1</b>   | 27                      | 107        | 1        | 135        | 271        |
| 12:45 PM   | 0                          | 0    | 36        | 36         | 0                       | <b>112</b> | 3        | <b>115</b> | 0                         | 0    | 0        | 0          | 28                      | 99         | <b>3</b> | 130        | 281        |
| Total Volume   | 12                         | 0    | 133       | 145        | 0                       | 372        | 14       | 386        | 0                         | 0    | 1        | 1          | 118                     | 444        | 5        | 567        | 1099       |
| % App. Total   | 8.3                        | 0    | 91.7      |            | 0                       | 96.4       | 3.6      |            | 0                         | 0    | 100      |            | 20.8                    | 78.3       | 0.9      |            |            |
| PHF  | .600                       | .000 | .924      | .884       | .000                    | .830       | .583     | .839       | .000                      | .000 | .250     | .250       | .843                    | .854       | .417     | .854       | .944       |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

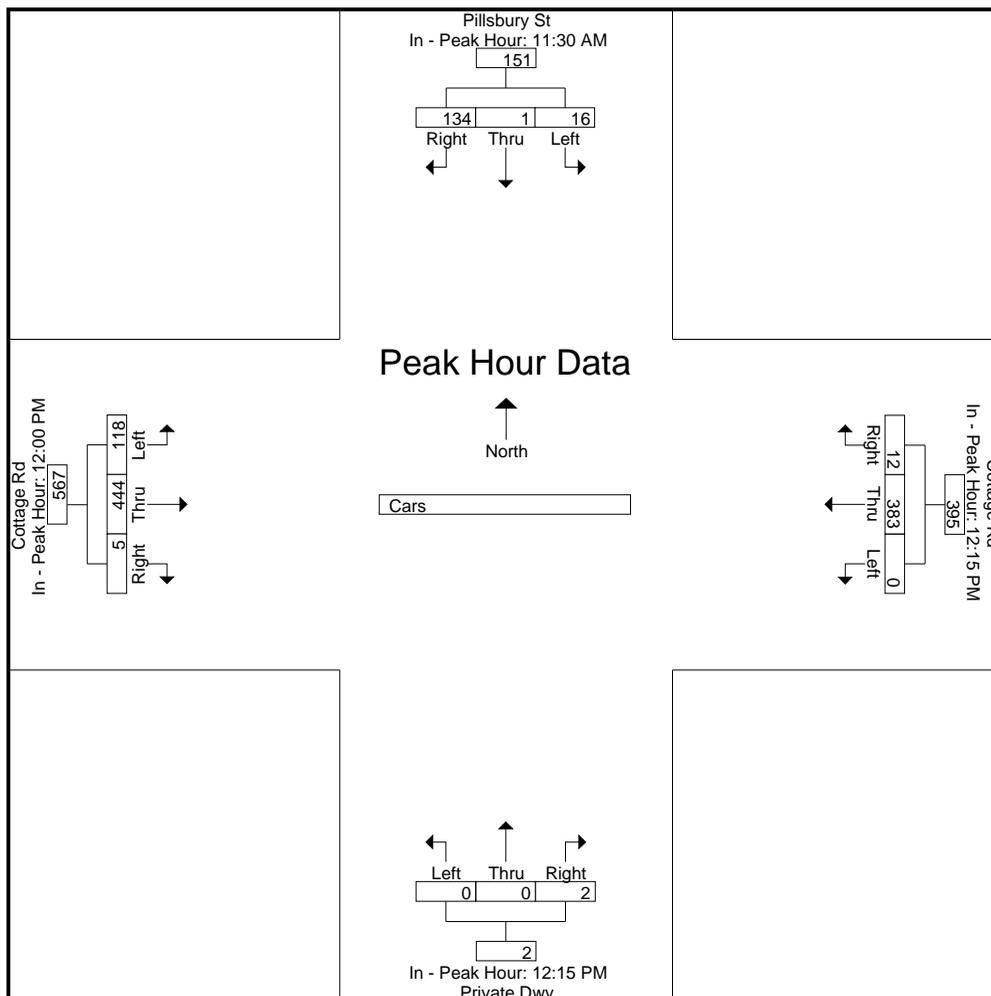
File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 16

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 11:30 AM |          |           |           | 12:15 PM |            |          |            | 12:15 PM |      |          |          | 12:00 PM  |            |          |            |
|--------------|----------|----------|-----------|-----------|----------|------------|----------|------------|----------|------|----------|----------|-----------|------------|----------|------------|
| +0 mins.     | 3        | 0        | 34        | 37        | 0        | 78         | <b>6</b> | 84         | 0        | 0    | 0        | 0        | 28        | 108        | 0        | 136        |
| +15 mins.    | 4        | <b>1</b> | 31        | 36        | 0        | 101        | 3        | 104        | 0        | 0    | <b>1</b> | <b>1</b> | <b>35</b> | <b>130</b> | 1        | <b>166</b> |
| +30 mins.    | 4        | 0        | 33        | 37        | 0        | <b>112</b> | 3        | <b>115</b> | 0        | 0    | 0        | 0        | 27        | 107        | 1        | 135        |
| +45 mins.    | <b>5</b> | 0        | <b>36</b> | <b>41</b> | 0        | 92         | 0        | 92         | 0        | 0    | 1        | 1        | 28        | 99         | <b>3</b> | 130        |
| Total Volume | 16       | 1        | 134       | 151       | 0        | 383        | 12       | 395        | 0        | 0    | 2        | 2        | 118       | 444        | 5        | 567        |
| % App. Total | 10.6     | 0.7      | 88.7      |           | 0        | 97         | 3        |            | 0        | 0    | 100      |          | 20.8      | 78.3       | 0.9      |            |
| PHF          | .800     | .250     | .931      | .921      | .000     | .855       | .500     | .859       | .000     | .000 | .500     | .500     | .843      | .854       | .417     | .854       |



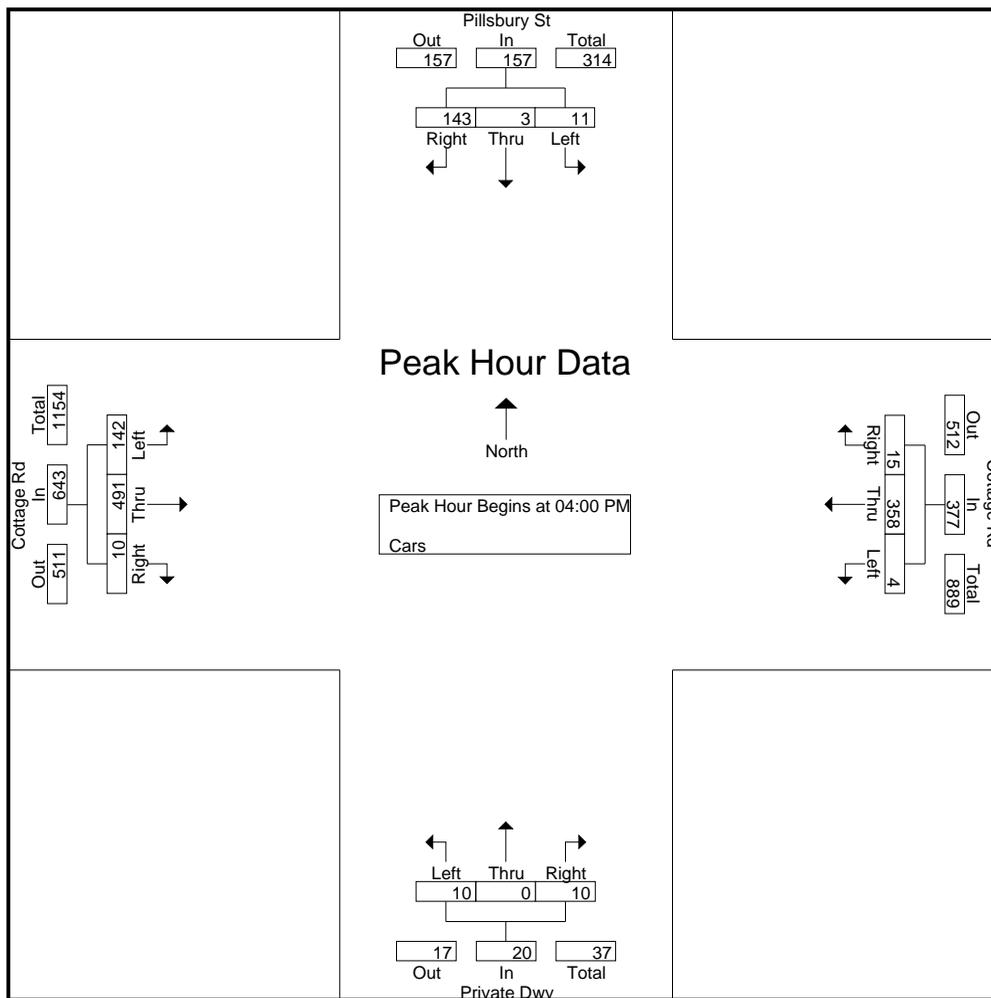
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 17

| Start Time   | Pillsbury St<br>From North |          |           |            | Cottage Rd<br>From East |            |          |            | Private Dwy<br>From South |      |          |            | Cottage Rd<br>From West |            |          |            | Int. Total |
|--|----------------------------|----------|-----------|------------|-------------------------|------------|----------|------------|---------------------------|------|----------|------------|-------------------------|------------|----------|------------|------------|
|  | Left                       | Thru     | Right     | App. Total | Left                    | Thru       | Right    | App. Total | Left                      | Thru | Right    | App. Total | Left                    | Thru       | Right    | App. Total |            |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 |                            |          |           |            |                         |            |          |            |                           |      |          |            |                         |            |          |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                            |          |           |            |                         |            |          |            |                           |      |          |            |                         |            |          |            |            |
| 04:00 PM   | 0                          | 1        | 33        | 34         | <b>1</b>                | <b>106</b> | 2        | <b>109</b> | 2                         | 0    | 3        | 5          | <b>38</b>               | <b>130</b> | 1        | <b>169</b> | <b>317</b> |
| 04:15 PM   | 2                          | 0        | 36        | 38         | 1                       | 73         | 3        | 77         | 2                         | 0    | 2        | 4          | 32                      | 125        | 3        | 160        | 279        |
| 04:30 PM   | 2                          | <b>2</b> | <b>40</b> | <b>44</b>  | 1                       | 84         | 2        | 87         | <b>3</b>                  | 0    | 1        | 4          | 37                      | 116        | <b>6</b> | 159        | 294        |
| 04:45 PM   | <b>7</b>                   | 0        | 34        | 41         | 1                       | 95         | <b>8</b> | 104        | 3                         | 0    | <b>4</b> | <b>7</b>   | 35                      | 120        | 0        | 155        | 307        |
| Total Volume   | 11                         | 3        | 143       | 157        | 4                       | 358        | 15       | 377        | 10                        | 0    | 10       | 20         | 142                     | 491        | 10       | 643        | 1197       |
| % App. Total   | 7                          | 1.9      | 91.1      |            | 1.1                     | 95         | 4        |            | 50                        | 0    | 50       |            | 22.1                    | 76.4       | 1.6      |            |            |
| PHF  | .393                       | .375     | .894      | .892       | 1.00                    | .844       | .469     | .865       | .833                      | .000 | .625     | .714       | .934                    | .944       | .417     | .951       | .944       |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

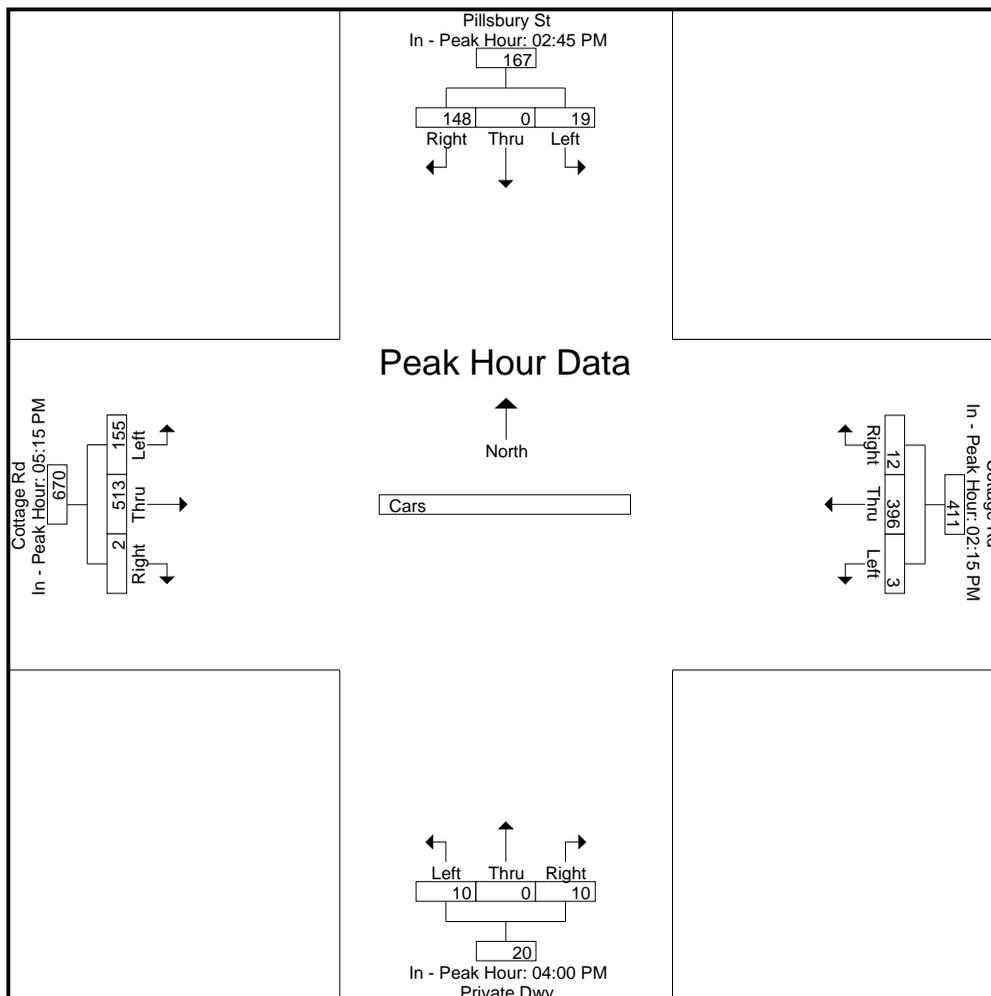
File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 18

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 02:45 PM |      |      |      | 02:15 PM |      |      |      | 04:00 PM |      |      |      | 05:15 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 4        | 0    | 33   | 37   | 1        | 90   | 4    | 95   | 2        | 0    | 3    | 5    | 45       | 148  | 0    | 193  |
| +15 mins.    | 6        | 0    | 38   | 44   | 0        | 109  | 3    | 112  | 2        | 0    | 2    | 4    | 38       | 120  | 1    | 159  |
| +30 mins.    | 4        | 0    | 44   | 48   | 1        | 105  | 4    | 110  | 3        | 0    | 1    | 4    | 41       | 136  | 0    | 177  |
| +45 mins.    | 5        | 0    | 33   | 38   | 1        | 92   | 1    | 94   | 3        | 0    | 4    | 7    | 31       | 109  | 1    | 141  |
| Total Volume | 19       | 0    | 148  | 167  | 3        | 396  | 12   | 411  | 10       | 0    | 10   | 20   | 155      | 513  | 2    | 670  |
| % App. Total | 11.4     | 0    | 88.6 |      | 0.7      | 96.4 | 2.9  |      | 50       | 0    | 50   |      | 23.1     | 76.6 | 0.3  |      |
| PHF          | .792     | .000 | .841 | .870 | .750     | .908 | .750 | .917 | .833     | .000 | .625 | .714 | .861     | .867 | .500 | .868 |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 19

## Groups Printed- Trucks

| Start Time | Pillsbury St<br>From North |      |       | Cottage Rd<br>From East |      |       | Private Dwy<br>From South |      |       | Cottage Rd<br>From West |      |       | Int. Total |
|------------|----------------------------|------|-------|-------------------------|------|-------|---------------------------|------|-------|-------------------------|------|-------|------------|
|            | Left                       | Thru | Right | Left                    | Thru | Right | Left                      | Thru | Right | Left                    | Thru | Right |            |
| 07:00 AM   | 0                          | 0    | 1     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 0    | 0     | 2          |
| 07:15 AM   | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 3                       | 1    | 0     | 4          |
| 07:30 AM   | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 0    | 0     | 1          |
| 07:45 AM   | 0                          | 0    | 2     | 0                       | 0    | 0     | 0                         | 0    | 0     | 0                       | 3    | 0     | 5          |
| Total      | 0                          | 0    | 3     | 0                       | 0    | 0     | 0                         | 0    | 0     | 5                       | 4    | 0     | 12         |
| 08:00 AM   | 0                          | 0    | 0     | 0                       | 1    | 1     | 0                         | 0    | 0     | 2                       | 4    | 0     | 8          |
| 08:15 AM   | 0                          | 0    | 2     | 0                       | 0    | 0     | 0                         | 0    | 0     | 0                       | 1    | 0     | 3          |
| 08:30 AM   | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 0                       | 0    | 0     | 1          |
| 08:45 AM   | 1                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 2                       | 6    | 0     | 9          |
| Total      | 1                          | 0    | 2     | 0                       | 2    | 1     | 0                         | 0    | 0     | 4                       | 11   | 0     | 21         |
| 09:00 AM   | 0                          | 0    | 2     | 0                       | 1    | 0     | 0                         | 0    | 0     | 1                       | 1    | 0     | 5          |
| 09:15 AM   | 0                          | 0    | 2     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 0    | 0     | 3          |
| 09:30 AM   | 0                          | 0    | 1     | 0                       | 0    | 0     | 0                         | 0    | 0     | 0                       | 1    | 0     | 2          |
| 09:45 AM   | 0                          | 0    | 0     | 0                       | 2    | 0     | 0                         | 0    | 0     | 0                       | 1    | 0     | 3          |
| Total      | 0                          | 0    | 5     | 0                       | 3    | 0     | 0                         | 0    | 0     | 2                       | 3    | 0     | 13         |
| 10:00 AM   | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 1                       | 1    | 0     | 3          |
| 10:15 AM   | 0                          | 0    | 0     | 0                       | 2    | 0     | 0                         | 0    | 0     | 2                       | 3    | 0     | 7          |
| 10:30 AM   | 0                          | 0    | 2     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 3    | 0     | 6          |
| 10:45 AM   | 0                          | 0    | 1     | 0                       | 3    | 0     | 0                         | 0    | 0     | 1                       | 0    | 0     | 5          |
| Total      | 0                          | 0    | 3     | 0                       | 6    | 0     | 0                         | 0    | 0     | 5                       | 7    | 0     | 21         |
| 11:00 AM   | 0                          | 0    | 0     | 0                       | 2    | 0     | 0                         | 0    | 0     | 1                       | 2    | 0     | 5          |
| 11:15 AM   | 0                          | 0    | 3     | 0                       | 2    | 0     | 0                         | 0    | 0     | 2                       | 1    | 0     | 8          |
| 11:30 AM   | 0                          | 0    | 0     | 0                       | 3    | 0     | 0                         | 0    | 0     | 0                       | 2    | 0     | 5          |
| 11:45 AM   | 0                          | 0    | 1     | 0                       | 0    | 0     | 0                         | 0    | 0     | 2                       | 2    | 0     | 5          |
| Total      | 0                          | 0    | 4     | 0                       | 7    | 0     | 0                         | 0    | 0     | 5                       | 7    | 0     | 23         |

# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 20

## Groups Printed- Trucks

| Start Time | Pillsbury St<br>From North |      |       | Cottage Rd<br>From East |      |       | Private Dwy<br>From South |      |       | Cottage Rd<br>From West |      |       | Int. Total |
|------------|----------------------------|------|-------|-------------------------|------|-------|---------------------------|------|-------|-------------------------|------|-------|------------|
|            | Left                       | Thru | Right | Left                    | Thru | Right | Left                      | Thru | Right | Left                    | Thru | Right |            |
| 12:00 PM   | 0                          | 0    | 0     | 0                       | 2    | 0     | 0                         | 0    | 0     | 0                       | 1    | 0     | 3          |
| 12:15 PM   | 1                          | 0    | 3     | 0                       | 1    | 0     | 0                         | 0    | 0     | 2                       | 1    | 0     | 8          |
| 12:30 PM   | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 0                       | 0    | 0     | 1          |
| 12:45 PM   | 0                          | 0    | 1     | 0                       | 0    | 0     | 0                         | 0    | 0     | 2                       | 0    | 0     | 3          |
| Total      | 1                          | 0    | 4     | 0                       | 4    | 0     | 0                         | 0    | 0     | 4                       | 2    | 0     | 15         |
| 01:00 PM   | 0                          | 0    | 0     | 0                       | 3    | 0     | 0                         | 0    | 0     | 1                       | 1    | 0     | 5          |
| 01:15 PM   | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 1                       | 1    | 0     | 3          |
| 01:30 PM   | 0                          | 0    | 1     | 0                       | 0    | 0     | 0                         | 0    | 0     | 0                       | 2    | 0     | 3          |
| 01:45 PM   | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 2                       | 0    | 0     | 3          |
| Total      | 0                          | 0    | 1     | 0                       | 5    | 0     | 0                         | 0    | 0     | 4                       | 4    | 0     | 14         |
| 02:00 PM   | 1                          | 0    | 1     | 0                       | 1    | 0     | 0                         | 0    | 0     | 0                       | 1    | 0     | 4          |
| 02:15 PM   | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 2                       | 1    | 0     | 3          |
| 02:30 PM   | 0                          | 0    | 1     | 0                       | 1    | 0     | 0                         | 0    | 0     | 1                       | 1    | 0     | 4          |
| 02:45 PM   | 0                          | 0    | 3     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 0    | 0     | 4          |
| Total      | 1                          | 0    | 5     | 0                       | 2    | 0     | 0                         | 0    | 0     | 4                       | 3    | 0     | 15         |
| 03:00 PM   | 0                          | 0    | 1     | 0                       | 1    | 0     | 0                         | 0    | 0     | 0                       | 0    | 0     | 2          |
| 03:15 PM   | 0                          | 0    | 2     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 1    | 0     | 4          |
| 03:30 PM   | 0                          | 0    | 1     | 0                       | 0    | 0     | 0                         | 0    | 0     | 0                       | 0    | 0     | 1          |
| 03:45 PM   | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 0    | 0     | 1          |
| Total      | 0                          | 0    | 4     | 0                       | 1    | 0     | 0                         | 0    | 0     | 2                       | 1    | 0     | 8          |
| 04:00 PM   | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 0                       | 0    | 0     | 1          |
| 04:15 PM   | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 0    | 0     | 1          |
| 04:30 PM   | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 0                       | 1    | 0     | 1          |
| 04:45 PM   | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 0    | 0     | 1          |
| Total      | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 2                       | 1    | 0     | 4          |

# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 21

## Groups Printed- Trucks

| Start Time  | Pillsbury St<br>From North |      |       | Cottage Rd<br>From East |      |       | Private Dwy<br>From South |      |       | Cottage Rd<br>From West |      |       | Int. Total |
|-------------|----------------------------|------|-------|-------------------------|------|-------|---------------------------|------|-------|-------------------------|------|-------|------------|
|             | Left                       | Thru | Right | Left                    | Thru | Right | Left                      | Thru | Right | Left                    | Thru | Right |            |
| 05:00 PM    | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 0                       | 0    | 0     | 1          |
| 05:15 PM    | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 0                       | 1    | 0     | 1          |
| 05:30 PM    | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 0                       | 0    | 0     | 0          |
| 05:45 PM    | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 0                       | 0    | 0     | 1          |
| Total       | 0                          | 0    | 0     | 0                       | 2    | 0     | 0                         | 0    | 0     | 0                       | 1    | 0     | 3          |
| 06:00 PM    | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 0    | 0     | 1          |
| 06:15 PM    | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 0                       | 0    | 0     | 1          |
| 06:30 PM    | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 1                       | 0    | 0     | 1          |
| 06:45 PM    | 0                          | 0    | 0     | 0                       | 0    | 0     | 0                         | 0    | 0     | 0                       | 0    | 0     | 0          |
| Total       | 0                          | 0    | 0     | 0                       | 1    | 0     | 0                         | 0    | 0     | 2                       | 0    | 0     | 3          |
| Grand Total | 3                          | 0    | 31    | 0                       | 34   | 1     | 0                         | 0    | 0     | 39                      | 44   | 0     | 152        |
| Apprch %    | 8.8                        | 0    | 91.2  | 0                       | 97.1 | 2.9   | 0                         | 0    | 0     | 47                      | 53   | 0     |            |
| Total %     | 2                          | 0    | 20.4  | 0                       | 22.4 | 0.7   | 0                         | 0    | 0     | 25.7                    | 28.9 | 0     |            |

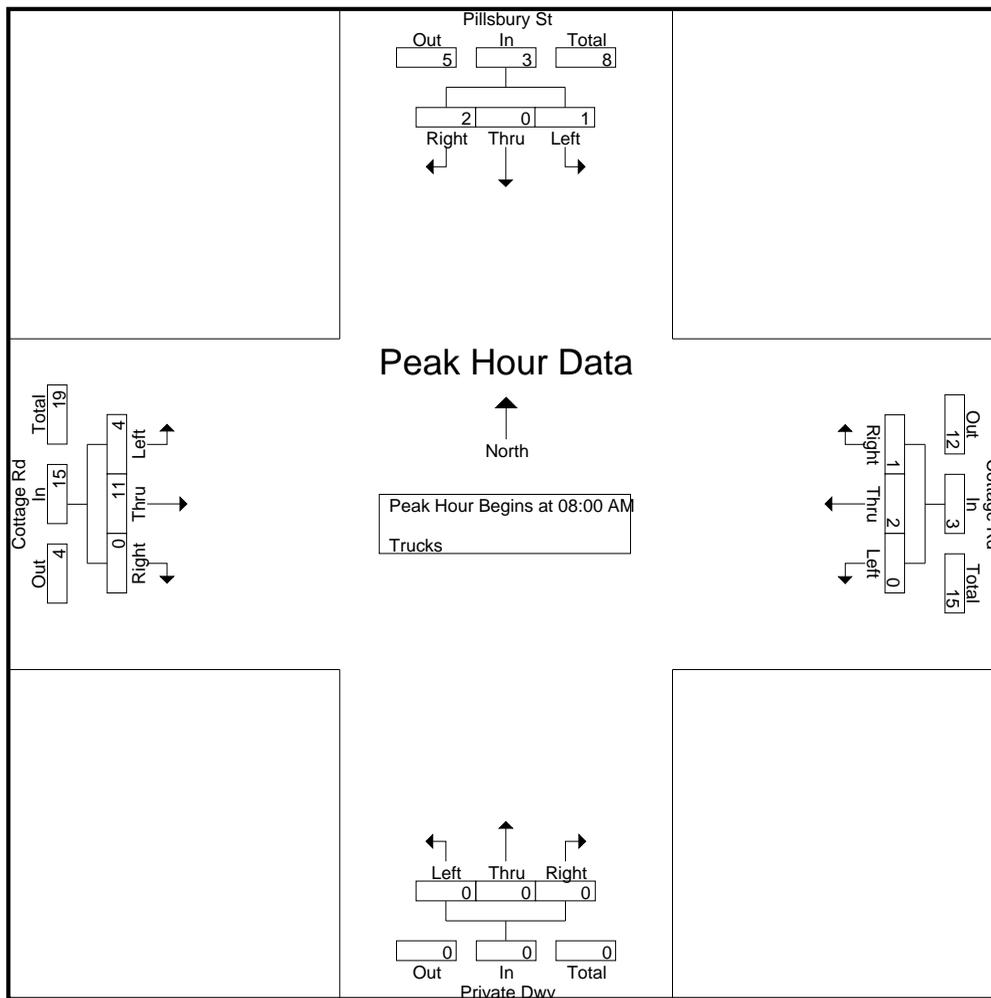
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 22

| Start Time   | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|--|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|  | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| 08:00 AM   | 0                          | 0    | 0     | 0          | 0                       | 1    | 1     | 2          | 0                         | 0    | 0     | 0          | 2                       | 4    | 0     | 6          | 8          |
| 08:15 AM   | 0                          | 0    | 2     | 2          | 0                       | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 0                       | 1    | 0     | 1          | 3          |
| 08:30 AM   | 0                          | 0    | 0     | 0          | 0                       | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 1          |
| 08:45 AM   | 1                          | 0    | 0     | 1          | 0                       | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 2                       | 6    | 0     | 8          | 9          |
| Total Volume   | 1                          | 0    | 2     | 3          | 0                       | 2    | 1     | 3          | 0                         | 0    | 0     | 0          | 4                       | 11   | 0     | 15         | 21         |
| % App. Total   | 33.3                       | 0    | 66.7  |            | 0                       | 66.7 | 33.3  |            | 0                         | 0    | 0     |            | 26.7                    | 73.3 | 0     |            |            |
| PHF  | .250                       | .000 | .250  | .375       | .000                    | .500 | .250  | .375       | .000                      | .000 | .000  | .000       | .500                    | .458 | .000  | .469       | .583       |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

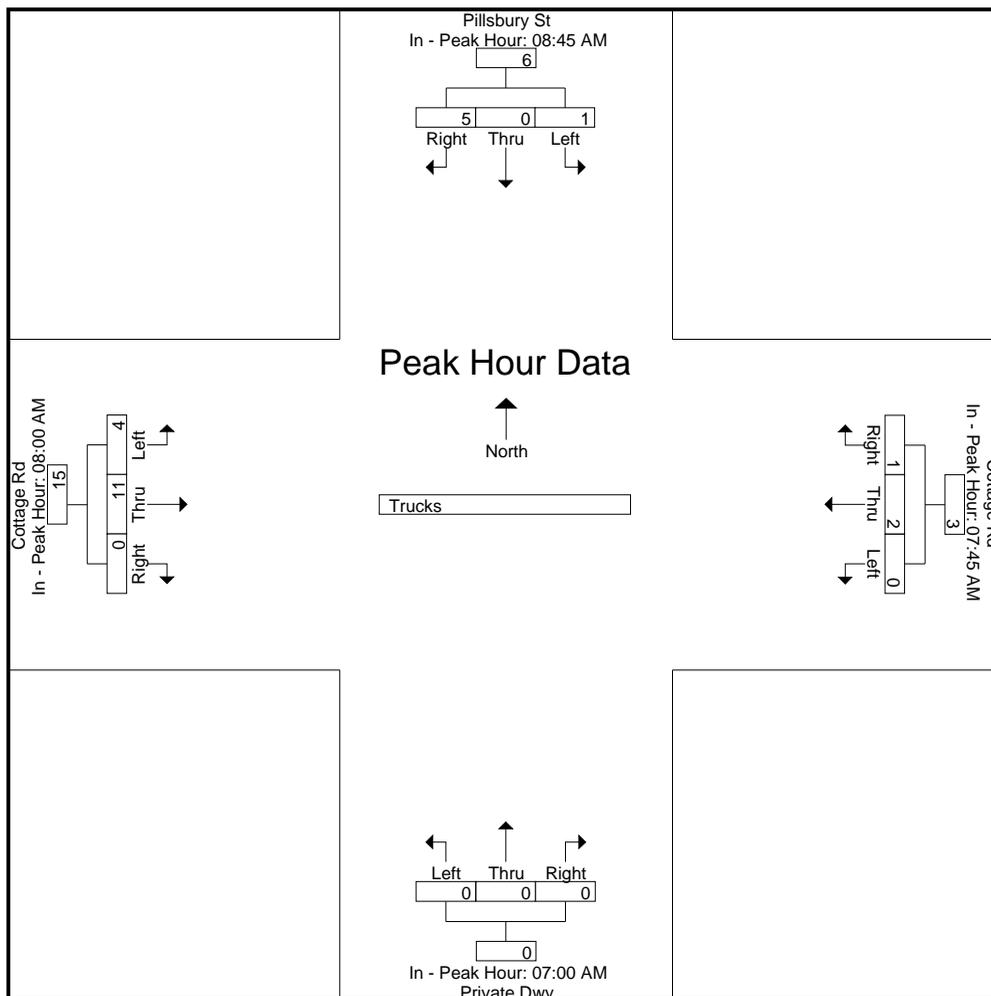
File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 23

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 08:45 AM |      |      |      | 07:45 AM |      |      |      | 07:00 AM |      |      |      | 08:00 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 1        | 0    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 2        | 4    | 0    | 6    |
| +15 mins.    | 0        | 0    | 2    | 2    | 0        | 1    | 1    | 2    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| +30 mins.    | 0        | 0    | 2    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +45 mins.    | 0        | 0    | 1    | 1    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 2        | 6    | 0    | 8    |
| Total Volume | 1        | 0    | 5    | 6    | 0        | 2    | 1    | 3    | 0        | 0    | 0    | 0    | 4        | 11   | 0    | 15   |
| % App. Total | 16.7     | 0    | 83.3 |      | 0        | 66.7 | 33.3 |      | 0        | 0    | 0    |      | 26.7     | 73.3 | 0    |      |
| PHF          | .250     | .000 | .625 | .750 | .000     | .500 | .250 | .375 | .000     | .000 | .000 | .000 | .500     | .458 | .000 | .469 |



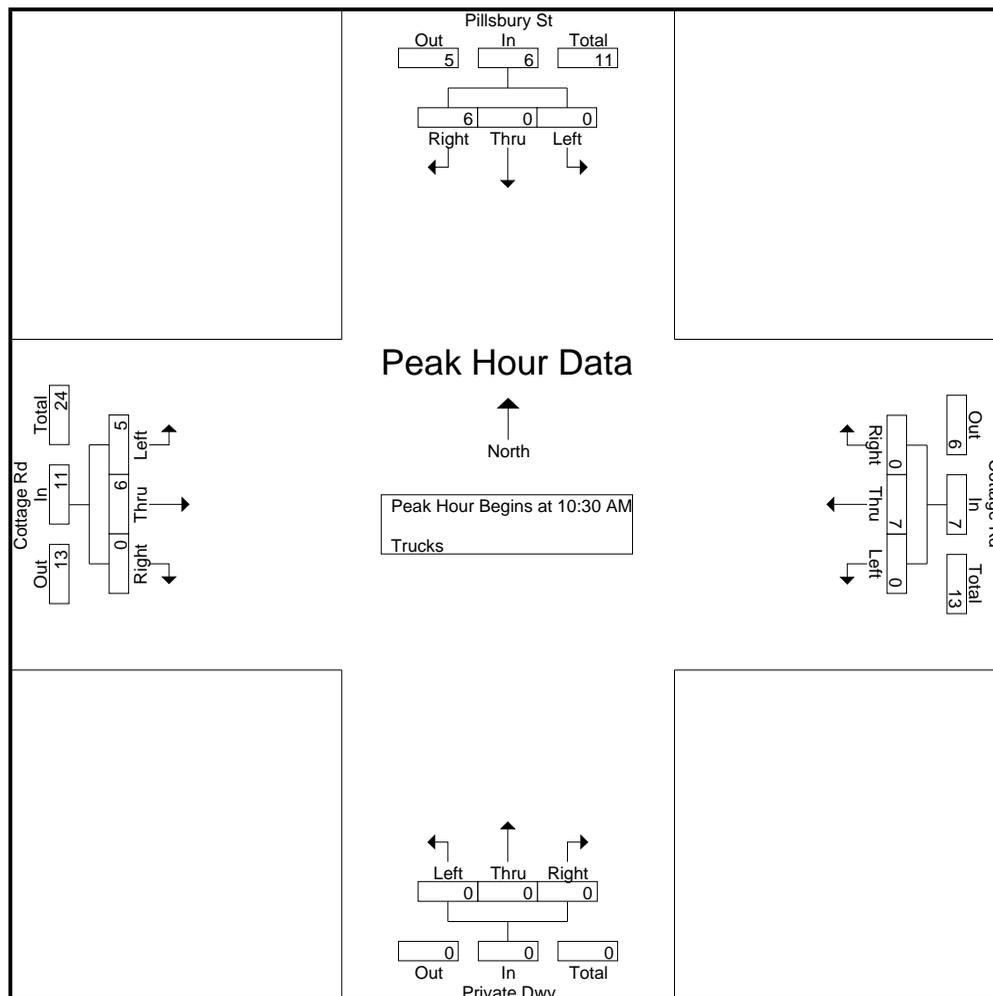
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 24

| Start Time   | Pillsbury St<br>From North |      |          |            | Cottage Rd<br>From East |          |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |          |       |            | Int. Total |
|--|----------------------------|------|----------|------------|-------------------------|----------|-------|------------|---------------------------|------|-------|------------|-------------------------|----------|-------|------------|------------|
|  | Left                       | Thru | Right    | App. Total | Left                    | Thru     | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru     | Right | App. Total |            |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 |                            |      |          |            |                         |          |       |            |                           |      |       |            |                         |          |       |            |            |
| Peak Hour for Entire Intersection Begins at 10:30 AM       |                            |      |          |            |                         |          |       |            |                           |      |       |            |                         |          |       |            |            |
| 10:30 AM   | 0                          | 0    | 2        | 2          | 0                       | 0        | 0     | 0          | 0                         | 0    | 0     | 0          | 1                       | <b>3</b> | 0     | <b>4</b>   | 6          |
| 10:45 AM   | 0                          | 0    | 1        | 1          | 0                       | <b>3</b> | 0     | <b>3</b>   | 0                         | 0    | 0     | 0          | 1                       | 0        | 0     | 1          | 5          |
| 11:00 AM   | 0                          | 0    | 0        | 0          | 0                       | 2        | 0     | 2          | 0                         | 0    | 0     | 0          | 1                       | 2        | 0     | 3          | 5          |
| 11:15 AM   | 0                          | 0    | <b>3</b> | <b>3</b>   | 0                       | 2        | 0     | 2          | 0                         | 0    | 0     | 0          | <b>2</b>                | 1        | 0     | 3          | <b>8</b>   |
| Total Volume   | 0                          | 0    | 6        | 6          | 0                       | 7        | 0     | 7          | 0                         | 0    | 0     | 0          | 5                       | 6        | 0     | 11         | 24         |
| % App. Total   | 0                          | 0    | 100      |            | 0                       | 100      | 0     |            | 0                         | 0    | 0     |            | 45.5                    | 54.5     | 0     |            |            |
| PHF  | .000                       | .000 | .500     | .500       | .000                    | .583     | .000  | .583       | .000                      | .000 | .000  | .000       | .625                    | .500     | .000  | .688       | .750       |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

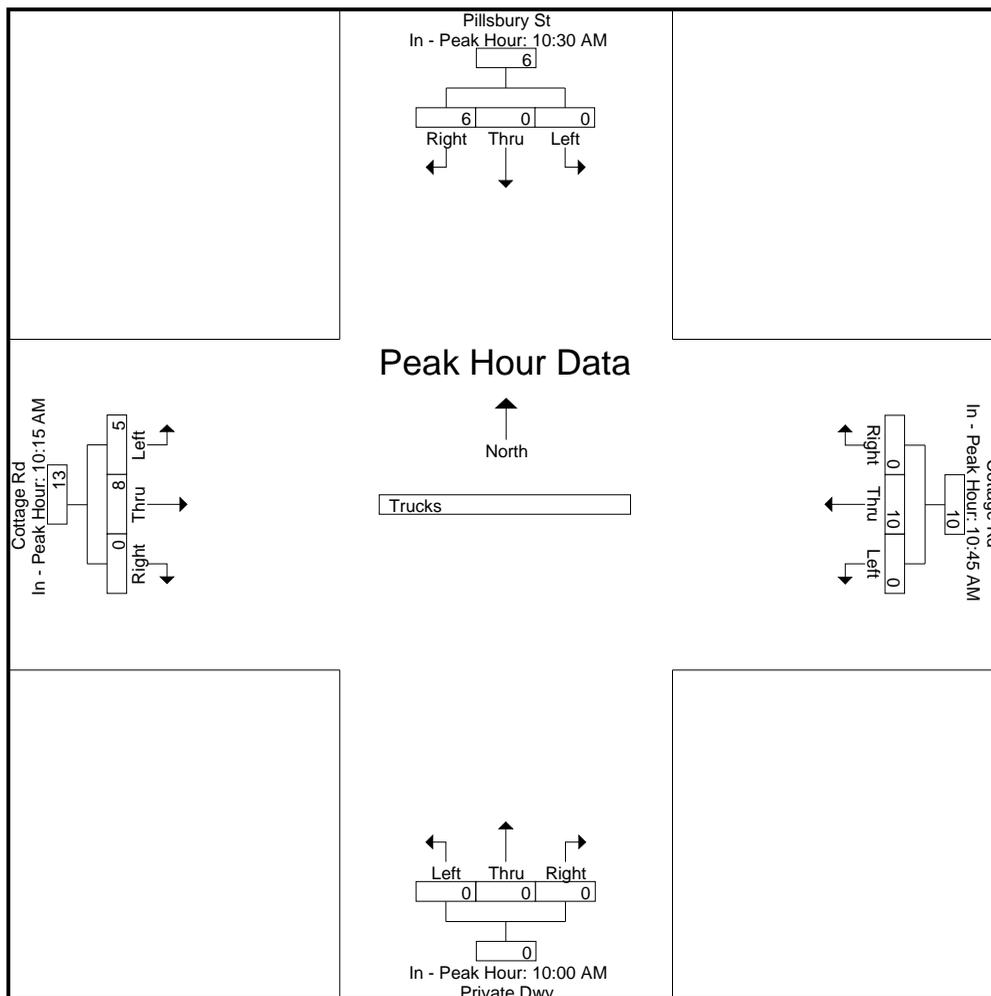
File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 25

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 10:30 AM |      |      |      | 10:45 AM |      |      |      | 10:00 AM |      |      |      | 10:15 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 2    | 2    | 0        | 3    | 0    | 3    | 0        | 0    | 0    | 0    | 2        | 3    | 0    | 5    |
| +15 mins.    | 0        | 0    | 1    | 1    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 1        | 3    | 0    | 4    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    |
| +45 mins.    | 0        | 0    | 3    | 3    | 0        | 3    | 0    | 3    | 0        | 0    | 0    | 0    | 1        | 2    | 0    | 3    |
| Total Volume | 0        | 0    | 6    | 6    | 0        | 10   | 0    | 10   | 0        | 0    | 0    | 0    | 5        | 8    | 0    | 13   |
| % App. Total | 0        | 0    | 100  |      | 0        | 100  | 0    |      | 0        | 0    | 0    |      | 38.5     | 61.5 | 0    |      |
| PHF          | .000     | .000 | .500 | .500 | .000     | .833 | .000 | .833 | .000     | .000 | .000 | .000 | .625     | .667 | .000 | .650 |



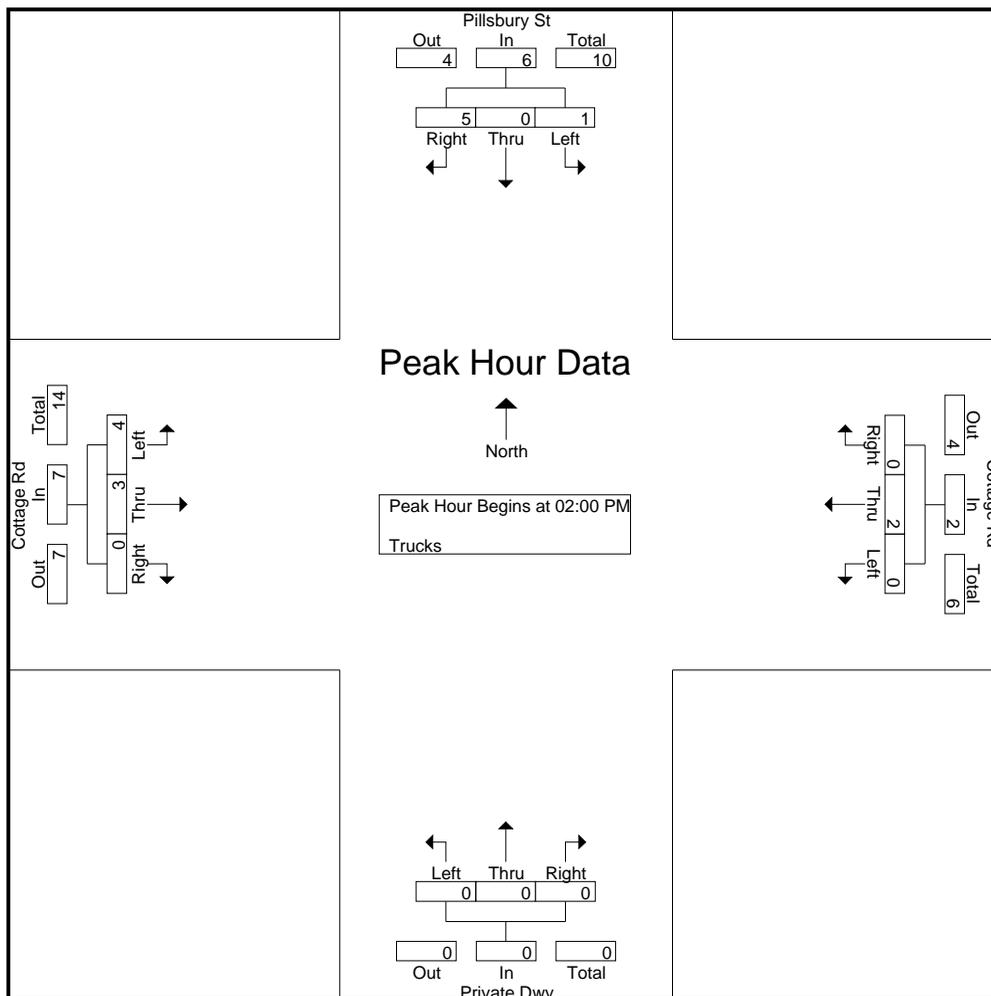
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 26

| Start Time   | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|--|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|  | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 02:00 PM       |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| 02:00 PM   | 1                          | 0    | 1     | 2          | 0                       | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 0                       | 1    | 0     | 1          | 4          |
| 02:15 PM   | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 2                       | 1    | 0     | 3          | 3          |
| 02:30 PM   | 0                          | 0    | 1     | 1          | 0                       | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 1                       | 1    | 0     | 2          | 4          |
| 02:45 PM   | 0                          | 0    | 3     | 3          | 0                       | 0    | 0     | 0          | 0                         | 0    | 0     | 0          | 1                       | 0    | 0     | 1          | 4          |
| Total Volume   | 1                          | 0    | 5     | 6          | 0                       | 2    | 0     | 2          | 0                         | 0    | 0     | 0          | 4                       | 3    | 0     | 7          | 15         |
| % App. Total   | 16.7                       | 0    | 83.3  |            | 0                       | 100  | 0     |            | 0                         | 0    | 0     |            | 57.1                    | 42.9 | 0     |            |            |
| PHF  | .250                       | .000 | .417  | .500       | .000                    | .500 | .000  | .500       | .000                      | .000 | .000  | .000       | .500                    | .750 | .000  | .583       | .938       |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

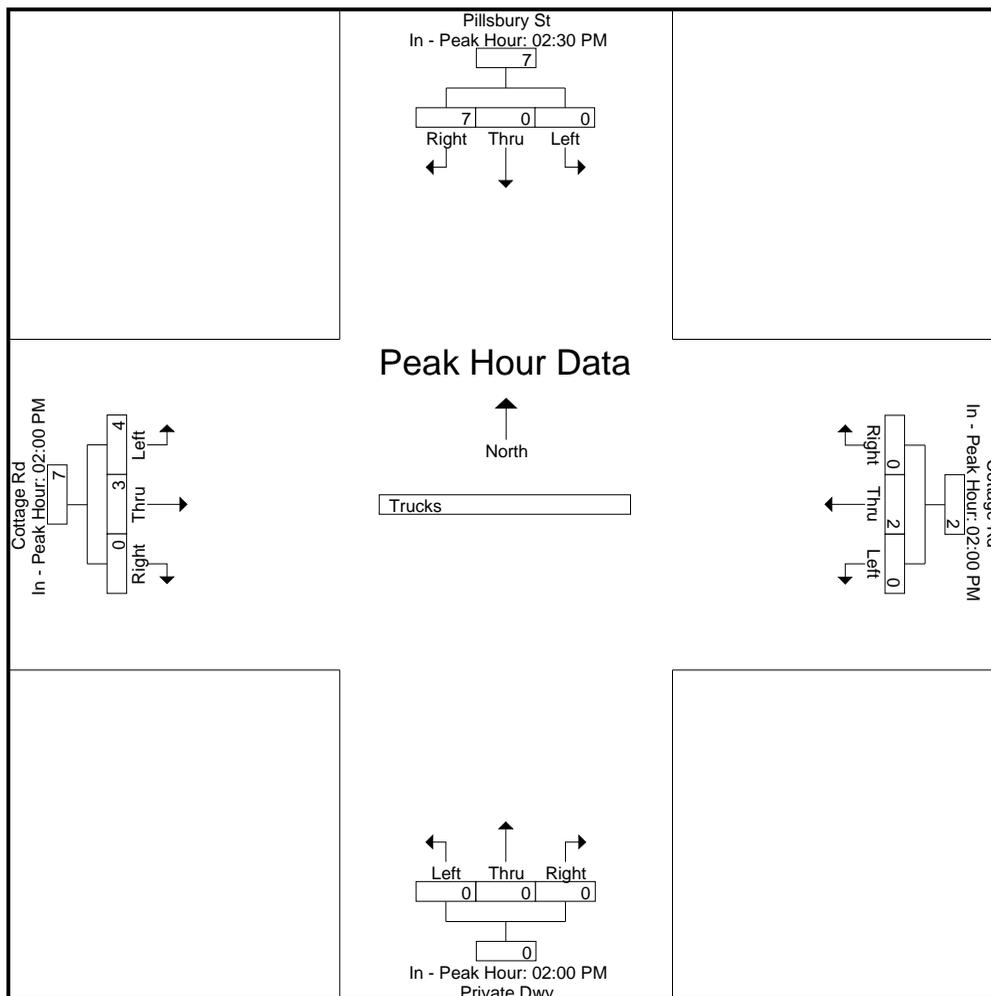
File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 27

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 02:30 PM |      |      |      | 02:00 PM |      |      |      | 02:00 PM |      |      |      | 02:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 1    | 1    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| +15 mins.    | 0        | 0    | 3    | 3    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 2        | 1    | 0    | 3    |
| +30 mins.    | 0        | 0    | 1    | 1    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 1        | 1    | 0    | 2    |
| +45 mins.    | 0        | 0    | 2    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    |
| Total Volume | 0        | 0    | 7    | 7    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 4        | 3    | 0    | 7    |
| % App. Total | 0        | 0    | 100  |      | 0        | 100  | 0    |      | 0        | 0    | 0    |      | 57.1     | 42.9 | 0    |      |
| PHF          | .000     | .000 | .583 | .583 | .000     | .500 | .000 | .500 | .000     | .000 | .000 | .000 | .500     | .750 | .000 | .583 |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 28

## Groups Printed- Bikes Peds

| Start Time   | Pillsbury St<br>From North |          |          |          | Cottage Rd<br>From East |           |          |          | Private Dwy<br>From South |          |          |           | Cottage Rd<br>From West |          |          |           | Exclu. Total | Inclu. Total | Int. Total |
|--------------|----------------------------|----------|----------|----------|-------------------------|-----------|----------|----------|---------------------------|----------|----------|-----------|-------------------------|----------|----------|-----------|--------------|--------------|------------|
|              | Left                       | Thru     | Right    | Peds     | Left                    | Thru      | Right    | Peds     | Left                      | Thru     | Right    | Peds      | Left                    | Thru     | Right    | Peds      |              |              |            |
| 07:00 AM     | 0                          | 0        | 0        | 3        | 0                       | 1         | 0        | 0        | 0                         | 0        | 0        | 1         | 0                       | 1        | 0        | 0         | 4            | 2            | 6          |
| 07:15 AM     | 0                          | 0        | 0        | 1        | 0                       | 2         | 0        | 0        | 0                         | 0        | 0        | 1         | 0                       | 0        | 0        | 0         | 2            | 2            | 4          |
| 07:30 AM     | 0                          | 0        | 0        | 2        | 0                       | 2         | 0        | 0        | 0                         | 0        | 0        | 1         | 1                       | 0        | 0        | 0         | 3            | 3            | 6          |
| 07:45 AM     | 0                          | 0        | 0        | 2        | 0                       | 3         | 0        | 0        | 0                         | 0        | 0        | 2         | 1                       | 1        | 0        | 2         | 6            | 5            | 11         |
| <b>Total</b> | <b>0</b>                   | <b>0</b> | <b>0</b> | <b>8</b> | <b>0</b>                | <b>8</b>  | <b>0</b> | <b>0</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>5</b>  | <b>2</b>                | <b>2</b> | <b>0</b> | <b>2</b>  | <b>15</b>    | <b>12</b>    | <b>27</b>  |
| 08:00 AM     | 0                          | 0        | 1        | 0        | 0                       | 2         | 0        | 1        | 0                         | 0        | 0        | 1         | 0                       | 0        | 0        | 2         | 4            | 3            | 7          |
| 08:15 AM     | 0                          | 0        | 0        | 0        | 0                       | 1         | 0        | 0        | 0                         | 0        | 0        | 0         | 0                       | 0        | 0        | 0         | 0            | 1            | 1          |
| 08:30 AM     | 0                          | 0        | 1        | 0        | 0                       | 2         | 0        | 0        | 0                         | 0        | 0        | 2         | 0                       | 0        | 0        | 1         | 3            | 3            | 6          |
| 08:45 AM     | 0                          | 0        | 0        | 1        | 0                       | 2         | 0        | 0        | 0                         | 0        | 0        | 0         | 1                       | 0        | 0        | 2         | 3            | 3            | 6          |
| <b>Total</b> | <b>0</b>                   | <b>0</b> | <b>2</b> | <b>1</b> | <b>0</b>                | <b>7</b>  | <b>0</b> | <b>1</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>3</b>  | <b>1</b>                | <b>0</b> | <b>0</b> | <b>5</b>  | <b>10</b>    | <b>10</b>    | <b>20</b>  |
| 09:00 AM     | 0                          | 0        | 0        | 3        | 0                       | 1         | 0        | 1        | 0                         | 0        | 0        | 2         | 0                       | 0        | 0        | 1         | 7            | 1            | 8          |
| 09:15 AM     | 0                          | 0        | 0        | 0        | 0                       | 2         | 0        | 0        | 0                         | 0        | 0        | 4         | 0                       | 0        | 0        | 0         | 4            | 2            | 6          |
| 09:30 AM     | 0                          | 0        | 0        | 0        | 0                       | 0         | 0        | 2        | 0                         | 0        | 0        | 3         | 0                       | 0        | 0        | 0         | 5            | 0            | 5          |
| 09:45 AM     | 0                          | 0        | 0        | 2        | 0                       | 0         | 0        | 0        | 0                         | 0        | 0        | 2         | 0                       | 0        | 0        | 2         | 6            | 0            | 6          |
| <b>Total</b> | <b>0</b>                   | <b>0</b> | <b>0</b> | <b>5</b> | <b>0</b>                | <b>3</b>  | <b>0</b> | <b>3</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>11</b> | <b>0</b>                | <b>0</b> | <b>0</b> | <b>3</b>  | <b>22</b>    | <b>3</b>     | <b>25</b>  |
| 10:00 AM     | 0                          | 0        | 0        | 2        | 0                       | 0         | 0        | 2        | 0                         | 0        | 0        | 0         | 0                       | 1        | 0        | 1         | 5            | 1            | 6          |
| 10:15 AM     | 0                          | 0        | 0        | 0        | 0                       | 0         | 0        | 0        | 0                         | 0        | 0        | 1         | 0                       | 0        | 0        | 1         | 2            | 0            | 2          |
| 10:30 AM     | 0                          | 0        | 0        | 2        | 0                       | 1         | 0        | 0        | 0                         | 0        | 0        | 1         | 0                       | 1        | 0        | 2         | 5            | 2            | 7          |
| 10:45 AM     | 0                          | 0        | 1        | 1        | 0                       | 1         | 0        | 0        | 0                         | 0        | 0        | 1         | 1                       | 1        | 0        | 2         | 4            | 4            | 8          |
| <b>Total</b> | <b>0</b>                   | <b>0</b> | <b>1</b> | <b>5</b> | <b>0</b>                | <b>2</b>  | <b>0</b> | <b>2</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>3</b>  | <b>1</b>                | <b>3</b> | <b>0</b> | <b>6</b>  | <b>16</b>    | <b>7</b>     | <b>23</b>  |
| 11:00 AM     | 0                          | 0        | 0        | 2        | 0                       | 1         | 0        | 2        | 0                         | 0        | 0        | 0         | 0                       | 1        | 0        | 8         | 12           | 2            | 14         |
| 11:15 AM     | 0                          | 0        | 0        | 1        | 0                       | 1         | 0        | 2        | 0                         | 0        | 0        | 0         | 0                       | 0        | 0        | 2         | 5            | 1            | 6          |
| 11:30 AM     | 0                          | 0        | 0        | 1        | 0                       | 0         | 0        | 0        | 0                         | 0        | 0        | 1         | 0                       | 1        | 0        | 2         | 4            | 1            | 5          |
| 11:45 AM     | 0                          | 0        | 0        | 0        | 0                       | 2         | 1        | 0        | 0                         | 0        | 0        | 2         | 1                       | 0        | 0        | 4         | 6            | 4            | 10         |
| <b>Total</b> | <b>0</b>                   | <b>0</b> | <b>0</b> | <b>4</b> | <b>0</b>                | <b>4</b>  | <b>1</b> | <b>4</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>3</b>  | <b>1</b>                | <b>2</b> | <b>0</b> | <b>16</b> | <b>27</b>    | <b>8</b>     | <b>35</b>  |
| 12:00 PM     | 0                          | 0        | 0        | 0        | 0                       | 0         | 0        | 0        | 0                         | 0        | 0        | 0         | 0                       | 1        | 0        | 7         | 7            | 1            | 8          |
| 12:15 PM     | 2                          | 0        | 0        | 0        | 0                       | 5         | 1        | 2        | 0                         | 0        | 0        | 9         | 0                       | 0        | 0        | 5         | 16           | 8            | 24         |
| 12:30 PM     | 0                          | 0        | 0        | 1        | 0                       | 1         | 0        | 0        | 0                         | 0        | 0        | 4         | 0                       | 1        | 0        | 1         | 6            | 2            | 8          |
| 12:45 PM     | 0                          | 0        | 0        | 0        | 0                       | 4         | 3        | 0        | 0                         | 0        | 0        | 2         | 0                       | 0        | 0        | 4         | 6            | 7            | 13         |
| <b>Total</b> | <b>2</b>                   | <b>0</b> | <b>0</b> | <b>1</b> | <b>0</b>                | <b>10</b> | <b>4</b> | <b>2</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>15</b> | <b>0</b>                | <b>2</b> | <b>0</b> | <b>17</b> | <b>35</b>    | <b>18</b>    | <b>53</b>  |

# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 29

## Groups Printed- Bikes Peds

| Start Time         | Pillsbury St<br>From North |          |             |           | Cottage Rd<br>From East |             |             |           | Private Dwy<br>From South |          |            |           | Cottage Rd<br>From West |           |          |            | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|----------------------------|----------|-------------|-----------|-------------------------|-------------|-------------|-----------|---------------------------|----------|------------|-----------|-------------------------|-----------|----------|------------|--------------|--------------|------------|
|                    | Left                       | Thru     | Right       | Peds      | Left                    | Thru        | Right       | Peds      | Left                      | Thru     | Right      | Peds      | Left                    | Thru      | Right    | Peds       |              |              |            |
| 01:00 PM           | 0                          | 0        | 0           | 0         | 0                       | 2           | 0           | 0         | 0                         | 0        | 0          | 2         | 0                       | 4         | 0        | 2          | 4            | 6            | 10         |
| 01:15 PM           | 0                          | 0        | 0           | 1         | 0                       | 1           | 0           | 0         | 0                         | 0        | 0          | 0         | 0                       | 3         | 0        | 1          | 2            | 4            | 6          |
| 01:30 PM           | 1                          | 0        | 0           | 0         | 0                       | 0           | 0           | 0         | 0                         | 0        | 0          | 3         | 0                       | 0         | 0        | 7          | 10           | 1            | 11         |
| 01:45 PM           | 0                          | 0        | 0           | 1         | 0                       | 0           | 0           | 0         | 0                         | 0        | 0          | 0         | 1                       | 0         | 0        | 2          | 3            | 1            | 4          |
| <b>Total</b>       | <b>1</b>                   | <b>0</b> | <b>0</b>    | <b>2</b>  | <b>0</b>                | <b>3</b>    | <b>0</b>    | <b>0</b>  | <b>0</b>                  | <b>0</b> | <b>0</b>   | <b>5</b>  | <b>1</b>                | <b>7</b>  | <b>0</b> | <b>12</b>  | <b>19</b>    | <b>12</b>    | <b>31</b>  |
| 02:00 PM           | 0                          | 0        | 0           | 0         | 0                       | 2           | 0           | 0         | 0                         | 0        | 1          | 3         | 0                       | 0         | 0        | 8          | 11           | 3            | 14         |
| 02:15 PM           | 0                          | 0        | 0           | 1         | 0                       | 2           | 0           | 0         | 0                         | 0        | 0          | 0         | 0                       | 1         | 0        | 3          | 4            | 3            | 7          |
| 02:30 PM           | 0                          | 0        | 0           | 3         | 0                       | 0           | 0           | 0         | 0                         | 0        | 0          | 2         | 0                       | 0         | 0        | 3          | 8            | 0            | 8          |
| 02:45 PM           | 0                          | 0        | 1           | 0         | 0                       | 0           | 0           | 0         | 0                         | 0        | 0          | 6         | 1                       | 1         | 0        | 2          | 8            | 3            | 11         |
| <b>Total</b>       | <b>0</b>                   | <b>0</b> | <b>1</b>    | <b>4</b>  | <b>0</b>                | <b>4</b>    | <b>0</b>    | <b>0</b>  | <b>0</b>                  | <b>0</b> | <b>1</b>   | <b>11</b> | <b>1</b>                | <b>2</b>  | <b>0</b> | <b>16</b>  | <b>31</b>    | <b>9</b>     | <b>40</b>  |
| 03:00 PM           | 0                          | 0        | 0           | 2         | 0                       | 2           | 0           | 0         | 0                         | 0        | 1          | 2         | 0                       | 3         | 0        | 4          | 8            | 6            | 14         |
| 03:15 PM           | 0                          | 0        | 0           | 1         | 0                       | 1           | 0           | 0         | 0                         | 0        | 0          | 1         | 0                       | 2         | 0        | 3          | 5            | 3            | 8          |
| 03:30 PM           | 0                          | 0        | 0           | 0         | 0                       | 0           | 0           | 0         | 0                         | 0        | 0          | 0         | 0                       | 1         | 0        | 3          | 3            | 1            | 4          |
| 03:45 PM           | 0                          | 0        | 1           | 1         | 0                       | 2           | 0           | 0         | 0                         | 0        | 0          | 0         | 0                       | 1         | 0        | 0          | 1            | 4            | 5          |
| <b>Total</b>       | <b>0</b>                   | <b>0</b> | <b>1</b>    | <b>4</b>  | <b>0</b>                | <b>5</b>    | <b>0</b>    | <b>0</b>  | <b>0</b>                  | <b>0</b> | <b>1</b>   | <b>3</b>  | <b>0</b>                | <b>7</b>  | <b>0</b> | <b>10</b>  | <b>17</b>    | <b>14</b>    | <b>31</b>  |
| 04:00 PM           | 0                          | 0        | 0           | 0         | 0                       | 1           | 0           | 0         | 0                         | 0        | 0          | 0         | 0                       | 1         | 0        | 4          | 4            | 2            | 6          |
| 04:15 PM           | 0                          | 0        | 1           | 2         | 0                       | 1           | 0           | 0         | 0                         | 0        | 0          | 0         | 0                       | 0         | 0        | 2          | 4            | 2            | 6          |
| 04:30 PM           | 0                          | 0        | 0           | 1         | 0                       | 0           | 0           | 0         | 0                         | 0        | 0          | 2         | 0                       | 0         | 0        | 6          | 9            | 0            | 9          |
| 04:45 PM           | 0                          | 0        | 0           | 0         | 0                       | 1           | 0           | 0         | 0                         | 0        | 0          | 0         | 0                       | 0         | 0        | 2          | 2            | 1            | 3          |
| <b>Total</b>       | <b>0</b>                   | <b>0</b> | <b>1</b>    | <b>3</b>  | <b>0</b>                | <b>3</b>    | <b>0</b>    | <b>0</b>  | <b>0</b>                  | <b>0</b> | <b>0</b>   | <b>2</b>  | <b>0</b>                | <b>1</b>  | <b>0</b> | <b>14</b>  | <b>19</b>    | <b>5</b>     | <b>24</b>  |
| 05:00 PM           | 0                          | 0        | 0           | 2         | 0                       | 0           | 0           | 0         | 0                         | 0        | 0          | 1         | 0                       | 1         | 0        | 4          | 7            | 1            | 8          |
| 05:15 PM           | 0                          | 0        | 0           | 5         | 0                       | 0           | 0           | 0         | 0                         | 0        | 0          | 0         | 0                       | 3         | 0        | 2          | 7            | 3            | 10         |
| 05:30 PM           | 0                          | 0        | 1           | 2         | 0                       | 0           | 1           | 0         | 0                         | 0        | 0          | 4         | 0                       | 2         | 0        | 3          | 9            | 4            | 13         |
| 05:45 PM           | 0                          | 0        | 0           | 1         | 0                       | 1           | 0           | 0         | 0                         | 0        | 0          | 6         | 2                       | 4         | 0        | 4          | 11           | 7            | 18         |
| <b>Total</b>       | <b>0</b>                   | <b>0</b> | <b>1</b>    | <b>10</b> | <b>0</b>                | <b>1</b>    | <b>1</b>    | <b>0</b>  | <b>0</b>                  | <b>0</b> | <b>0</b>   | <b>11</b> | <b>2</b>                | <b>10</b> | <b>0</b> | <b>13</b>  | <b>34</b>    | <b>15</b>    | <b>49</b>  |
| 06:00 PM           | 0                          | 0        | 0           | 4         | 0                       | 1           | 0           | 0         | 0                         | 0        | 0          | 2         | 1                       | 3         | 0        | 0          | 6            | 5            | 11         |
| 06:15 PM           | 0                          | 0        | 0           | 6         | 0                       | 1           | 1           | 0         | 0                         | 0        | 0          | 3         | 1                       | 1         | 0        | 0          | 9            | 4            | 13         |
| 06:30 PM           | 0                          | 0        | 0           | 3         | 0                       | 0           | 0           | 0         | 0                         | 0        | 0          | 7         | 0                       | 0         | 0        | 4          | 14           | 0            | 14         |
| 06:45 PM           | 0                          | 0        | 1           | 4         | 0                       | 0           | 0           | 2         | 0                         | 0        | 0          | 0         | 7                       | 0         | 0        | 0          | 6            | 8            | 14         |
| <b>Total</b>       | <b>0</b>                   | <b>0</b> | <b>1</b>    | <b>17</b> | <b>0</b>                | <b>2</b>    | <b>1</b>    | <b>2</b>  | <b>0</b>                  | <b>0</b> | <b>0</b>   | <b>12</b> | <b>9</b>                | <b>4</b>  | <b>0</b> | <b>4</b>   | <b>35</b>    | <b>17</b>    | <b>52</b>  |
| <b>Grand Total</b> | <b>3</b>                   | <b>0</b> | <b>8</b>    | <b>64</b> | <b>0</b>                | <b>52</b>   | <b>7</b>    | <b>14</b> | <b>0</b>                  | <b>0</b> | <b>2</b>   | <b>84</b> | <b>18</b>               | <b>40</b> | <b>0</b> | <b>118</b> | <b>280</b>   | <b>130</b>   | <b>410</b> |
| <b>Apprch %</b>    | <b>27.3</b>                | <b>0</b> | <b>72.7</b> |           | <b>0</b>                | <b>88.1</b> | <b>11.9</b> |           | <b>0</b>                  | <b>0</b> | <b>100</b> |           | <b>31</b>               | <b>69</b> | <b>0</b> |            |              |              |            |

# Accurate Counts

978-664-2565

|         |  |     |   |     |  |   |    |     |  |   |   |     |  |      |      |   |  |      |      |
|---------|--|-----|---|-----|--|---|----|-----|--|---|---|-----|--|------|------|---|--|------|------|
| Total % |  | 2.3 | 0 | 6.2 |  | 0 | 40 | 5.4 |  | 0 | 0 | 1.5 |  | 13.8 | 30.8 | 0 |  | 68.3 | 31.7 |
|---------|--|-----|---|-----|--|---|----|-----|--|---|---|-----|--|------|------|---|--|------|------|

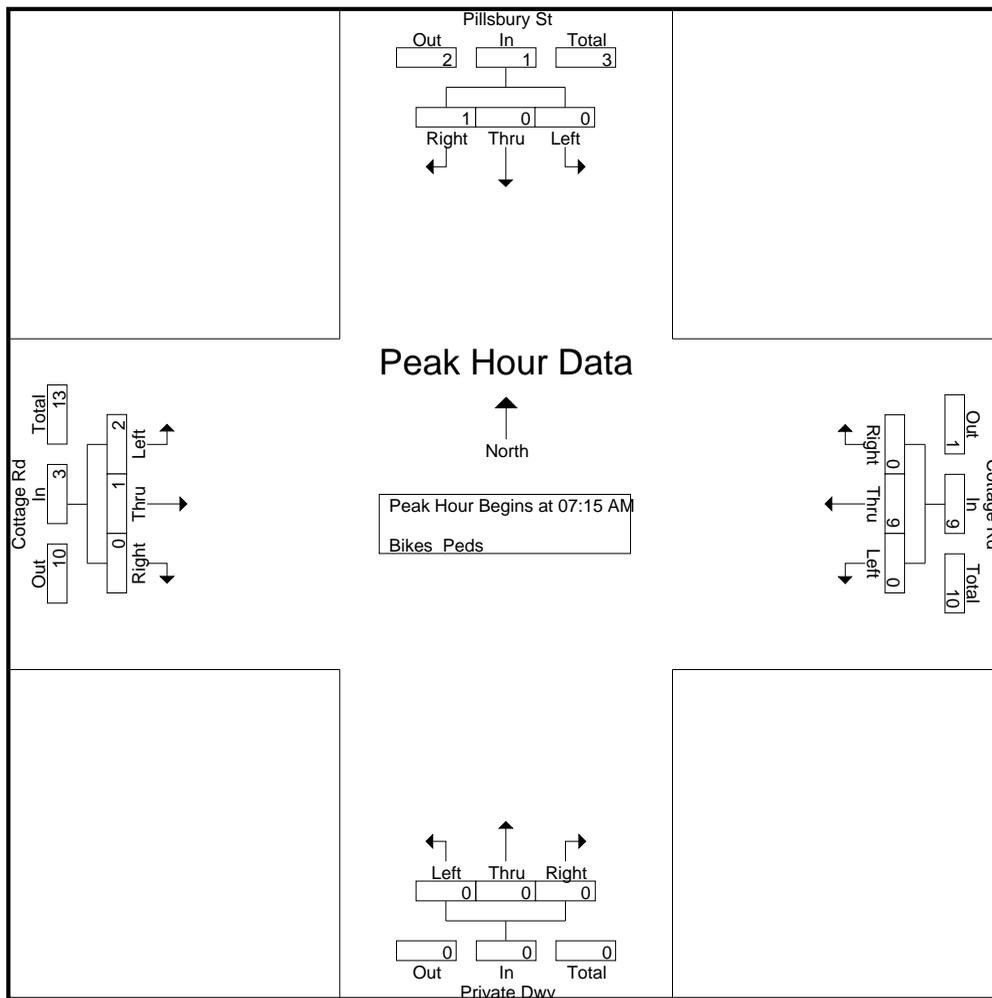
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 31

| Start Time   | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|--|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|  | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| 07:15 AM   | 0                          | 0    | 0     | 0          | 0                       | 2    | 0     | 2          | 0                         | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 2          |
| 07:30 AM   | 0                          | 0    | 0     | 0          | 0                       | 2    | 0     | 2          | 0                         | 0    | 0     | 0          | 1                       | 0    | 0     | 1          | 3          |
| 07:45 AM   | 0                          | 0    | 0     | 0          | 0                       | 3    | 0     | 3          | 0                         | 0    | 0     | 0          | 1                       | 1    | 0     | 2          | 5          |
| 08:00 AM   | 0                          | 0    | 1     | 1          | 0                       | 2    | 0     | 2          | 0                         | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 3          |
| Total Volume   | 0                          | 0    | 1     | 1          | 0                       | 9    | 0     | 9          | 0                         | 0    | 0     | 0          | 2                       | 1    | 0     | 3          | 13         |
| % App. Total   | 0                          | 0    | 100   |            | 0                       | 100  | 0     |            | 0                         | 0    | 0     |            | 66.7                    | 33.3 | 0     |            |            |
| PHF  | .000                       | .000 | .250  | .250       | .000                    | .750 | .000  | .750       | .000                      | .000 | .000  | .000       | .500                    | .250 | .000  | .375       | .650       |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

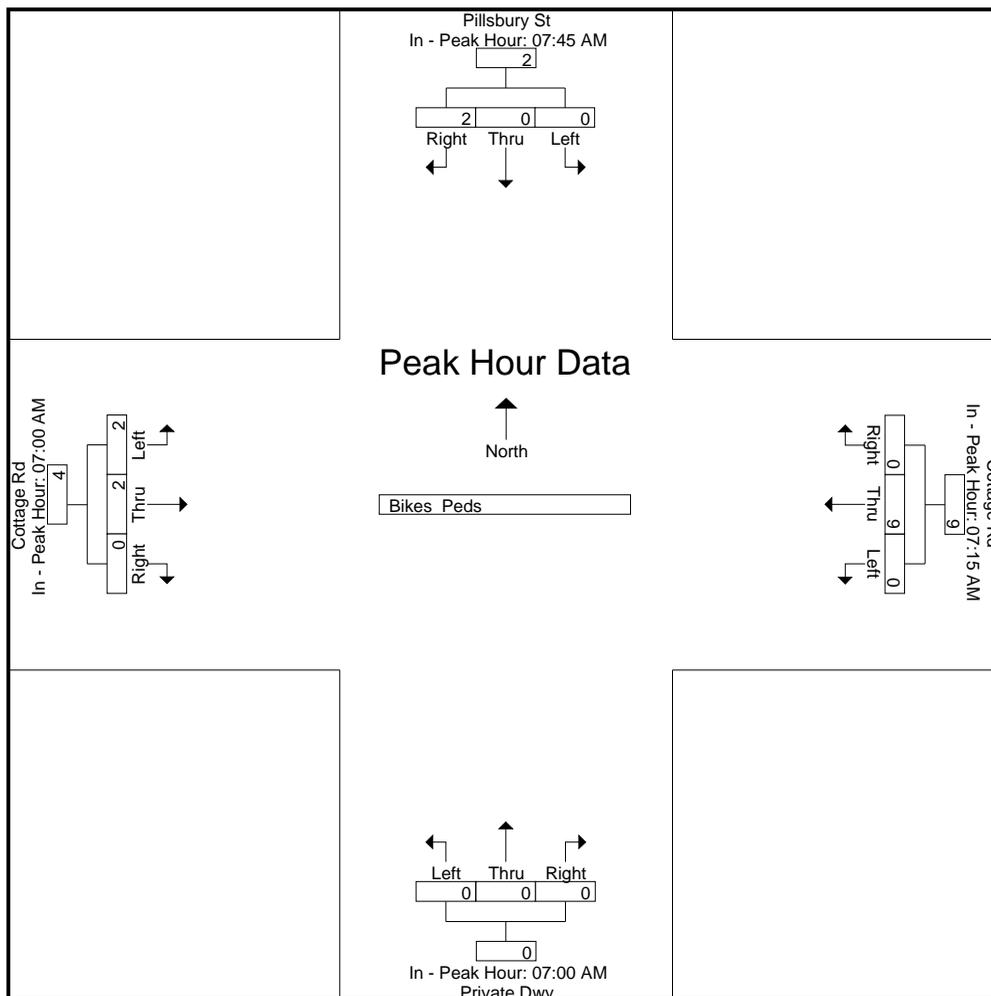
File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 32

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 07:45 AM |      |      |      | 07:15 AM |      |      |      | 07:00 AM |      |      |      | 07:00 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| +15 mins.    | 0        | 0    | 1    | 1    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 3    | 0    | 3    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    |
| +45 mins.    | 0        | 0    | 1    | 1    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 1        | 1    | 0    | 2    |
| Total Volume | 0        | 0    | 2    | 2    | 0        | 9    | 0    | 9    | 0        | 0    | 0    | 0    | 2        | 2    | 0    | 4    |
| % App. Total | 0        | 0    | 100  |      | 0        | 100  | 0    |      | 0        | 0    | 0    |      | 50       | 50   | 0    |      |
| PHF          | .000     | .000 | .500 | .500 | .000     | .750 | .000 | .750 | .000     | .000 | .000 | .000 | .500     | .500 | .000 | .500 |



# Accurate Counts

978-664-2565

File Name : 17330001

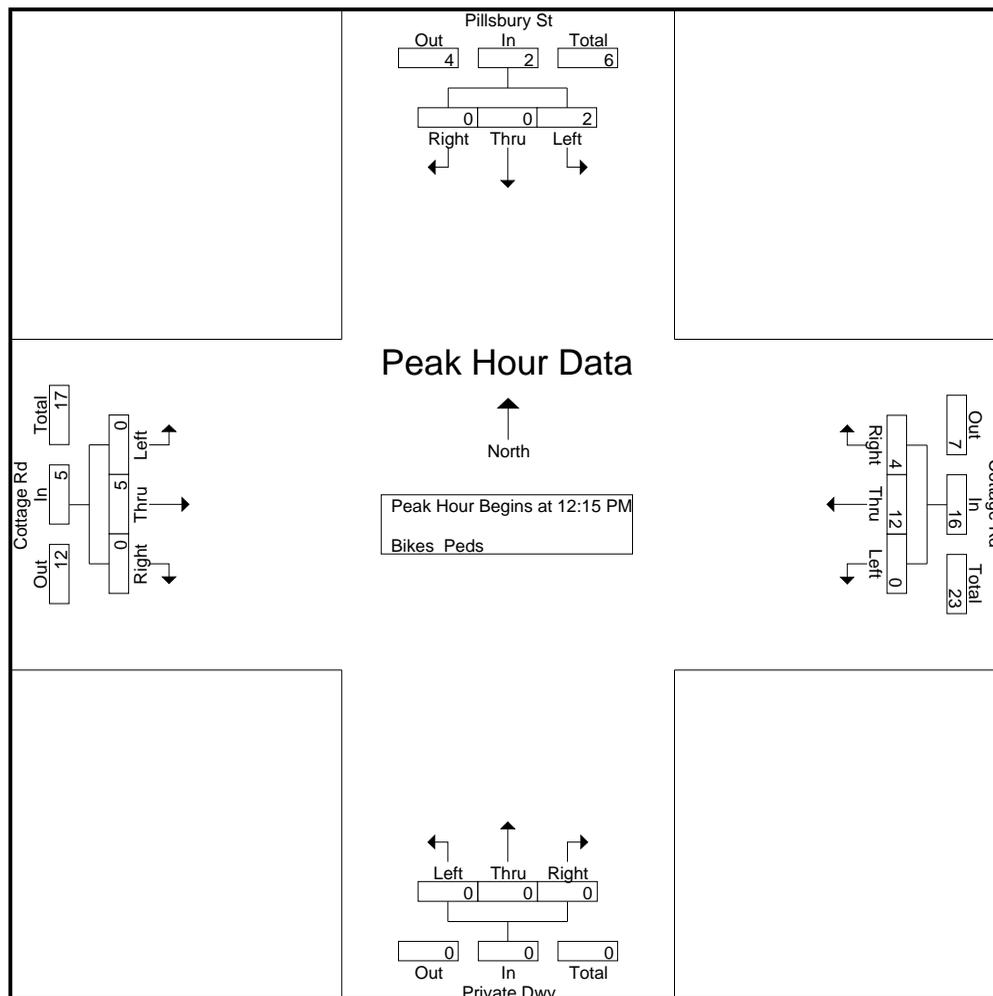
Site Code : 17330001

Start Date : 8/29/2017

Page No : 33

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

| Start Time   | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |      |
|--|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|------|
|  | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |      |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |      |
| Peak Hour for Entire Intersection Begins at 12:15 PM       |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |      |
| 12:15 PM   | 2                          | 0    | 0     | 2          | 0                       | 5    | 1     | 6          | 0                         | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0          | 8    |
| 12:30 PM   | 0                          | 0    | 0     | 0          | 0                       | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 0                       | 1    | 0     | 1          | 2          | 2    |
| 12:45 PM   | 0                          | 0    | 0     | 0          | 0                       | 4    | 3     | 7          | 0                         | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 7          | 7    |
| 01:00 PM   | 0                          | 0    | 0     | 0          | 0                       | 2    | 0     | 2          | 0                         | 0    | 0     | 0          | 0                       | 4    | 0     | 4          | 6          | 6    |
| Total Volume   | 2                          | 0    | 0     | 2          | 0                       | 12   | 4     | 16         | 0                         | 0    | 0     | 0          | 0                       | 5    | 0     | 5          | 23         | 23   |
| % App. Total   | 100                        | 0    | 0     |            | 0                       | 75   | 25    |            | 0                         | 0    | 0     |            | 0                       | 100  | 0     |            |            |      |
| PHF  | .250                       | .000 | .000  | .250       | .000                    | .600 | .333  | .571       | .000                      | .000 | .000  | .000       | .000                    | .313 | .000  | .313       | .719       | .719 |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

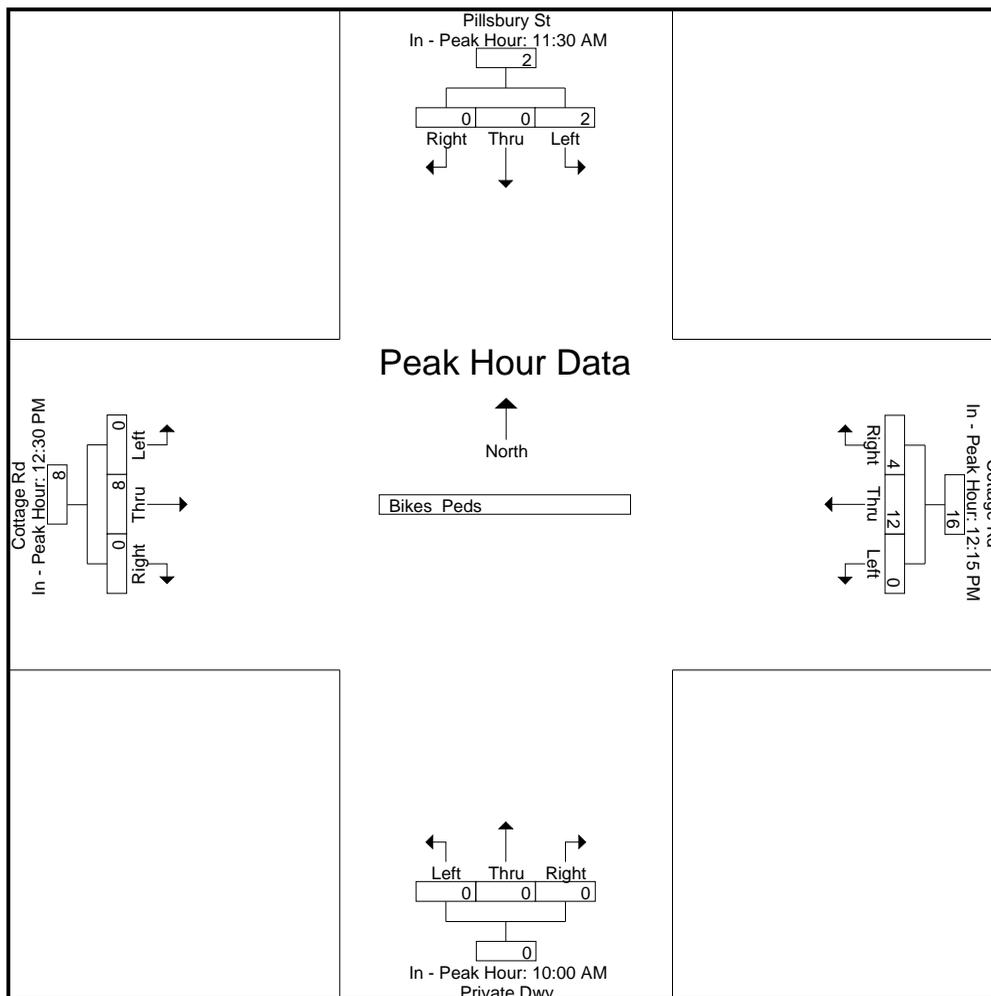
File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 34

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 11:30 AM |      |      |      | 12:15 PM |      |      |      | 10:00 AM |      |      |      | 12:30 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 5    | 1    | 6    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 4    | 3    | 7    | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    |
| +45 mins.    | 2        | 0    | 0    | 2    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 3    | 0    | 3    |
| Total Volume | 2        | 0    | 0    | 2    | 0        | 12   | 4    | 16   | 0        | 0    | 0    | 0    | 0        | 8    | 0    | 8    |
| % App. Total | 100      | 0    | 0    |      | 0        | 75   | 25   |      | 0        | 0    | 0    |      | 0        | 100  | 0    |      |
| PHF          | .250     | .000 | .000 | .250 | .000     | .600 | .333 | .571 | .000     | .000 | .000 | .000 | .000     | .500 | .000 | .500 |



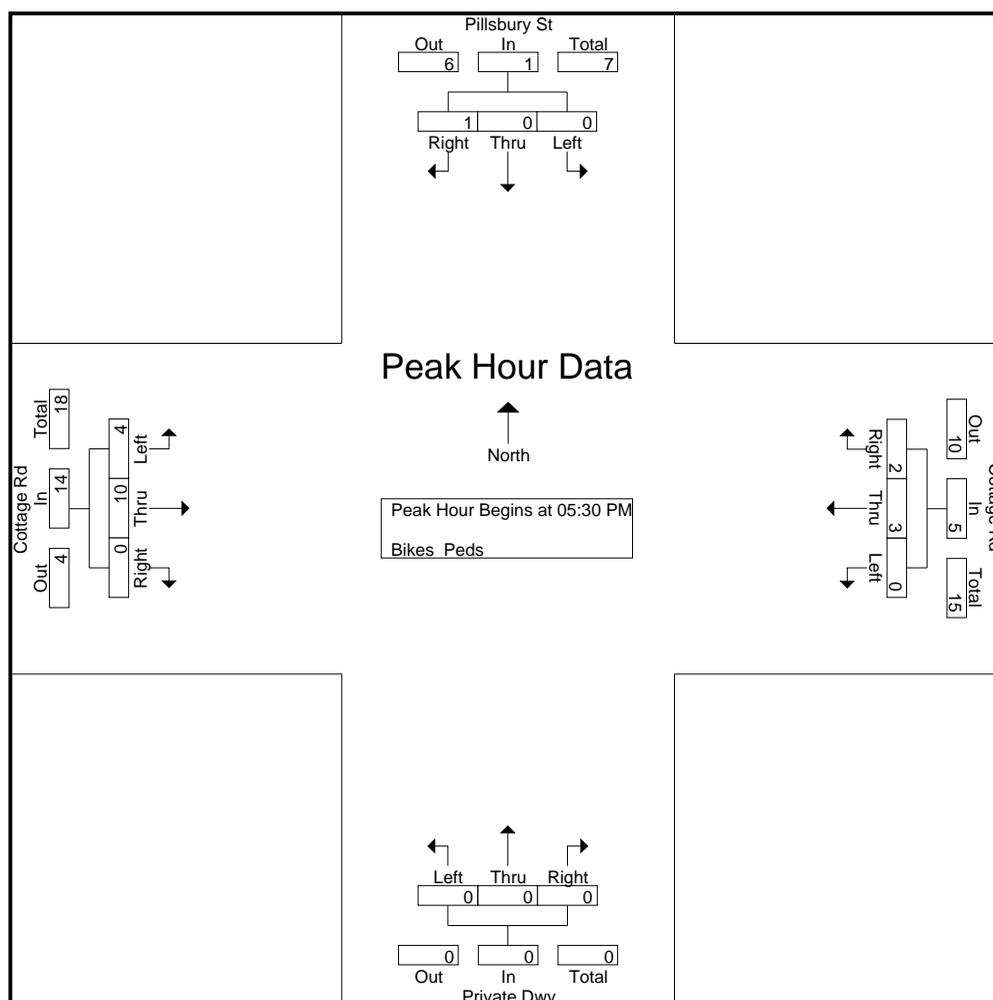
# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 35

| Start Time   | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|--|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|  | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 05:30 PM       |                            |      |       |            |                         |      |       |            |                           |      |       |            |                         |      |       |            |            |
| 05:30 PM   | 0                          | 0    | 1     | 1          | 0                       | 0    | 1     | 1          | 0                         | 0    | 0     | 0          | 0                       | 2    | 0     | 2          | 4          |
| 05:45 PM   | 0                          | 0    | 0     | 0          | 0                       | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 2                       | 4    | 0     | 6          | 7          |
| 06:00 PM   | 0                          | 0    | 0     | 0          | 0                       | 1    | 0     | 1          | 0                         | 0    | 0     | 0          | 1                       | 3    | 0     | 4          | 5          |
| 06:15 PM   | 0                          | 0    | 0     | 0          | 0                       | 1    | 1     | 2          | 0                         | 0    | 0     | 0          | 1                       | 1    | 0     | 2          | 4          |
| Total Volume   | 0                          | 0    | 1     | 1          | 0                       | 3    | 2     | 5          | 0                         | 0    | 0     | 0          | 4                       | 10   | 0     | 14         | 20         |
| % App. Total   | 0                          | 0    | 100   |            | 0                       | 60   | 40    |            | 0                         | 0    | 0     |            | 28.6                    | 71.4 | 0     |            |            |
| PHF  | .000                       | .000 | .250  | .250       | .000                    | .750 | .500  | .625       | .000                      | .000 | .000  | .000       | .500                    | .625 | .000  | .583       | .714       |



# Accurate Counts

978-664-2565

N/S Street : Pillsbury Street  
 E/W Street: Private Dwy / Cottage Road  
 City/State : South Portland, ME  
 Weather : Clear

File Name : 17330001  
 Site Code : 17330001  
 Start Date : 8/29/2017  
 Page No : 36

| Start Time | Pillsbury St<br>From North |      |       |            | Cottage Rd<br>From East |      |       |            | Private Dwy<br>From South |      |       |            | Cottage Rd<br>From West |      |       |            | Int. Total |
|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|---------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
|            | Left                       | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                      | Thru | Right | App. Total | Left                    | Thru | Right | App. Total |            |

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 03:30 PM |      |      |      | 03:00 PM |      |      |      | 02:00 PM |      |      |      | 05:15 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 0    | 1    | 1    | 0        | 3    | 0    | 3    |
| +15 mins.    | 0        | 0    | 1    | 1    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 2        | 4    | 0    | 6    |
| +45 mins.    | 0        | 0    | 1    | 1    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 1        | 3    | 0    | 4    |
| Total Volume | 0        | 0    | 2    | 2    | 0        | 5    | 0    | 5    | 0        | 0    | 1    | 1    | 3        | 12   | 0    | 15   |
| % App. Total | 0        | 0    | 100  |      | 0        | 100  | 0    |      | 0        | 0    | 100  |      | 20       | 80   | 0    |      |
| PHF          | .000     | .000 | .500 | .500 | .000     | .625 | .000 | .625 | .000     | .000 | .250 | .250 | .375     | .750 | .000 | .625 |

