SEBAGO TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

Memorandum

230111

To: Jay Reynolds, Town of Cape Elizabeth Public Works Director

Date: May 21, 2024

Subject: Town Center Intersection Improvements

STATE OF MAINE
NICOLE L. CONANT
No. 16089
LICENSED PROFESSIONAL ENGINEER
05/21/24

Sebago Technics (Sebago) was retained by the Town of Cape Elizabeth to complete additional analysis associated to the Town Center Intersection Improvements Project on Ocean House Road (Route 77) in Cape Elizabeth, Maine. The Ocean House Road intersections of Scott Dyer Road and Shore Road have been the focus of several planning studies through the years, most recently in June 2020 by TY Lin International. The most recent study recommended the Town to consider reconstructing both intersections with geometric improvements that provided better separation.

Sebago was initially tasked with completing the design to construction documents for the intended recommendations. The plans were brought forth to the Town Council and Public on March 11, 2024. Both the Council and Public requested additional traffic analysis and consideration for different intersection treatments, such as traffic signalization and roundabouts. The following memorandum outlines a review of the traffic volumes, associated analysis, and conceptual review of alternatives.

Traffic Volumes

Sebago completed 12-hour turning movement counts (TMCs) at the study area intersections in September 2022. The previous study was based on counts from May of 2019. Both sets of volumes were factored to 30th highest hour volumes, or peak summer conditions, utilizing the Maine Department of Transportation (MaineDOT) Weekly Group Mean Factors. These volumes are shown for both the 2019 data and 2022 data in Figure 1.

A review of historical count data was completed utilizing MaineDOT's Traffic Database to understand vehicular volume trends within the short-term and long-term periods. Average annual daily traffic (AADT) volumes were reviewed in the study area and are summarized in Table 1.

Table 1 – Average Annual Daily Traffic Data

MaineDOT Count Station	*Location*	*Count Year*			*2016-2022 Annual Growth Rate*
		2016	*2019*	*2022*	
00608	Ocean House Road, NW/O Shore Road	7,490	7,650	6,330	-3.0%
00604	Ocean House Road SE/O Shore Road	9,510	9,000	8,490	-2.0%
00607	Scott Dyer Road, W/O Ocean House Road	2,260	2,310	2,960	5.0%
00603	Shore Road, E/O Ocean House Road	3,300	3,210	3,060	-1.0%

As seen in Table 1, average annual traffic volumes on Ocean House Road have been decreasing during the period from 2016 and 2022 between 2% and 3%. Similarly, the collected peak hour data was reviewed between 2019 and 2022, as outlined in Figure 2, noting a decrease of 18% during the AM peak hour period and a decrease of 3% during the PM peak hour period. The overall 2022 volumes for the 12-hour duration were 3% higher than 2019, suggesting that although peak hour volumes are lesser, daily traffic through the intersection is higher.

Existing Conditions Intersection Analysis

An existing conditions model of the corridor was built to analyze conditions during the peak hour periods. Capacity analysis was performed utilizing Synchro/SimTraffic v.11 to determine the level of service (LOS) at each study area intersection. LOS is the metric utilized to determine the control delay, measured A through F, with A being optimal and F being unacceptable. LOS and control delay for unsignalized and signalized intersections are depicted in the Highway Capacity Manual (HCM) 6 and shown in Table 2.

Table 2 – Level of Service from Control Delay

Level of Service (LOS)	*Unsignalized Control Delay (Sec./Vehicle)*	*Signalized Control Delay (Sec./Vehicle)*
A	≤10	≤10
B	>10-≤15	>10-≤20
C	>15-≤25	>20-≤35
D	>25-≤35	>35-≤55
E	>35-≤50	>55-≤80
F	>50	>80

Capacity analysis was completed utilizing the above methodologies during the AM and PM analysis periods for 2022 existing conditions to understand how the intersection is currently operating with the most recent available data, aiding to provide a baseline for the alternatives analysis. It is important to note that the existing conditions model (and all subsequent models excluding the traffic signal) included the Cumberland Farms southernly entrance. To accurately model the existing conditions, a pass-by lane was added adjacent to the left-turns onto Scott Dyer Road and Shore Road to represent existing operations. Ocean House Road is currently variable in width with travel way widths between 11.0’ and

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13.5’ and shoulder widths between 6.0’ and 9.0’. This allows space for vehicles staying on Ocean House Road to bypass left-turning traffic. Additionally, a right-turn lane was added to Shore Road for approximately two (2) car lengths to allow for right-turning traffic to bypass left-turning traffic off Shore Road, as enough space is provided in the existing conditions to allow for it.

The existing conditions model experienced some simulation challenges given the close proximity of the intersections. Two challenges were acknowledged: first, vehicles were yielding on Ocean House Road in advance of the intersection of Shore Road or Scott Dyer Road if there was a singular vehicle ahead of them waiting to turn left, allowing vehicles to exit Shore Road or Scott Dyer Road, which is misrepresentative of how traffic would operate in the existing conditions. Secondly, larger tractor trailer trucks on Ocean House Road would also cause queuing issues such that the model became not operational. As such, the following adjustments were made in all subsequent alternative models:

- Enter blocked intersection on Ocean House Road through movements was enabled. (Unsignalized intersection treatments only)
- The 64-foot truck was removed from the vehicle fleet in the SimTraffic settings.

The results of the existing conditions model are summarized with the delay in seconds followed by the level of service in Table 3.

Table 3 – Level of Service from Control Delay
2022 Existing Conditions

Movement	***Delay in Seconds/Vehicle (LOS)***	
	AM Peak Hour	***PM Peak Hour***
Ocean House Rd at Scott Dyer Rd	***Unsignalized***	
Scott Dyer Rd EB Left	23.9 (C)	19.0 (C)
Scott Dyer Rd EB Right	13.8 (B)	9.2 (A)
Ocean House Rd SE Through	1.3 (A)	1.4 (A)
Ocean House Rd SE Right	0.4 (A)	0.5 (A)
Ocean House Rd NW Left	3.9 (A)	4.1 (A)
Ocean House Rd NW Through	0.5 (A)	0.6 (A)
Ocean House Rd at Shore Rd	***Unsignalized***	
Ocean House Rd SE Left	5.1 (A)	6.3 (A)
Ocean House Rd SE Through	0.5 (A)	0.5 (A)
Ocean House Rd NW Through	1.9 (A)	2.6 (A)
Ocean House Rd NW Right	0.6 (A)	1.1 (A)
Shore Rd SW Left	38.2 (E)	30.5 (D)
Shore Rd SW Right	20.5 (C)	18.6 (C)

Based on the results of the analysis, it appears that the movement with the longest delay during 2022 existing conditions are left-turns off Shore Road, operating at LOS “E” during the AM peak hour and LOS “D” during the PM peak hour.

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Future Alternatives Analysis

Several considerations for future intersection configurations were analyzed and developed conceptually. Analysis for future consideration was completed for a 20-year study horizon, factoring the base 2022 volumes to 2024 current volumes, and then 2044 study year. The 2022 volumes were factored utilizing a 0.5% annual growth rate, based on the volume trends associated with Table 1. Those volumes are shown in Figure 2.

Unsignalized

The initially proposed design configuration presented to the Town includes added intersection separation by means of adjusting the centerline alignments of Shore Road and Scott Dyer Road. Additional intersection improvements included some modification of the cross section of Ocean House Road. As noted previously, Ocean House Road is currently variable in width. Sebago proposed as a part of this project to provide a cross section of 11.0' travel ways and 5.0' shoulders, consistent with the Town Center Standards, an improvement for pedestrian and bicycle safety. Reducing the width of Ocean House Road reduces crosswalk lengths and can provide a traffic calming effect for vehicles. Bicycles would have dedicated space that should not be impeded by vehicular travel for bypass.

Given Sebago is now providing a deeper evaluation into the traffic analysis and associated previous study efforts, it was noted that the previous analysis assumed vehicles traveling on Ocean House Road were utilizing existing shoulder space as bypass for those turning left onto either Scott Dyer Road or Shore Road. For that reason, it was determined that left-turn lane analyses should be completed for consideration.

An auxiliary turn lane warrant analysis was completed for the study area intersections using the methodology provided in NCHRP *Report 457 Evaluating Intersection Improvements: An Engineering Study Guide*. The analysis was completed for left-turn lanes during both peak analysis periods, utilizing average day volumes. Based on the results of the analysis, a left-turn lane is warranted onto Scott Dyer Road during both the AM and PM peak hours and a left-turn lane is warranted onto Shore Road during the PM peak hour period.

It should be noted that analysis was run utilizing Synchro / SimTraffic assuming the modifications currently put forth were implemented (i.e. removing space to bypass left turns, increasing intersection separation). The results for the previous modifications are shown in Table 4.

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Table 4 – Level of Service from Control Delay
2044 Previously Proposed Modifications

Movement	***Delay in Seconds/Vehicle (LOS)***	
	AM Peak Hour	***PM Peak Hour***
Ocean House Rd at Scott Dyer Rd	***Unsignalized***	
Ocean House Rd SE Through	2.2 (A)	2.7 (A)
Ocean House Rd SE Right	1.0 (A)	1.4 (A)
Ocean House Rd NW Left	4.3 (A)	4.8 (A)
Ocean House Rd NW Through	2.0 (A)	2.5 (A)
Scott Dyer Rd NE Left	12.4 (B)	28.8 (D)
Scott Dyer Rd NE Right	16.7 (C)	18.2 (C)
Ocean House Rd at Shore Rd	***Unsignalized***	
Ocean House Rd SE Left	4.8 (A)	7.1 (A)
Ocean House Rd SE Through	1.2 (A)	2.3 (A)
Ocean House Rd NW Through	2.6 (A)	3.2 (A)
Ocean House Rd NW Right	1.0 (A)	1.3 (A)
Shore Rd SW Left	**105.3 (F)**	**62.9 (F)**
Shore Rd SWR Right	**68.0 (F)**	**54.7 (F)**

As shown in Table 4, it appears that the combination of the increase in traffic volumes to the design year, and removal of by-pass shoulder space on Ocean House Road increases the delay on Shore Road to a failing LOS in both peak hour periods. This is consistent with the build results from the TY Lin Study.

Traffic Signalization

The previous study completed a traffic signal warrant analysis based on 2019 volumes, finding that a traffic signal was warranted. Similarly, Sebago has reviewed the currently unsignalized intersections for traffic signalization utilizing the 2022 volume data. The Manual on Uniform Traffic Control Devices (MUTCD) has nine (9) warrants for review to determine the need for a traffic signal. As such, the warrants were reviewed as applicable below:

Warrant 1 – Eight-Hour Vehicular Volume requires that eight (8) of the 12 counted hours to exceed the volume thresholds for critical movements. This warrant allows for traffic signalization if one of two conditions are met:

- Condition A – Minimum Vehicular Volume: "*intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.*"
- Condition B – Interruption of Continuous Traffic: *"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."*

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Warrant 2 – Four-Hour Vehicular Volume requires that four (4) of the 12 counted hours to exceed the volume thresholds for critical movements. The signal warrant analysis sheets are provided in the Appendix and summarized in Table 5.

Table 5 – Traffic Signal Warrant Results
2022 Existing Volumes

Location	*Major Approach*	*Minor Approach*[1]	*Warrant 1 Results*	*Warrant 2 Results*
Ocean House Road at Shore Road and Scott Dyer Road	Ocean House Road (NB + SB)	Shore Road Lefts	Yes	Yes

[1]Right-turns are generally discounted from the minor if there is the ability to by-pass left-turns. Shore Road has some available space to bypass left-turns. As such, both alternatives were reviewed. The 4-hour warrant was met discounting rights. The 8-hour warrant was met without discounting rights.

As outlined above, a traffic signal is still warranted based on the volume on Ocean House Road and Shore Road. It is important to note that given the Town of Cape Elizabeth has a population less than 10,000 (per the 2020 census), the warrant thresholds are reduced.

As such, traffic signalization was reviewed under the currently proposed configuration to understand levels of service if a future signal were implemented while retaining the existing lane uses. The model for signalization treated Scott Dyer Road and Shore Road as one intersection, redistributing movements to through volumes from Scott Dyer Road to Shore Road and vice versa. The Cumberland Farms driveway was removed from analysis in the signalized condition.

Given the size of the intersection and distance between proposed stop bars, Sebago would not recommend allowing permissive left-turns from any approach within the intersection. Assuming left-turns on Ocean House Road would be made from the stop bar, requires the phasing of the signal to be a 4-phase sequential sequence. Similarly, with the distance between stop bars, the signal would have larger all-red and yellow clearance times than a typical intersection. Finally, additional considerations would be required to include the signalization the Cumberland Farms driveway. These reasons contribute to failing levels of service on all approaches, thus determining that a signal is not a viable solution to improve capacity with the previously approved design.

Sebago also reviewed if there were lane modifications that would make a traffic signal a feasible alternative. To allow for concurrent northbound and southbound phasing, adding dedicated left-turn lanes on Ocean House Road was considered. Other considerations included adding a two-lane approach to both Shore Road and Scott Dyer Road. However, given the offset between the intersections, Sebago has concerns with the ability to optimize these additional lanes without creating additional conflict points.

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Roundabouts

Roundabouts have traditionally been discussed as an alternative for the study area intersections. While the previous study did not specifically address this option, it is our understanding past Town reviews have already done such. Providing a singular roundabout to accommodate both Shore Road and Scott Dyer Road is met with its share of challenges: primarily that a location for the center of the roundabout would be constrained by right-of-way and would also provide inadequate separation and angles of the approach legs. A full-size roundabout is classified as having an inscribed diameter greater than 90 feet, per NCHRP *Report 672 – Roundabouts*.

Although a singular roundabout that accommodates both the Shore Road and Scott Dyer Road approaches is not a feasible alternative, Sebago considered options to utilize roundabouts. Three different alternatives (listed as Options 1 – 3) were reviewed conceptually:

- Option 1: a 100' diameter roundabout at Ocean House Road and Scott Dyer Road
- Option 2: a 100' diameter roundabout at Ocean House Road and Shore Road
- Option 3: two approximately 100' diameter roundabouts at Shore Road and Scott Dyer Road utilizing a "dog bone" or "peanut" configuration.

As such, the above three options have been analyzed utilizing the 2044 study year volumes with Synchro/SimTraffic, drawn conceptually to quantify feasibility and impacts. Planning level construction costs for the three roundabout alternatives have been estimated in 2024 dollars. The estimate spreadsheets are included in the Appendix and outlined under each option. It should be noted that the estimates provided are planning level and carry percentage-based assumptions for preliminary engineering, construction engineering, and right-of-way related costs. These assumptions are based primarily on a Town-led project. If the project received alternative funding sources (such as federal funding), these cost estimates should be revisited.

<u>Option 1</u>

Option 1 considers a single lane roundabout at Scott Dyer Road, with Shore Road remaining unsignalized. The following design considerations were utilized:

- Roundabout sizing was based on the ability for a WB-67 through movement on Ocean House Road and fire truck movements to and from Scott Dyer Road.
- Shore Road was restricted to right-out only. Those destined southbound on Ocean House Road may utilize the roundabout to u-turn and circulate in the desired direction.
- A left-turn lane onto Shore Road was explored to remove them from the stream of the roundabout exit traffic but was determined to be infeasible given the proximity. A break in the proposed island was provided to allow this movement, with a portion as mountable concrete for truck movements.

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- Rectangular Rapid Flashing Beacons (RRFBs) are provided at all roundabout crosswalks.
- Bicycles are transitioned from the wide shoulders on Ocean House Road and Scott Dyer Road into the travel lane to circulate through the intersections.
- Holman Road would need to be closed to accomplish the intersection modifications.
- Access to the Cumberland Farms would be modified. The northerly access would be restricted to right-in / right-out. Those previously completing a left-turn in or left-turn out would access the roundabout to complete their desired maneuver.

Option 1 has an estimated cost of approximately $2,350,400. Given the above design considerations, the intersections were modeled to understand operational impacts. The level of service results are shown in Table 6.

Table 6 – Level of Service from Control Delay
Option 1 – Scott Dyer Road Roundabout

Movement	***Delay in Seconds/Vehicle (LOS)***	
	AM Peak Hour	***PM Peak Hour***
Ocean House Rd at Scott Dyer Rd	***Roundabout***	
Ocean House Rd SE U-Turn	8.0 (A)	-
Ocean House Rd SE Through	8.4 (A)	7.0 (A)
Ocean House Rd SE Right	7.5 (A)	5.3 (A)
Ocean House Rd NW U-Turn	1.5 (A)	1.5 (A)
Ocean House Rd NW Left	1.5 (A)	1.5 (A)
Ocean House Rd NW Through	2.6 (A)	2.5 (A)
Scott Dyer Rd NE Left	3.6 (A)	5.0 (A)
Scott Dyer Rd NE Right	4.3 (A)	5.2 (A)
Ocean House Rd at Shore Rd	***Unsignalized***	
Ocean House Rd SE Left	3.8 (A)	5.9 (A)
Ocean House Rd SE Through	1.1 (A)	1.9 (A)
Ocean House Rd NW Through	5.6 (A)	5.8 (A)
Ocean House Rd NW Right	2.3 (A)	2.7 (A)
Shore Rd SW Right	7.7 (A)	8.8 (A)

As seen in Table 6, the roundabout option operates efficiently with all movements at LOS “A”. It should be noted that similar to the existing conditions model, large trucks making movements to and from Shore Road were removed from the model. Left-turning movements onto Shore Road have the potential to create queue spillback into the roundabout. Additionally, a “do not block intersection” treatment is recommended to assure queueing along northbound Ocean House Road does not block left-turns onto Shore Road, and those movements occur as efficiently as feasible.

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Option 2

Option 2 considers a single lane roundabout at Shore Road, with Scott Dyer Road remaining unsignalized. The following design considerations were utilized:

- Roundabout sizing was based on the ability for a WB-67 through movement on Ocean House Road and fire truck movements to and from Shore Road.
- Scott Dyer Road was restricted to right-out only. Those destined northbound on Ocean House Road may utilize the roundabout to circulate in the desired direction.
- A left-turn lane onto Scott Dyer Road was explored to remove them from the stream of the roundabout exit traffic but was determined to be infeasible given the proximity. Consideration was given to providing a longer median island with a break in it to allow left-turns onto Scott Dyer Road, similar to Option 1. However, the median was designed as such to allow full truck access into the northerly Cumberland Farms access.
- Rectangular Rapid Flashing Beacons (RRFBs) are provided at all roundabout crosswalks.
- Bicycles are transitioned from the wide shoulders on Ocean House Road and Scott Dyer Road into the travel lane to circulate through the intersections.
- Holman Road would need to be closed to accomplish the intersection modifications.
- The main access to Cumberland Farms would be unmodified. The southerly access would be restricted to right-in / right-out. It should be noted that the most recent high crash diagram provided in the previous TY Lin study showed several crashes between vehicles crossing from Scott Dyer Road to this access. This would not be a permissible movement in this configuration.

Option 2 has an estimated cost of $2,100,600. Given the above design considerations, the intersections were modeled to understand operational impacts. The level of service results are shown in Table 7.

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Table 7 – Level of Service from Control Delay
Option 2 – Shore Road Roundabout

Movement	***Delay in Seconds/Vehicle (LOS)***	
	AM Peak Hour	***PM Peak Hour***
Ocean House Rd at Scott Dyer Rd	***Unsignalized***	
Ocean House Rd SE Through	10.4 (B)	5.1 (A)
Ocean House Rd SE Right	7.1 (A)	2.4 (A)
Ocean House Rd NW Left	4.5 (A)	4.7 (A)
Ocean House Rd NW Through	1.8 (A)	2.0 (A)
Scott Dyer Rd NE Right	10.1 (B)	9.1 (A)
Ocean House Rd at Shore Rd	***Roundabout***	
Ocean House Rd SE U-Turn	1.6 (A)	1.9 (A)
Ocean House Rd SE Left	1.7 (A)	1.7 (A)
Ocean House Rd SE Through	2.8 (A)	2.7 (A)
Ocean House Rd NW Through	6.2 (A)	6.7 (A)
Ocean House Rd NW Right	4.3 (A)	4.8 (A)
Shore Rd SW Left	11.8 (B)	5.0 (A)
Shore Rd SW Right	8.9 (A)	4.9 (A)

As seen in Table 7, this alternative operates very similarly to Option 1. Similarly in this scenario, left-turning movements onto Scott Dyer Road have the potential to create queue spillback into the roundabout. A "do not block intersection" treatment is recommended to assure queueing along southbound Ocean House Road does not block left-turns onto Scott Dyer Road, and those movements occur as efficiently as feasible.

Option 3

Option 3 considers a single lane "dog bone" roundabout including both Shore Road, and Scott Dyer Road. The following design considerations were utilized:

- Roundabout sizing was based on the ability for a WB-67 through movement on Ocean House Road and fire truck movements to and from Shore Road. Wider shoulders are required in areas to accommodate truck movements and have been hatched to discourage vehicular use.
- Rectangular Rapid Flashing Beacons (RRFBs) are provided at all roundabout crosswalks.
- Bicycles are transitioned from the wide shoulders on Ocean House Road and Scott Dyer Road into the travel lane to circulate through the intersections.
- Holman Road would need to be closed to accomplish the intersection modifications.

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- Access to Cumberland Farms would be modified. The northerly access would be right-in / right-out only. Southbound Ocean House Road and Scott Dyer Road vehicles would circle around the roundabout to enter. The southerly access would be converted to exit only, encouraging all entering vehicles to utilize the northerly access, outside the roundabout.

Option 3 has an estimate cost of $2,632,000. Given the above design considerations, the intersections were modeled to understand operational impacts. The level of service results are shown in Table 8.

Table 8 – Level of Service from Control Delay
Option 3 – Scott Dyer Road and Shore Road Roundabout

Movement	***Delay in Seconds/Vehicle (LOS)***	
	AM Peak Hour	***PM Peak Hour***
Ocean House Rd at Scott Dyer Rd	***Roundabout***	
Ocean House Rd SE Through	7.2 (A)	6.8 (A)
Ocean House Rd SE Right	6.2 (A)	5.1 (A)
Ocean House Rd NW U-Turn	0.9 (A)	0.9 (A)
Ocean House Rd NW Left	0.9 (A)	0.9 (A)
Ocean House Rd NW Through	1.0 (A)	1.1 (A)
Scott Dyer Rd NE Right	4.1 (A)	3.7 (A)
Ocean House Rd at Shore Rd	***Roundabout***	
Ocean House Rd SE U-Turn	1.0 (A)	1.0 (A)
Ocean House Rd SE Left	1.0 (A)	1.0 (A)
Ocean House Rd SE Through	1.2 (A)	1.2 (A)
Ocean House Rd NW Through	5.9 (A)	6.6 (A)
Ocean House Rd NW Right	3.8 (A)	4.7 (A)
Shore Rd SW Right	4.3 (A)	4.2 (A)

As seen in Table 8, this alternative also operates efficiently, with levels of service of “A” for all movements.

The estimated construction costs per option are included in the previous sections and summarized in Table 9 for reference:

Table 9 – Preliminary Opinion of Cost

Alternative	**Cost Estimate (2024 Dollars)**
Option 1 – Single Roundabout at Scott Dyer Road	$ 2,350,400
Option 2 – Single Roundabout at Shore Road	$ 2,100,600
Option 3 – Dog Bone Roundabout	$ 2,632,000

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Closing

Sebago has completed the supplemental planning analysis for the alternatives considered for the Town Center Intersection Improvements Project.

Please let us know if you have any additional questions or considerations in response to the above provided information.

Nikki Conant, P.E.
Director of Transportation Engineering

CC: Steve Harding, Town of Cape Elizabeth Engineer
Griffin Steinman, EI, Sebago Technics
Aaron Radziucz, EI, Sebago Technics

Attachments

Technical Appendix

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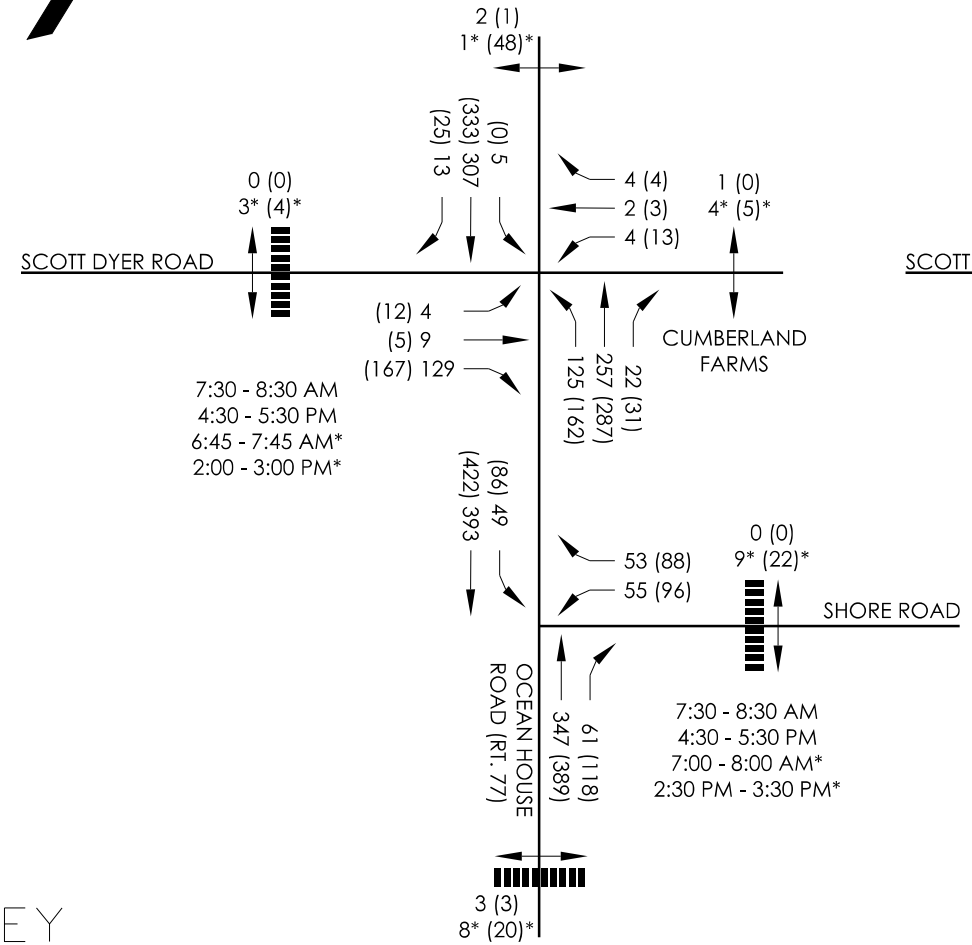
Town Center Improvements

Technical Appendix

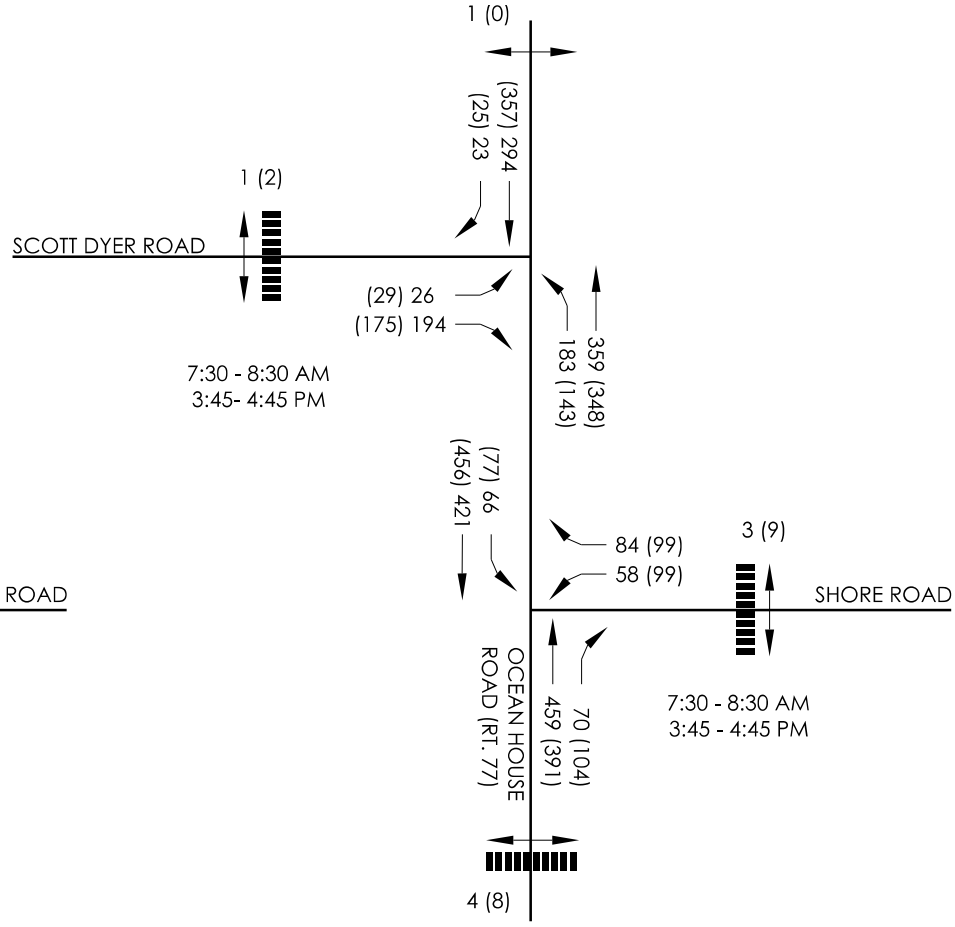
NOTE:
SEPTEMBER 29, 2022 SEBAGO COUNT DATA ADJUSTED TO 30TH HIGHEST HOUR USING 2022 MAINEDOT WEEKLY GROUP MEAN FACTORS FOR A GROUP I ROADWAY.

* DENOTES PEDESTRIAN PEAK HOUR



2022 (SEBAGO)

NOTE:
MAY 23, 2019 TYLIN COUNT DATA ADJUSTED TO 30TH HIGHEST HOUR USING 2018 MAINEDOT WEEKLY GROUP MEAN FACTORS FOR A GROUP I ROADWAY.



2019 (TYLIN)

KEY

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR

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BACKGROUND VOLUMES

OCEAN HOUSE ROAD AT SCOTT DYER ROAD AND SHORE ROAD

SCALE: N.T.S

DATE: 04/09/24

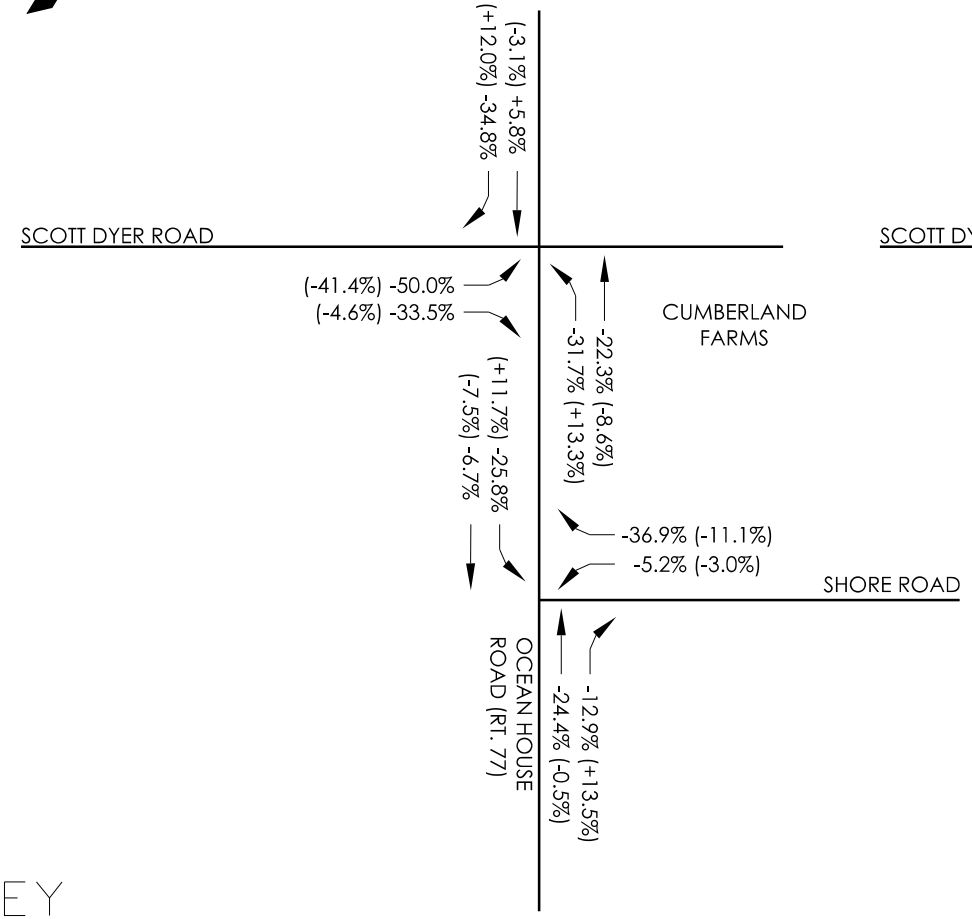
LOCATION:
OCEAN HOUSE ROAD (ROUTE 77)
CAPE ELIZABETH, MAINE

FOR:
TOWN OF CAPE ELIZABETH

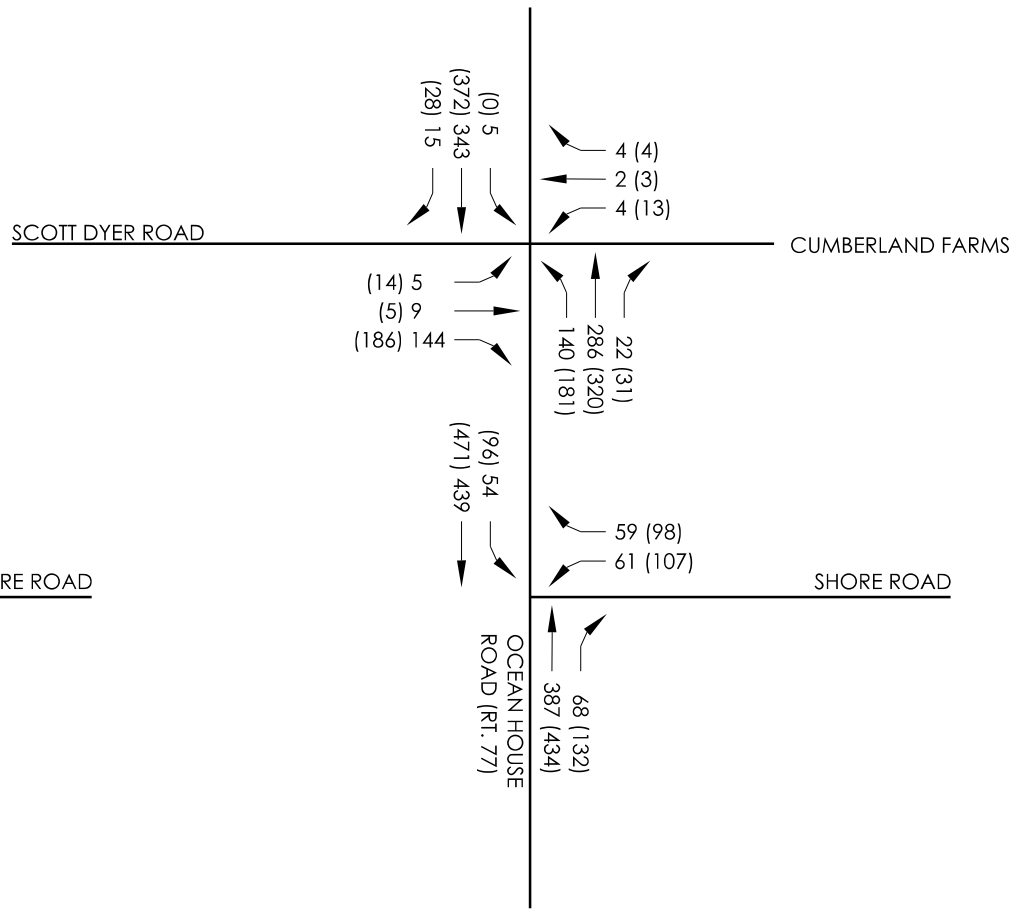
FIGURE:
1 OF 2

...\230111 Traffic Diagrams.dgn

NOTE:
CUMBERLAND FARMS TRAFFIC ADDED TO RESPECTIVE MOVEMENT FOR VOLUME COMPARISON



2019 TO 2022 VOLUME COMPARISON



2044 (SEBAGO)

KEY

XX AM PEAK HOUR
(XX) PM PEAK HOUR

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South Portland, ME 04106
Tel. 207-200-2100

VOLUME COMPARISON + 2044 VOLUMES

OCEAN HOUSE ROAD AT SCOTT DYER ROAD AND SHORE ROAD

SCALE: N.T.S

DATE: 04/09/24

LOCATION:
OCEAN HOUSE ROAD (ROUTE 77)
CAPE ELIZABETH, MAINE

FOR:
TOWN OF CAPE ELIZABETH

FIGURE:
2 OF 2

...\230111 Traffic Diagrams.dgn

MUTCD Traffic Signal Warrant Analysis Summary
Ocean House Road at Shore Road
Cape Elizabeth, Maine
230111

Inputs

Lane Combination?
One lane and one lane

AAWDT Factor	0.9

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
6:00 AM	7:00 AM	178	160	7	6	
7:00 AM	8:00 AM	730	657	54	48	
8:00 AM	9:00 AM	607	546	50	45	
9:00 AM	10:00 AM	598	538	49	44	
10:00 AM	11:00 AM	547	492	63	56	
11:00 AM	12:00 PM	689	620	78	70	
12:00 PM	1:00 PM	661	594	82	73	
1:00 PM	2:00 PM	648	583	78	70	
2:00 PM	3:00 PM	886	797	79	71	
3:00 PM	4:00 PM	824	741	86	77	
4:00 PM	5:00 PM	972	874	91	81	
5:00 PM	6:00 PM	800	720	85	76	

Speed/Population Factor	10,000	40 MPH	Yes/No?
	0.7	0.7	Yes

Results

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

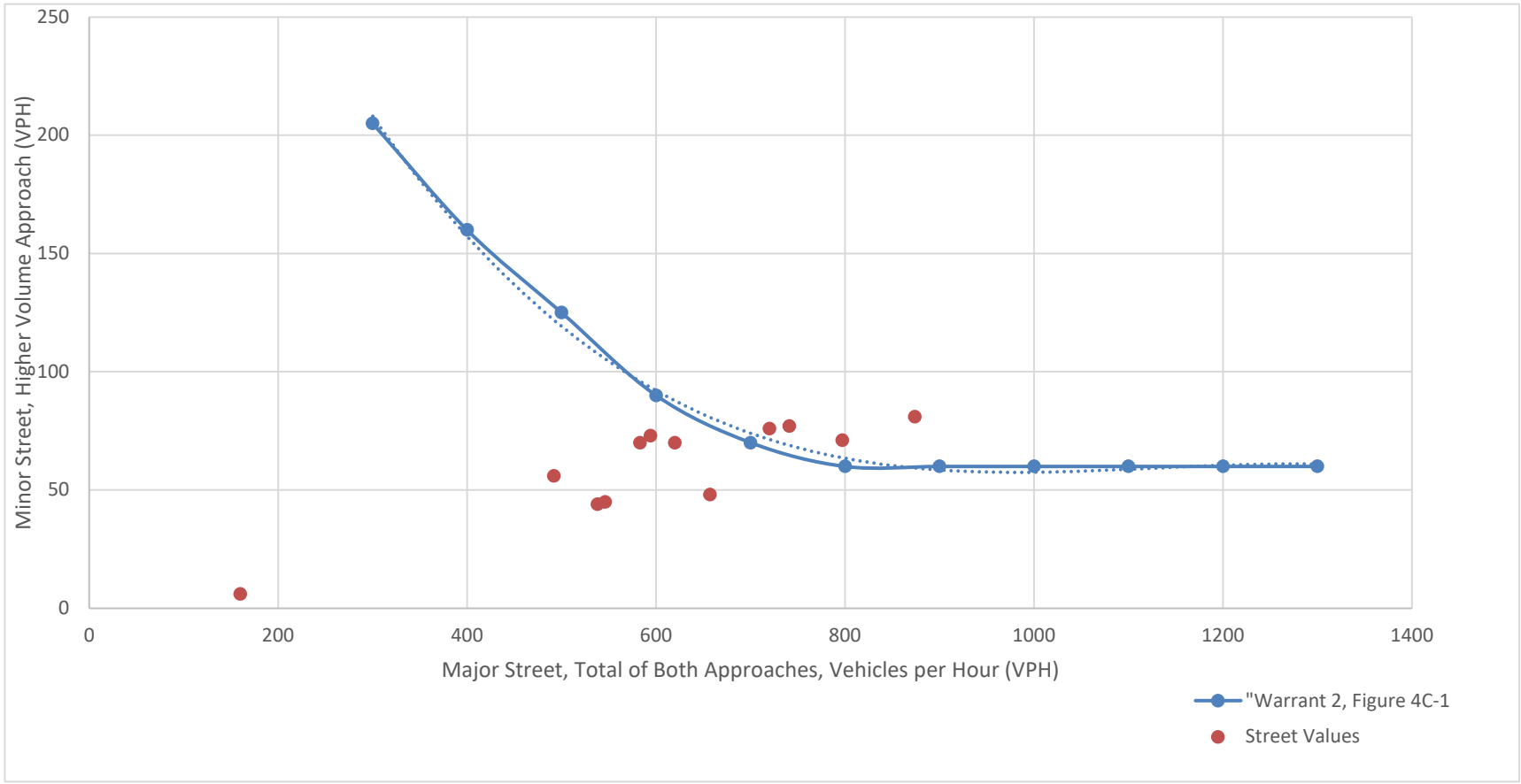
** If the Speed/Population factor is used then Warrant 2 needs to be visually checked and the result manually entered, see Warrant 2 page for details*

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

Warrant 2

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

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

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
1300	60	57.398	1000	60	60.355	1000	80	76.49
1200	60	59.576	900	65	66.197	900	80	83.59
1100	60	60.630	800	80	78.906	800	105	104.91
1000	60	59.668	700	100	99.756	700	140	137.40
900	60	58.617	600	130	129.294	600	175	177.05
800	60	60.994	500	165	167.378	500	225	224.38
700	70	70.686	400	215	213.223	400	290	290.03
600	90	90.718	300	265	265.429	400	290	290.03
500	125	122.028	300	265	265.429	400	290	290.03
400	160	162.245	300	265	265.429	400	290	290.03
300	205	204.458	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 MUCTD 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

Warrant 2 Results

Lane Type	
One lane and one lane	
Pass?	No*

Time of Day		
From	To	Above Warrant 2 Minimum
6:00 AM	7:00 AM	No
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

* 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 MUCTD 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	0.7	
requirements are reduced by 70%	Yes	<---Manually Enter result

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

MUTCD Traffic Signal Warrant Analysis Summary
Ocean House Road at Shore Road
Cape Elizabeth, Maine
230111

Inputs

Lane Combination?
One lane and one lane

AAWDT Factor	0.9

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
6:00 AM	7:00 AM	178	160	28	25	
7:00 AM	8:00 AM	730	657	109	98	
8:00 AM	9:00 AM	607	546	101	90	
9:00 AM	10:00 AM	598	538	97	87	
10:00 AM	11:00 AM	547	492	113	101	
11:00 AM	12:00 PM	689	620	135	121	
12:00 PM	1:00 PM	661	594	154	138	
1:00 PM	2:00 PM	648	583	118	106	
2:00 PM	3:00 PM	886	797	145	130	
3:00 PM	4:00 PM	824	741	156	140	
4:00 PM	5:00 PM	972	874	166	149	
5:00 PM	6:00 PM	800	720	159	143	

Speed/Population Factor	10,000	40 MPH	Yes/No?
	0.7	0.7	Yes

Results

Warrant	Pass?	
1	Yes	
2	Yes	*
3	No	**
4	No	
5	No	
6	N/A	
7	No	
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.*

Warrant 1

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

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.		
			Major St.	Minor St.	Met?
Begin Hour	Factored Total	Factored Total	350	105	
6:00 AM	160	25	46%	24%	No
7:00 AM	657	98	188%	93%	No
8:00 AM	546	90	156%	86%	No
9:00 AM	538	87	154%	83%	No
10:00 AM	492	101	141%	96%	No
11:00 AM	620	121	177%	115%	Yes
12:00 PM	594	138	170%	131%	Yes
1:00 PM	583	106	167%	101%	Yes
2:00 PM	797	130	228%	124%	Yes
3:00 PM	741	140	212%	133%	Yes
4:00 PM	874	149	250%	142%	Yes
5:00 PM	720	143	206%	136%	Yes

Warrant 1

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?	Yes

Time	Major Street	Minor Street	Min. Vehicle Vol.		Met?
			Major St.	Minor St.	
Begin Hour	Factored Total	Adjusted Total	525	53	
6:00 AM	160	25	30%	47%	No
7:00 AM	657	98	125%	185%	Yes
8:00 AM	546	90	104%	170%	Yes
9:00 AM	538	87	102%	164%	Yes
10:00 AM	492	101	94%	191%	No
11:00 AM	620	121	118%	228%	Yes
12:00 PM	594	138	113%	260%	Yes
1:00 PM	583	106	111%	200%	Yes
2:00 PM	797	130	152%	245%	Yes
3:00 PM	741	140	141%	264%	Yes
4:00 PM	874	149	166%	281%	Yes
5:00 PM	720	143	137%	270%	Yes

Warrant 1

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?	Yes
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**	280	84		420	42		
6:00 AM	160	25	57%	30%	No	38%	60%	No	No
7:00 AM	657	98	235%	117%	Yes	156%	233%	Yes	Yes
8:00 AM	546	90	195%	107%	Yes	130%	214%	Yes	Yes
9:00 AM	538	87	192%	104%	Yes	128%	207%	Yes	Yes
10:00 AM	492	101	176%	120%	Yes	117%	240%	Yes	Yes
11:00 AM	620	121	221%	144%	Yes	148%	288%	Yes	Yes
12:00 PM	594	138	212%	164%	Yes	141%	329%	Yes	Yes
1:00 PM	583	106	208%	126%	Yes	139%	252%	Yes	Yes
2:00 PM	797	130	285%	155%	Yes	190%	310%	Yes	Yes
3:00 PM	741	140	265%	167%	Yes	176%	333%	Yes	Yes
4:00 PM	874	149	312%	177%	Yes	208%	355%	Yes	Yes
5:00 PM	720	143	257%	170%	Yes	171%	340%	Yes	Yes

Warrant 1

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 (total of both approaches)**				**Vehicles per hour on higher-volume minor-street approach (one direction only)**			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
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 (total of both approaches)**				**Vehicles per hour on higher-volume minor-street approach (one direction only)**			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
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

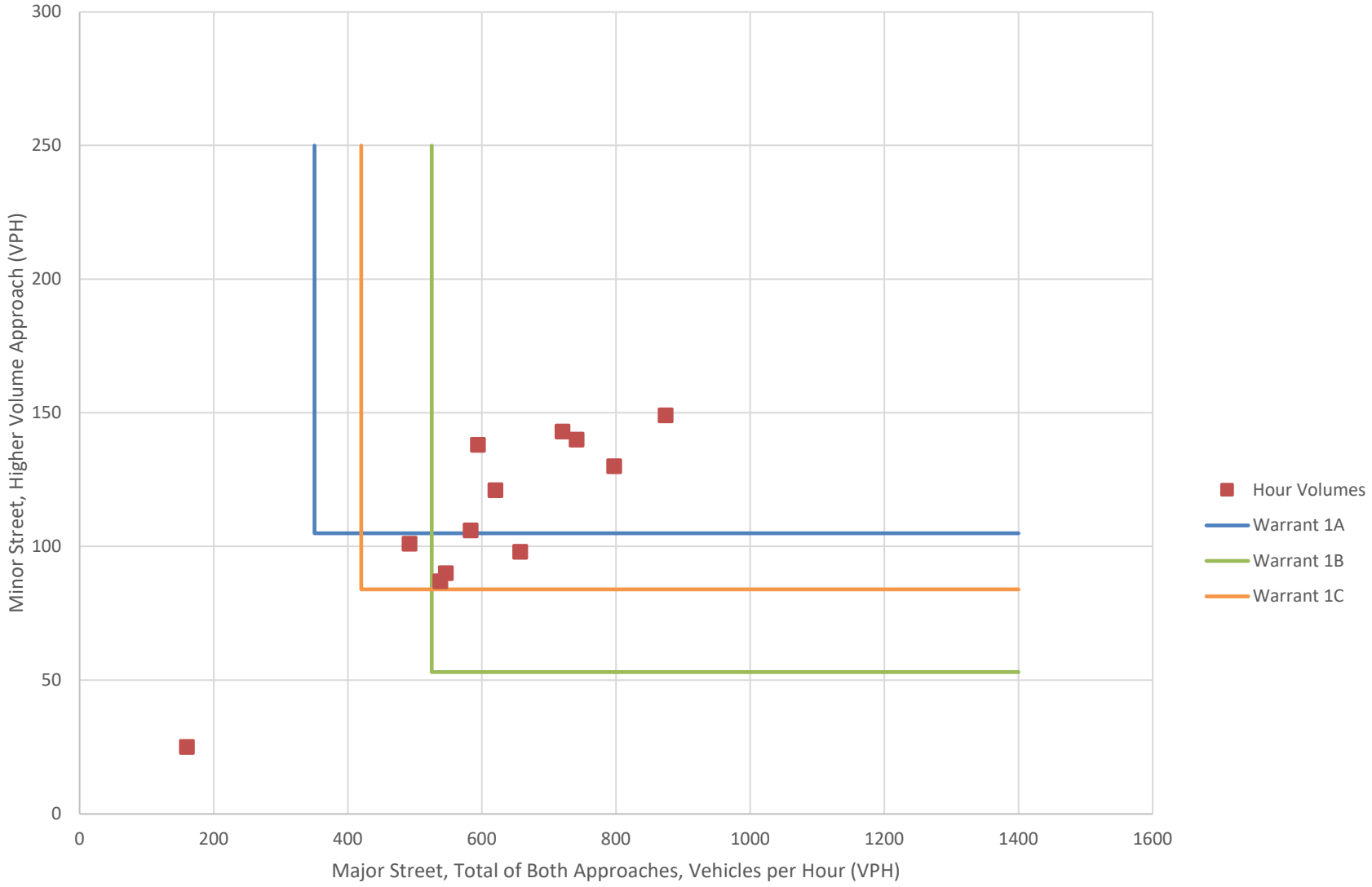
a: Basic Minimum Hourly Volume

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 1



The conditions of Warrant 1 are met if 8 or more hours of the day have higher Major and Minor street volumes than the requirements represented by the lines shown.

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Driveway / Scott Dyer Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029201
Site Code : 22029201
Start Date : 9/29/2022
Page No : 1

Groups Printed- Cars - Trucks

	Route 77 From North			Driveway From East			Route 77 From South			Scott Dyer Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
06:00 AM	1	7	0	1	0	1	2	14	1	0	0	1	28
06:15 AM	0	16	2	3	1	0	1	19	0	1	1	2	46
06:30 AM	0	21	2	0	0	0	2	26	2	0	0	9	62
06:45 AM	0	26	1	2	0	0	6	22	2	2	1	9	71
Total	1	70	5	6	1	1	11	81	5	3	2	21	207
07:00 AM	0	37	4	1	0	0	5	38	4	3	2	7	101
07:15 AM	1	51	7	3	1	1	11	47	6	2	2	15	147
07:30 AM	2	115	2	3	0	0	49	86	7	1	2	52	319
07:45 AM	1	75	3	0	2	3	40	65	5	1	3	36	234
Total	4	278	16	7	3	4	105	236	22	7	9	110	801
08:00 AM	0	55	6	0	0	0	15	55	7	1	3	12	154
08:15 AM	2	52	2	1	0	1	17	42	3	1	1	25	147
08:30 AM	2	52	4	1	1	0	31	53	12	2	6	23	187
08:45 AM	2	54	2	2	3	2	15	54	2	4	1	17	158
Total	6	213	14	4	4	3	78	204	24	8	11	77	646
09:00 AM	0	67	7	1	1	0	13	61	5	1	0	23	179
09:15 AM	1	37	3	0	1	0	20	61	3	2	2	9	139
09:30 AM	1	68	2	1	0	0	13	64	1	2	0	17	169
09:45 AM	0	65	2	1	0	3	18	42	2	3	0	10	146
Total	2	237	14	3	2	3	64	228	11	8	2	59	633
10:00 AM	0	48	2	1	1	0	16	46	5	1	0	7	127
10:15 AM	0	56	6	2	0	0	13	40	4	1	3	9	134
10:30 AM	0	49	5	3	0	0	22	67	9	1	1	16	173
10:45 AM	0	51	5	1	0	0	12	52	2	5	2	14	144
Total	0	204	18	7	1	0	63	205	20	8	6	46	578
11:00 AM	1	54	6	2	1	1	23	65	5	5	1	23	187
11:15 AM	1	60	1	0	2	0	14	47	5	3	3	14	150
11:30 AM	0	65	1	2	2	2	20	57	6	3	3	23	184
11:45 AM	0	78	4	2	1	0	18	50	9	9	2	16	189
Total	2	257	12	6	6	3	75	219	25	20	9	76	710
12:00 PM	1	56	6	0	0	0	18	78	9	3	6	14	191
12:15 PM	1	68	8	2	1	0	20	53	9	3	3	24	192
12:30 PM	1	56	6	3	1	1	15	57	8	2	5	17	172
12:45 PM	1	59	7	2	2	2	15	67	6	4	3	23	191
Total	4	239	27	7	4	3	68	255	32	12	17	78	746
01:00 PM	1	55	6	3	0	0	17	58	4	3	3	16	166
01:15 PM	0	56	2	1	1	0	13	55	5	3	3	16	155
01:30 PM	1	58	3	1	0	2	18	63	6	2	0	11	165
01:45 PM	1	64	6	3	2	0	17	50	6	6	2	20	177
Total	3	233	17	8	3	2	65	226	21	14	8	63	663
02:00 PM	1	74	5	0	1	2	19	64	7	2	2	18	195
02:15 PM	1	92	6	0	2	3	45	93	8	5	2	32	289
02:30 PM	0	50	8	1	1	0	26	94	10	9	1	34	234
02:45 PM	1	76	4	2	0	2	21	53	7	3	1	25	195
Total	3	292	23	3	4	7	111	304	32	19	6	109	913
03:00 PM	1	68	3	0	1	0	26	70	3	3	3	32	210
03:15 PM	1	67	6	2	0	0	26	62	4	6	3	34	211
03:30 PM	1	58	4	2	1	2	23	70	8	3	3	19	194
03:45 PM	0	81	3	1	1	0	31	69	10	4	1	32	233
Total	3	274	16	5	3	2	106	271	25	16	10	117	848
04:00 PM	0	70	4	0	2	2	30	97	7	2	1	24	239

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Driveway / Scott Dyer Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029201
Site Code : 22029201
Start Date : 9/29/2022
Page No : 2

Groups Printed- Cars - Trucks

	Route 77 From North			Driveway From East			Route 77 From South			Scott Dyer Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:15 PM	0	69	7	3	1	0	28	84	5	2	1	22	222
04:30 PM	0	84	6	4	0	2	39	77	9	3	1	33	258
04:45 PM	0	86	8	3	0	1	39	70	9	4	0	56	276
Total	0	309	25	10	3	5	136	328	30	11	3	135	995
05:00 PM	0	71	5	0	1	0	47	66	8	3	1	28	230
05:15 PM	0	81	5	6	2	1	32	64	5	2	3	44	245
05:30 PM	1	73	5	1	0	0	14	73	2	2	4	15	190
05:45 PM	0	49	3	1	0	0	20	61	4	2	1	15	156
Total	1	274	18	8	3	1	113	264	19	9	9	102	821
Grand Total	29	2880	205	74	37	34	995	2821	266	135	92	993	8561
Apprch %	0.9	92.5	6.6	51	25.5	23.4	24.4	69.1	6.5	11.1	7.5	81.4	
Total %	0.3	33.6	2.4	0.9	0.4	0.4	11.6	33	3.1	1.6	1.1	11.6	
Cars	28	2836	200	74	37	34	968	2766	265	130	92	972	8402
% Cars	96.6	98.5	97.6	100	100	100	97.3	98.1	99.6	96.3	100	97.9	98.1
Trucks	1	44	5	0	0	0	27	55	1	5	0	21	159
% Trucks	3.4	1.5	2.4	0	0	0	2.7	1.9	0.4	3.7	0	2.1	1.9

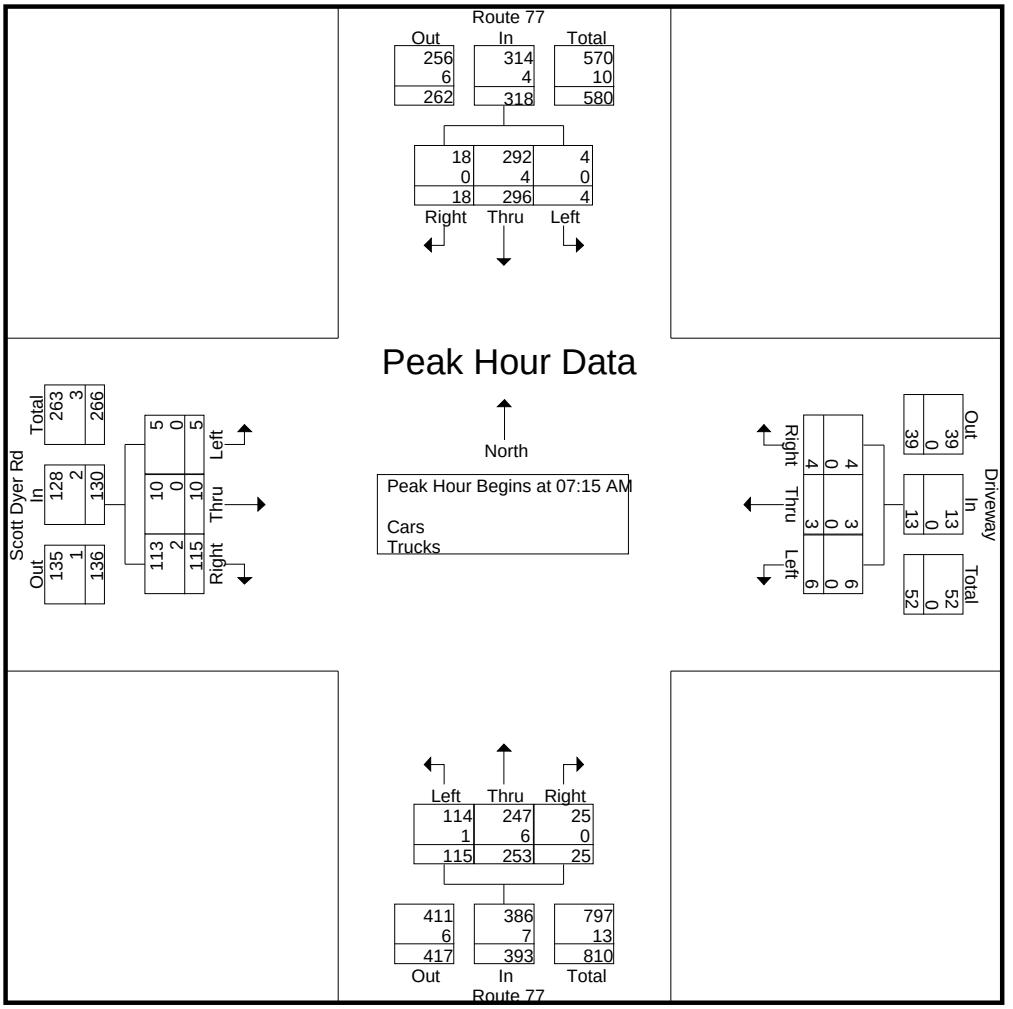
	Route 77 From North				Driveway From East				Route 77 From South				Scott Dyer Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	51	**7**	59	**3**	1	1	**5**	11	47	6	64	**2**	2	15	19	147
07:30 AM	**2**	**115**	2	**119**	3	0	0	3	**49**	**86**	**7**	**142**	1	2	**52**	**55**	**319**
07:45 AM	1	75	3	79	0	**2**	**3**	5	40	65	5	110	1	**3**	36	40	234
08:00 AM	0	55	6	61	0	0	0	0	15	55	7	77	1	3	12	16	154
Total Volume	4	296	18	318	6	3	4	13	115	253	25	393	5	10	115	130	854
% App. Total	1.3	93.1	5.7		46.2	23.1	30.8		29.3	64.4	6.4		3.8	7.7	88.5		
PHF	.500	.643	.643	.668	.500	.375	.333	.650	.587	.735	.893	.692	.625	.833	.553	.591	.669
Cars	4	292	18	314	6	3	4	13	114	247	25	386	5	10	113	128	841
% Cars	100	98.6	100	98.7	100	100	100	100	99.1	97.6	100	98.2	100	100	98.3	98.5	98.5
Trucks	0	4	0	4	0	0	0	0	1	6	0	7	0	0	2	2	13
% Trucks	0	1.4	0	1.3	0	0	0	0	0.9	2.4	0	1.8	0	0	1.7	1.5	1.5

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Driveway / Scott Dyer Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029201
Site Code : 22029201
Start Date : 9/29/2022
Page No : 3



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

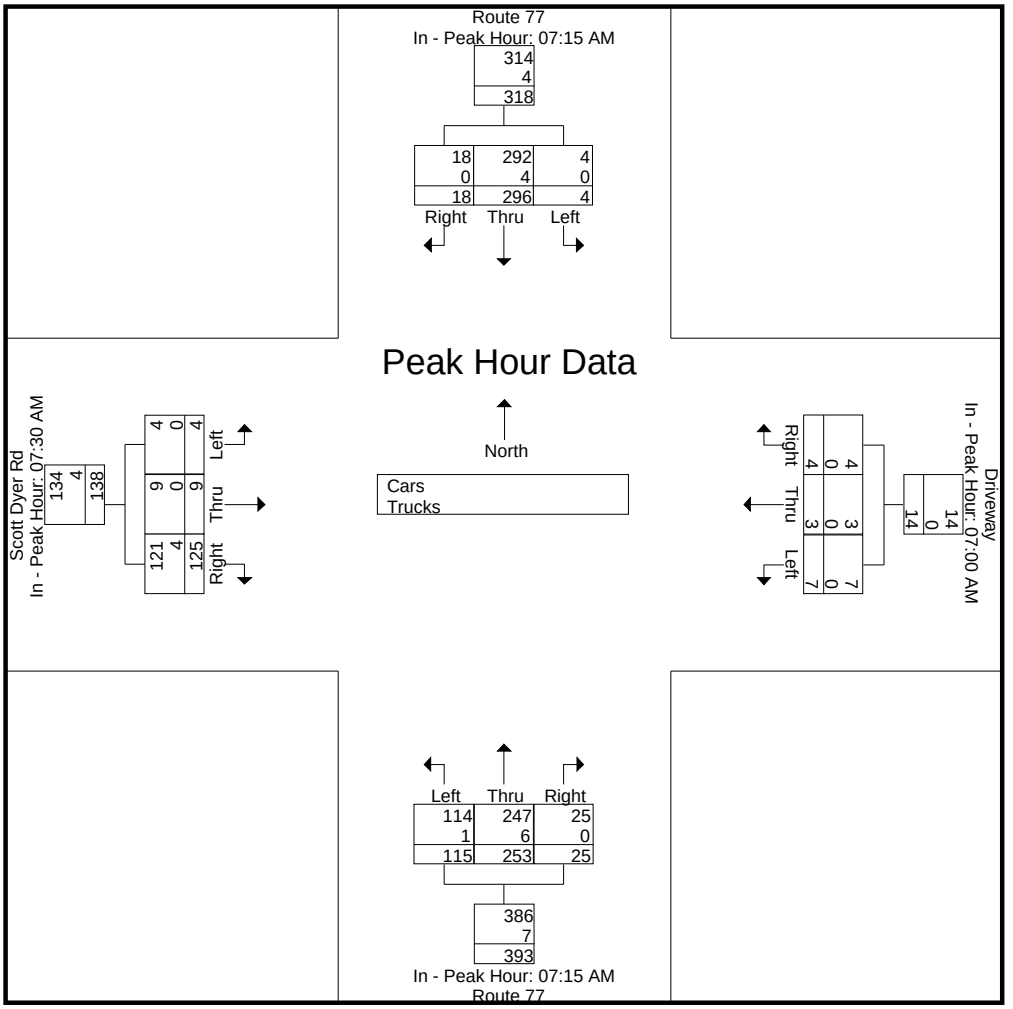
	07:15 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	1	51	**7**	59	1	0	0	1	11	47	6	64	**1**	2	**52**	**55**
+15 mins.	**2**	**115**	2	**119**	**3**	1	1	**5**	**49**	**86**	**7**	**142**	1	**3**	36	40
+30 mins.	1	75	3	79	3	0	0	3	40	65	5	110	1	3	12	16
+45 mins.	0	55	6	61	0	**2**	**3**	5	15	55	7	77	1	1	25	27
Total Volume	4	296	18	318	7	3	4	14	115	253	25	393	4	9	125	138
% App. Total	1.3	93.1	5.7		50	21.4	28.6		29.3	64.4	6.4		2.9	6.5	90.6	
PHF	.500	.643	.643	.668	.583	.375	.333	.700	.587	.735	.893	.692	1.000	.750	.601	.627
Cars	4	292	18	314	7	3	4	14	114	247	25	386	4	9	121	134
% Cars	100	98.6	100	98.7	100	100	100	100	99.1	97.6	100	98.2	100	100	96.8	97.1
Trucks	0	4	0	4	0	0	0	0	1	6	0	7	0	0	4	4
% Trucks	0	1.4	0	1.3	0	0	0	0	0.9	2.4	0	1.8	0	0	3.2	2.9

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Driveway / Scott Dyer Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029201
Site Code : 22029201
Start Date : 9/29/2022
Page No : 4



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:30 AM

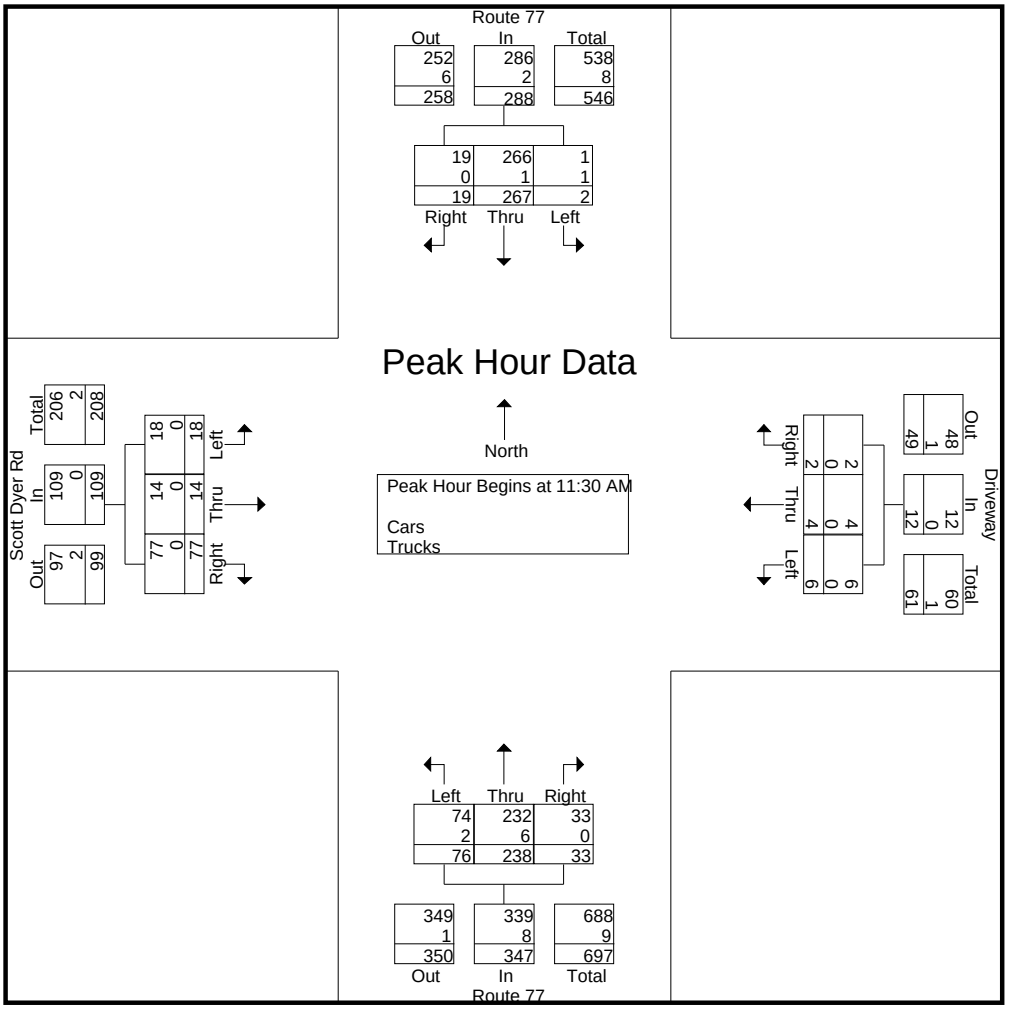
11:30 AM	0	65	1	66	**2**	**2**	**2**	**6**	**20**	57	6	83	3	3	23	29	184
11:45 AM	0	**78**	4	**82**	2	1	0	3	18	50	**9**	77	**9**	2	16	27	189
12:00 PM	**1**	56	6	63	0	0	0	0	18	**78**	9	**105**	3	**6**	14	23	191
12:15 PM	1	68	**8**	77	2	1	0	3	20	53	9	82	3	3	**24**	**30**	**192**
Total Volume	2	267	19	288	6	4	2	12	76	238	33	347	18	14	77	109	756
% App. Total	0.7	92.7	6.6		50	33.3	16.7		21.9	68.6	9.5		16.5	12.8	70.6		
PHF	.500	.856	.594	.878	.750	.500	.250	.500	.950	.763	.917	.826	.500	.583	.802	.908	.984
Cars	1	266	19	286	6	4	2	12	74	232	33	339	18	14	77	109	746
% Cars	50.0	99.6	100	99.3	100	100	100	100	97.4	97.5	100	97.7	100	100	100	100	98.7
Trucks	1	1	0	2	0	0	0	0	2	6	0	8	0	0	0	0	10
% Trucks	50.0	0.4	0	0.7	0	0	0	0	2.6	2.5	0	2.3	0	0	0	0	1.3

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Driveway / Scott Dyer Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029201
Site Code : 22029201
Start Date : 9/29/2022
Page No : 5



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

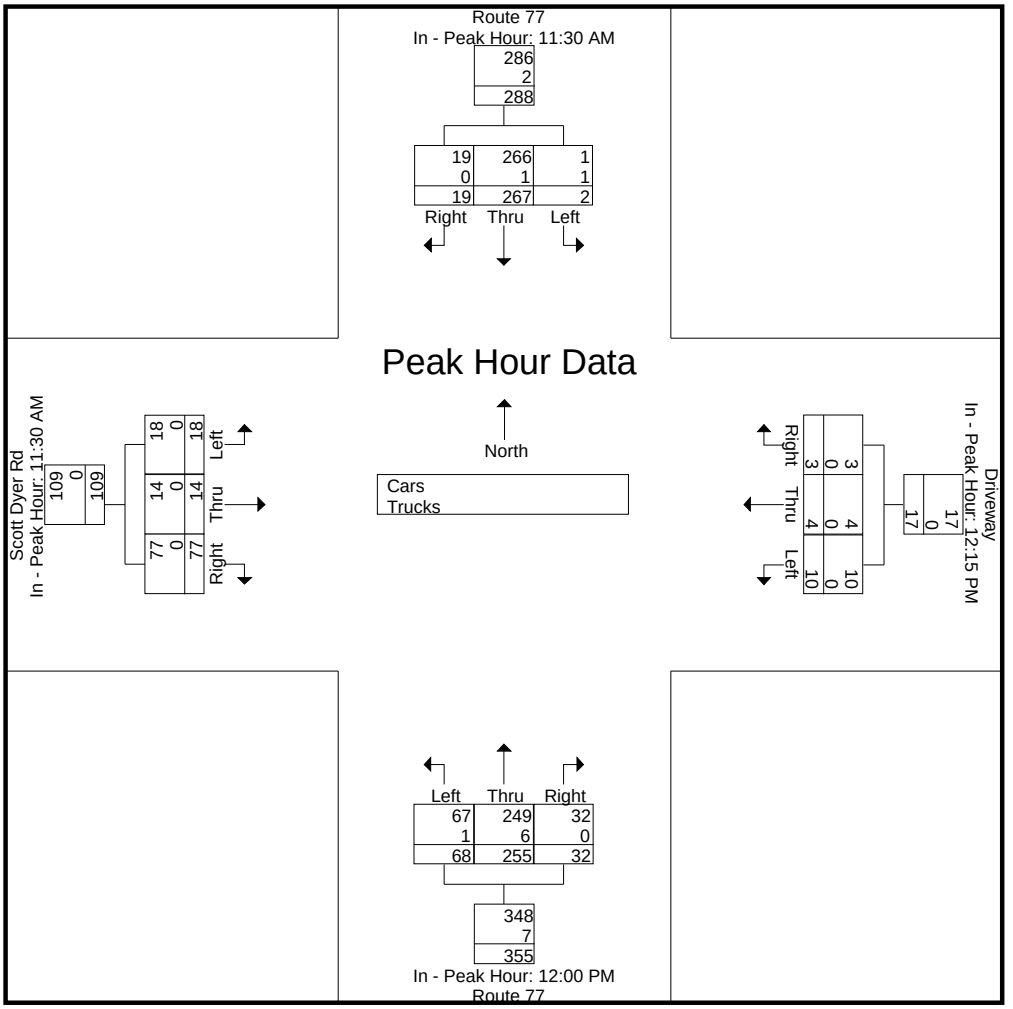
	11:30 AM				12:15 PM				12:00 PM				11:30 AM			
+0 mins.	0	65	1	66	2	1	0	3	18	**78**	**9**	**105**	3	3	23	29
+15 mins.	0	**78**	4	**82**	**3**	1	1	5	**20**	53	9	82	**9**	2	16	27
+30 mins.	**1**	56	6	63	2	**2**	**2**	**6**	15	57	8	80	3	**6**	14	23
+45 mins.	1	68	**8**	77	3	0	0	3	15	67	6	88	3	3	**24**	**30**
Total Volume	2	267	19	288	10	4	3	17	68	255	32	355	18	14	77	109
% App. Total	0.7	92.7	6.6		58.8	23.5	17.6		19.2	71.8	9		16.5	12.8	70.6	
PHF	.500	.856	.594	.878	.833	.500	.375	.708	.850	.817	.889	.845	.500	.583	.802	.908
Cars	1	266	19	286	10	4	3	17	67	249	32	348	18	14	77	109
% Cars	50	99.6	100	99.3	100	100	100	100	98.5	97.6	100	98	100	100	100	100
Trucks	1	1	0	2	0	0	0	0	1	6	0	7	0	0	0	0
% Trucks	50	0.4	0	0.7	0	0	0	0	1.5	2.4	0	2	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Driveway / Scott Dyer Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029201
Site Code : 22029201
Start Date : 9/29/2022
Page No : 6



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

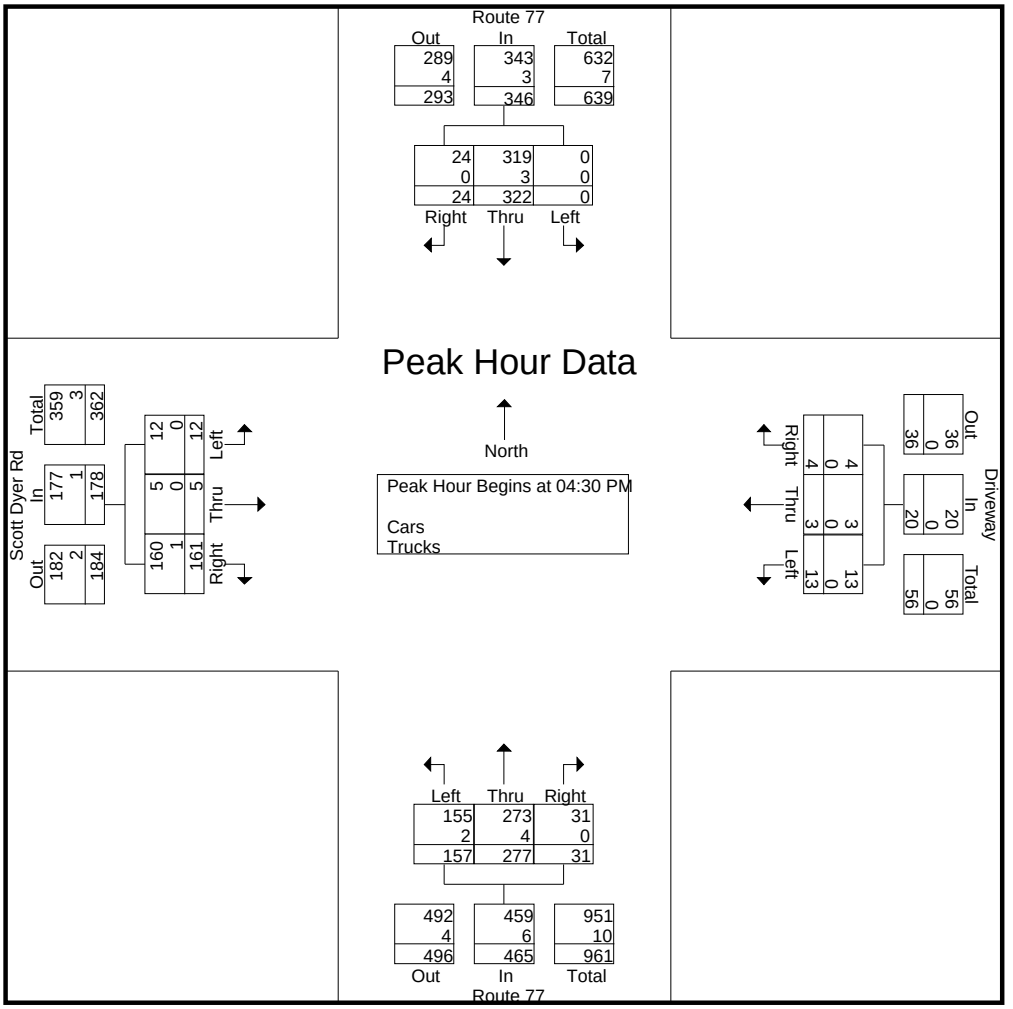
04:30 PM	0	84	6	90	4	0	**2**	6	39	**77**	**9**	**125**	3	1	33	37	258
04:45 PM	0	**86**	**8**	**94**	3	0	1	4	39	70	9	118	**4**	0	**56**	**60**	**276**
05:00 PM	0	71	5	76	0	1	0	1	**47**	66	8	121	3	1	28	32	230
05:15 PM	0	81	5	86	**6**	**2**	1	**9**	32	64	5	101	2	**3**	44	49	245
Total Volume	0	322	24	346	13	3	4	20	157	277	31	465	12	5	161	178	1009
% App. Total	0	93.1	6.9		65	15	20		33.8	59.6	6.7		6.7	2.8	90.4		
PHF	.000	.936	.750	.920	.542	.375	.500	.556	.835	.899	.861	.930	.750	.417	.719	.742	.914
Cars	0	319	24	343	13	3	4	20	155	273	31	459	12	5	160	177	999
% Cars	0	99.1	100	99.1	100	100	100	100	98.7	98.6	100	98.7	100	100	99.4	99.4	99.0
Trucks	0	3	0	3	0	0	0	0	2	4	0	6	0	0	1	1	10
% Trucks	0	0.9	0	0.9	0	0	0	0	1.3	1.4	0	1.3	0	0	0.6	0.6	1.0

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Driveway / Scott Dyer Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029201
Site Code : 22029201
Start Date : 9/29/2022
Page No : 7



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

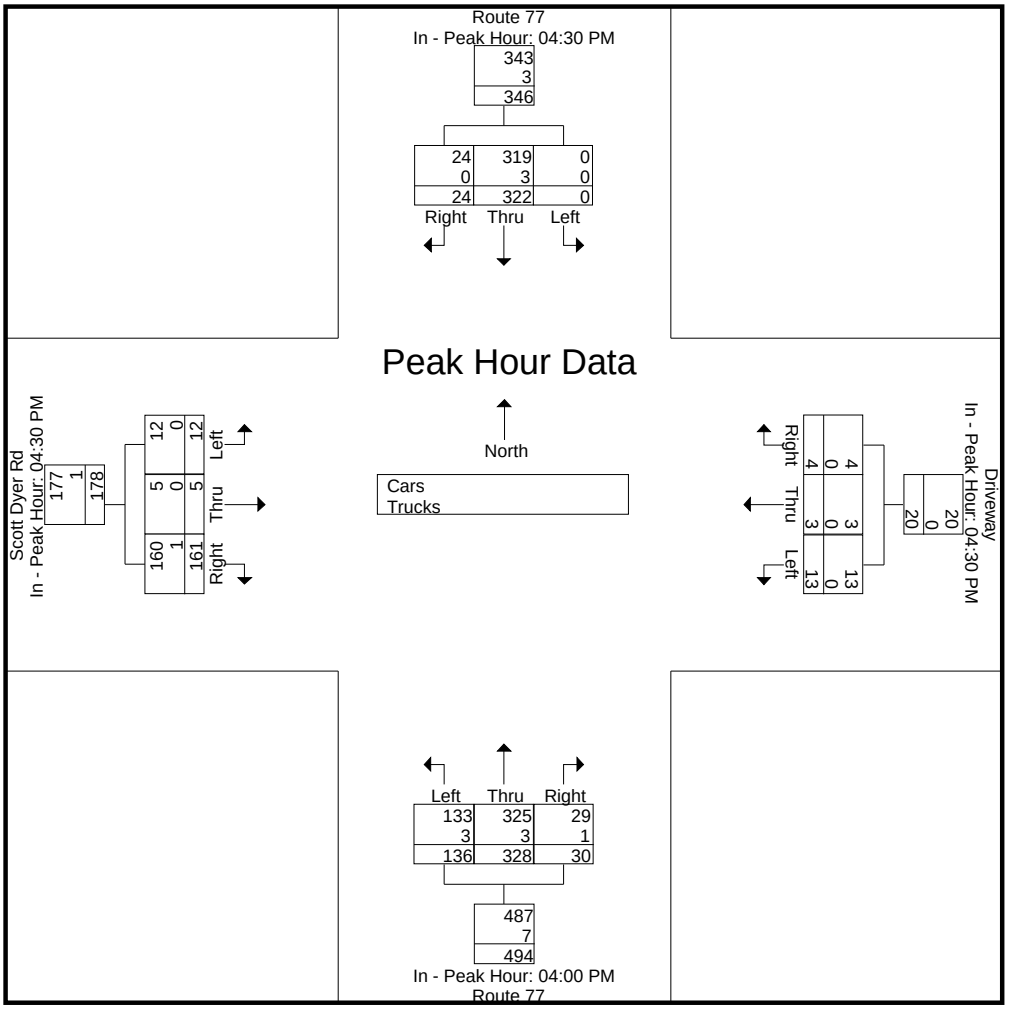
	04:30 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	0	84	6	90	4	0	**2**	6	30	**97**	7	**134**	3	1	33	37
+15 mins.	0	**86**	**8**	**94**	3	0	1	4	28	84	5	117	**4**	0	**56**	**60**
+30 mins.	0	71	5	76	0	1	0	1	**39**	77	**9**	125	3	1	28	32
+45 mins.	0	81	5	86	**6**	**2**	1	**9**	39	70	9	118	2	**3**	44	49
Total Volume	0	322	24	346	13	3	4	20	136	328	30	494	12	5	161	178
% App. Total	0	93.1	6.9		65	15	20		27.5	66.4	6.1		6.7	2.8	90.4	
PHF	.000	.936	.750	.920	.542	.375	.500	.556	.872	.845	.833	.922	.750	.417	.719	.742
Cars	0	319	24	343	13	3	4	20	133	325	29	487	12	5	160	177
% Cars	0	99.1	100	99.1	100	100	100	100	97.8	99.1	96.7	98.6	100	100	99.4	99.4
Trucks	0	3	0	3	0	0	0	0	3	3	1	7	0	0	1	1
% Trucks	0	0.9	0	0.9	0	0	0	0	2.2	0.9	3.3	1.4	0	0	0.6	0.6

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Driveway / Scott Dyer Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029201
Site Code : 22029201
Start Date : 9/29/2022
Page No : 8



Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Shore Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029202
Site Code : 22029202
Start Date : 9/29/2022
Page No : 1

Groups Printed- Cars - Trucks

	Route 77 From North		Shore Rd From East		Route 77 From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
06:00 AM	3	6	0	3	14	1	27
06:15 AM	4	16	3	4	17	0	44
06:30 AM	12	16	1	6	23	2	60
06:45 AM	5	34	3	8	22	3	75
Total	24	72	7	21	76	6	206
07:00 AM	8	38	6	10	31	3	96
07:15 AM	8	60	10	9	57	4	148
07:30 AM	15	156	28	21	119	16	355
07:45 AM	9	100	10	15	90	16	240
Total	40	354	54	55	297	39	839
08:00 AM	8	61	5	7	70	9	160
08:15 AM	15	63	10	8	56	18	170
08:30 AM	12	64	20	18	76	13	203
08:45 AM	15	58	15	18	51	18	175
Total	50	246	50	51	253	58	708
09:00 AM	11	79	13	11	66	12	192
09:15 AM	9	37	13	16	66	22	163
09:30 AM	14	68	7	9	65	8	171
09:45 AM	9	67	16	12	45	20	169
Total	43	251	49	48	242	62	695
10:00 AM	7	50	21	15	49	18	160
10:15 AM	11	56	10	9	48	10	144
10:30 AM	9	58	15	17	76	17	192
10:45 AM	7	57	17	9	56	18	164
Total	34	221	63	50	229	63	660
11:00 AM	9	69	12	18	71	16	195
11:15 AM	12	63	26	8	55	19	183
11:30 AM	18	73	22	13	70	28	224
11:45 AM	17	80	18	18	59	30	222
Total	56	285	78	57	255	93	824
12:00 PM	9	60	20	16	86	15	206
12:15 PM	16	76	23	15	65	13	208
12:30 PM	16	59	17	24	56	15	187
12:45 PM	15	71	22	17	67	22	214
Total	56	266	82	72	274	65	815
01:00 PM	10	64	27	12	67	18	198
01:15 PM	12	61	15	11	62	21	182
01:30 PM	8	61	18	12	76	12	187
01:45 PM	10	73	18	5	67	26	199
Total	40	259	78	40	272	77	766
02:00 PM	4	88	13	24	63	19	211
02:15 PM	13	113	18	11	141	43	339
02:30 PM	11	72	17	19	105	27	251
02:45 PM	19	82	31	12	67	19	230
Total	47	355	79	66	376	108	1031
03:00 PM	20	82	23	17	80	22	244
03:15 PM	15	87	23	21	70	32	248
03:30 PM	14	65	26	19	82	21	227
03:45 PM	18	95	14	13	97	24	261
Total	67	329	86	70	329	99	980
04:00 PM	13	83	26	19	115	22	278

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Shore Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029202
Site Code : 22029202
Start Date : 9/29/2022
Page No : 2

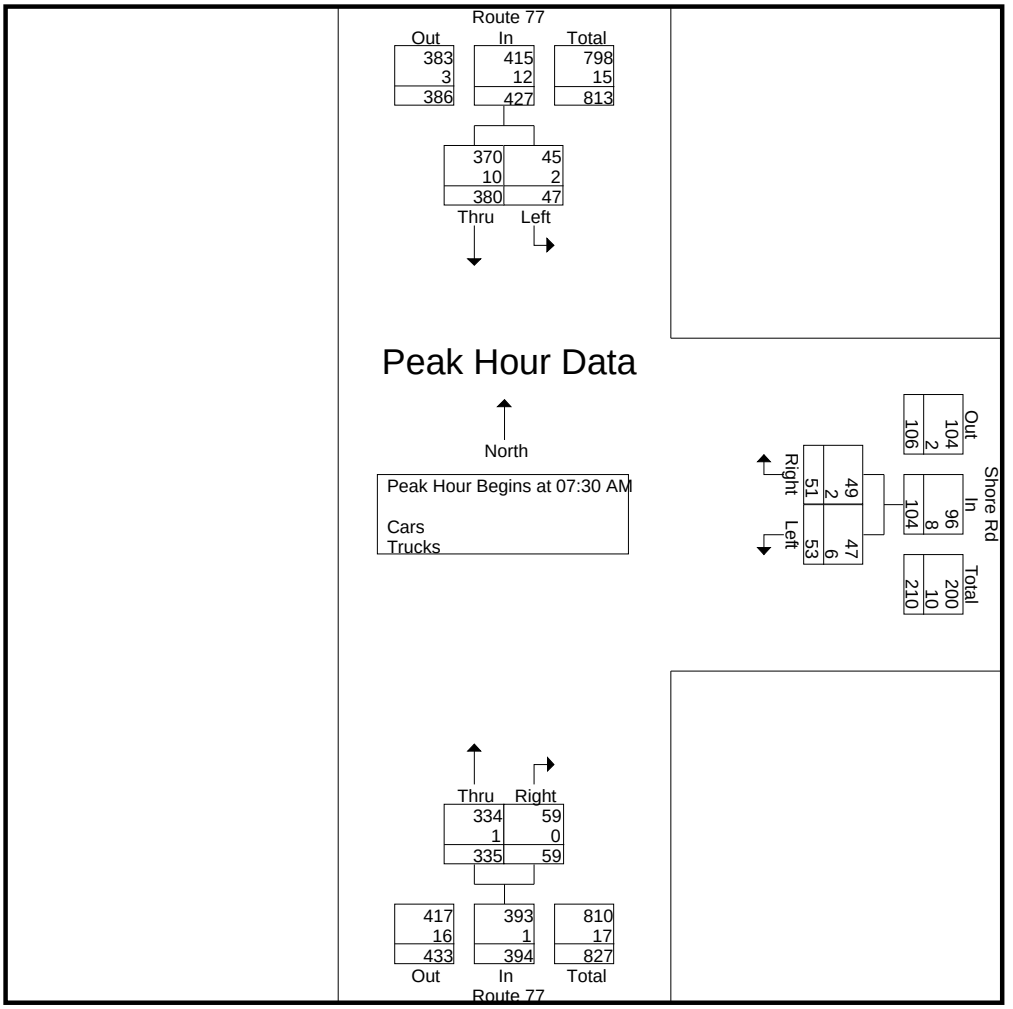
Groups Printed- Cars - Trucks

	Route 77 From North		Shore Rd From East		Route 77 From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:15 PM	12	82	24	12	103	22	255
04:30 PM	16	104	23	23	102	31	299
04:45 PM	29	116	18	21	95	27	306
Total	70	385	91	75	415	102	1138
05:00 PM	17	81	26	27	91	35	277
05:15 PM	21	107	26	14	88	21	277
05:30 PM	15	78	20	19	69	21	222
05:45 PM	7	58	13	13	71	20	182
Total	60	324	85	73	319	97	958
Grand Total	587	3347	802	678	3337	869	9620
Apprch %	14.9	85.1	54.2	45.8	79.3	20.7	
Total %	6.1	34.8	8.3	7	34.7	9	
Cars	572	3290	783	663	3325	869	9502
% Cars	97.4	98.3	97.6	97.8	99.6	100	98.8
Trucks	15	57	19	15	12	0	118
% Trucks	2.6	1.7	2.4	2.2	0.4	0	1.2

	Route 77 From North			Shore Rd From East			Route 77 From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**15**	**156**	**171**	**28**	**21**	**49**	**119**	16	**135**	**355**
07:45 AM	9	100	109	10	15	25	90	16	106	240
08:00 AM	8	61	69	5	7	12	70	9	79	160
08:15 AM	15	63	78	10	8	18	56	**18**	74	170
Total Volume	47	380	427	53	51	104	335	59	394	925
% App. Total	11	89		51	49		85	15		
PHF	.783	.609	.624	.473	.607	.531	.704	.819	.730	.651
Cars	45	370	415	47	49	96	334	59	393	904
% Cars	95.7	97.4	97.2	88.7	96.1	92.3	99.7	100	99.7	97.7
Trucks	2	10	12	6	2	8	1	0	1	21
% Trucks	4.3	2.6	2.8	11.3	3.9	7.7	0.3	0	0.3	2.3

N/S Street : Route 77
E/W Street : Shore Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029202
Site Code : 22029202
Start Date : 9/29/2022
Page No : 3



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

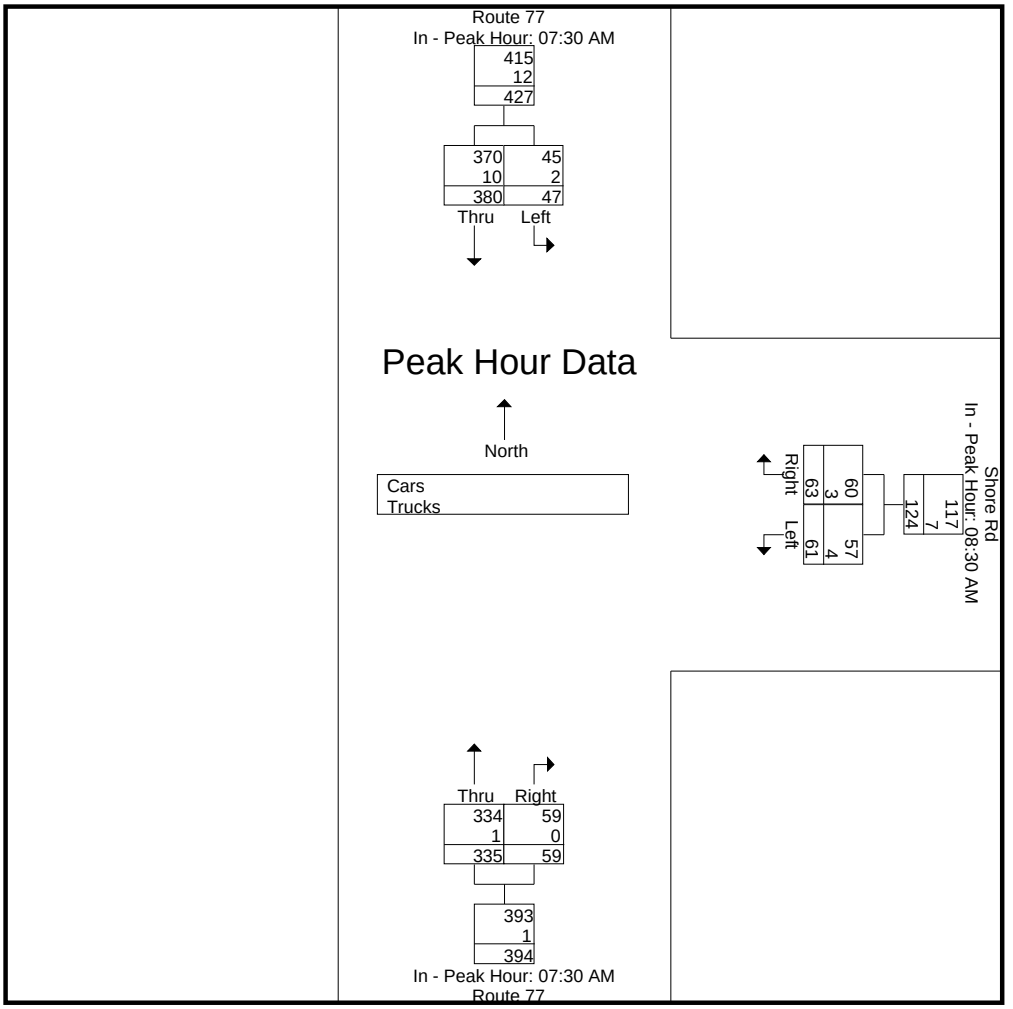
	07:30 AM			08:30 AM			07:30 AM		
+0 mins.	**15**	**156**	**171**	**20**	**18**	**38**	**119**	16	**135**
+15 mins.	9	100	109	15	18	33	90	16	106
+30 mins.	8	61	69	13	11	24	70	9	79
+45 mins.	15	63	78	13	16	29	56	**18**	74
Total Volume	47	380	427	61	63	124	335	59	394
% App. Total	11	89		49.2	50.8		85	15	
PHF	.783	.609	.624	.763	.875	.816	.704	.819	.730
Cars	45	370	415	57	60	117	334	59	393
% Cars	95.7	97.4	97.2	93.4	95.2	94.4	99.7	100	99.7
Trucks	2	10	12	4	3	7	1	0	1
% Trucks	4.3	2.6	2.8	6.6	4.8	5.6	0.3	0	0.3

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Shore Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029202
Site Code : 22029202
Start Date : 9/29/2022
Page No : 4

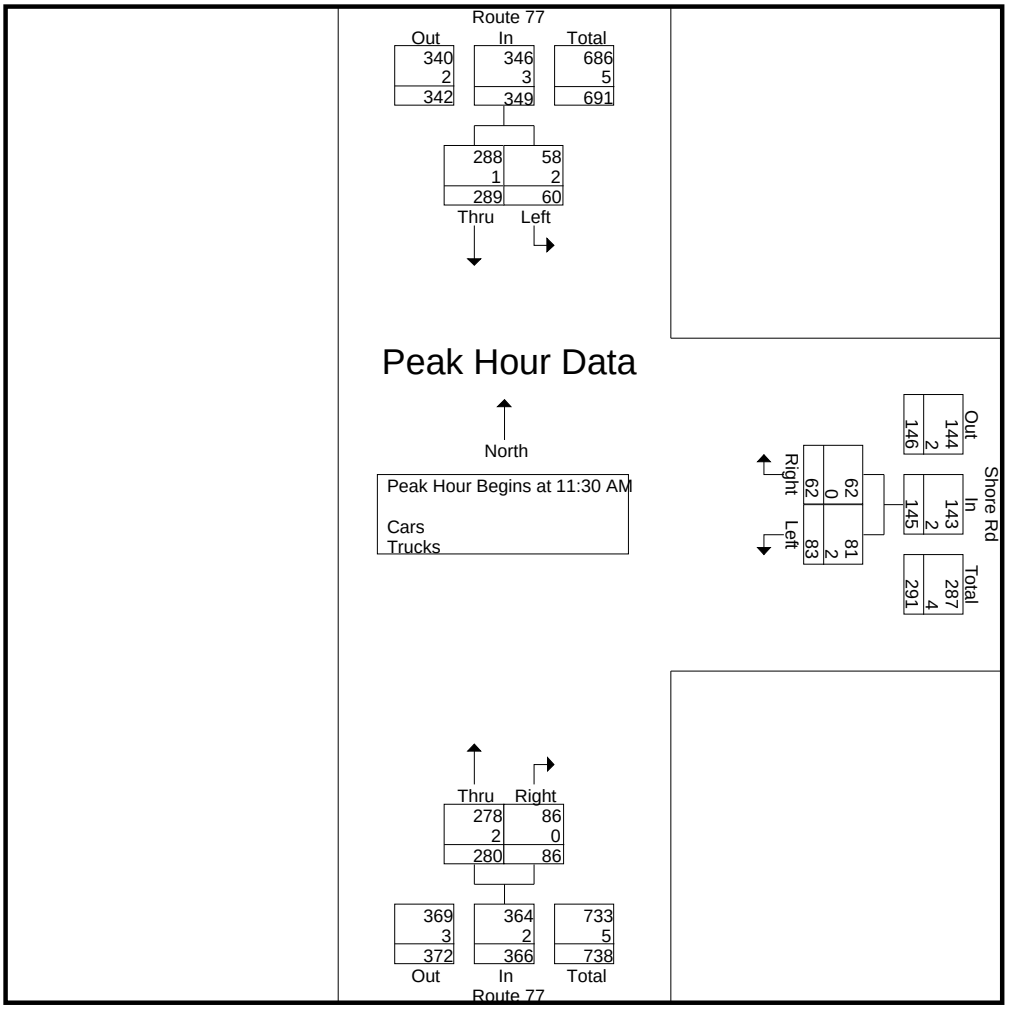


Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:30 AM

11:30 AM	**18**	73	91	22	13	35	70	28	98	**224**
11:45 AM	17	**80**	**97**	18	**18**	36	59	**30**	89	222
12:00 PM	9	60	69	20	16	36	**86**	15	**101**	206
12:15 PM	16	76	92	**23**	15	**38**	65	13	78	208
Total Volume	60	289	349	83	62	145	280	86	366	860
% App. Total	17.2	82.8		57.2	42.8		76.5	23.5		
PHF	.833	.903	.899	.902	.861	.954	.814	.717	.906	.960
Cars	58	288	346	81	62	143	278	86	364	853
% Cars	96.7	99.7	99.1	97.6	100	98.6	99.3	100	99.5	99.2
Trucks	2	1	3	2	0	2	2	0	2	7
% Trucks	3.3	0.3	0.9	2.4	0	1.4	0.7	0	0.5	0.8

N/S Street : Route 77
E/W Street : Shore Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029202
Site Code : 22029202
Start Date : 9/29/2022
Page No : 5



Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

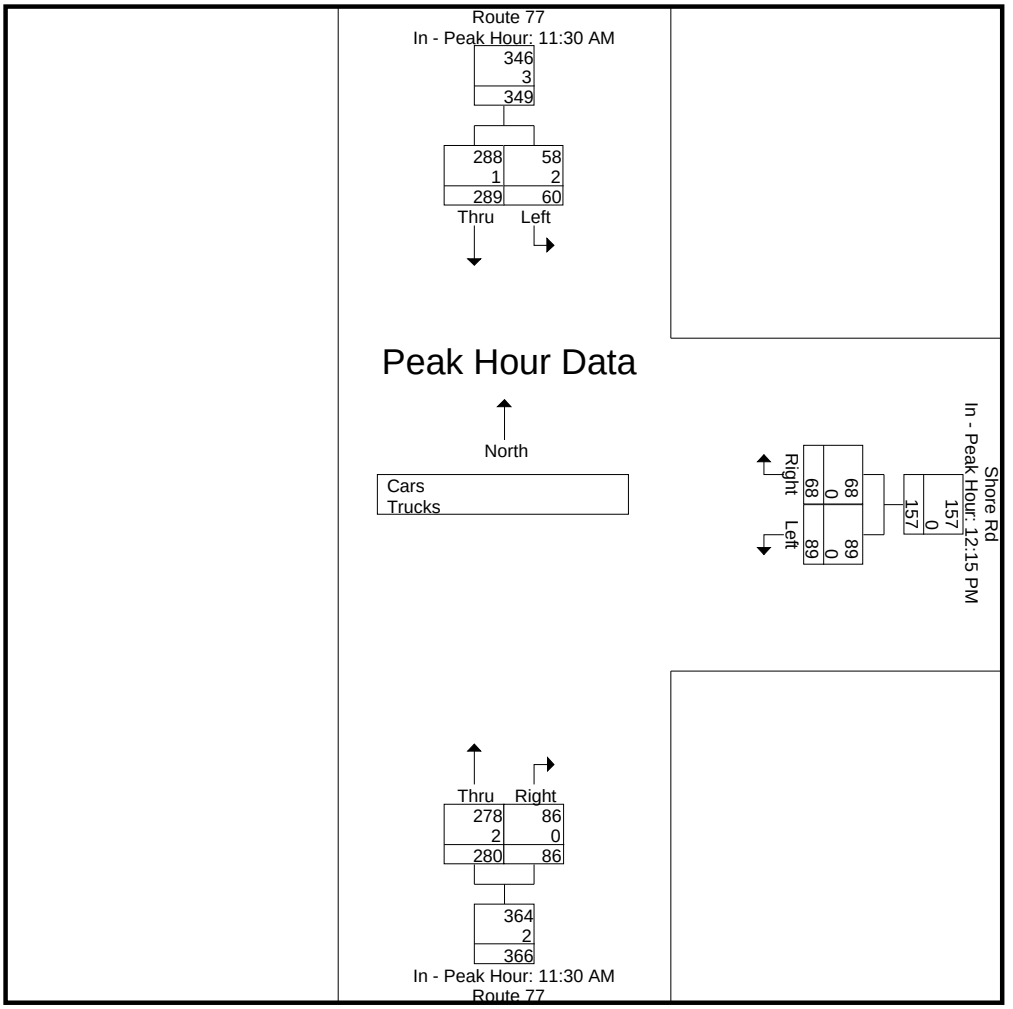
	11:30 AM			12:15 PM			11:30 AM		
+0 mins.	**18**	73	91	23	15	38	70	28	98
+15 mins.	17	**80**	**97**	17	**24**	**41**	59	**30**	89
+30 mins.	9	60	69	22	17	39	**86**	15	**101**
+45 mins.	16	76	92	**27**	12	39	65	13	78
Total Volume	60	289	349	89	68	157	280	86	366
% App. Total	17.2	82.8		56.7	43.3		76.5	23.5	
PHF	.833	.903	.899	.824	.708	.957	.814	.717	.906
Cars	58	288	346	89	68	157	278	86	364
% Cars	96.7	99.7	99.1	100	100	100	99.3	100	99.5
Trucks	2	1	3	0	0	0	2	0	2
% Trucks	3.3	0.3	0.9	0	0	0	0.7	0	0.5

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Shore Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029202
Site Code : 22029202
Start Date : 9/29/2022
Page No : 6

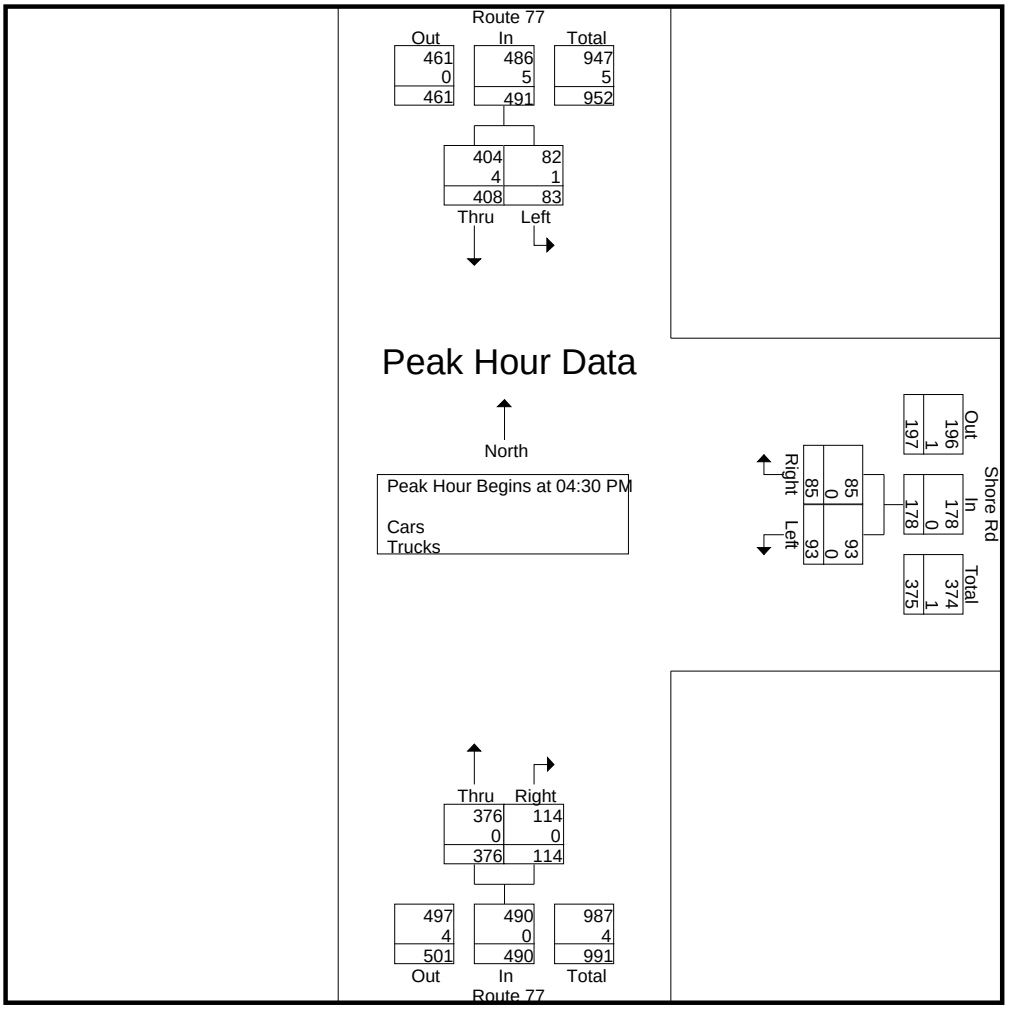


Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	16	104	120	23	23	46	**102**	31	**133**	299
04:45 PM	**29**	**116**	**145**	18	21	39	95	27	122	**306**
05:00 PM	17	81	98	**26**	**27**	**53**	91	**35**	126	277
05:15 PM	21	107	128	26	14	40	88	21	109	277
Total Volume	83	408	491	93	85	178	376	114	490	1159
% App. Total	16.9	83.1		52.2	47.8		76.7	23.3		
PHF	.716	.879	.847	.894	.787	.840	.922	.814	.921	.947
Cars	82	404	486	93	85	178	376	114	490	1154
% Cars	98.8	99.0	99.0	100	100	100	100	100	100	99.6
Trucks	1	4	5	0	0	0	0	0	0	5
% Trucks	1.2	1.0	1.0	0	0	0	0	0	0	0.4

N/S Street : Route 77
E/W Street : Shore Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029202
Site Code : 22029202
Start Date : 9/29/2022
Page No : 7



Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

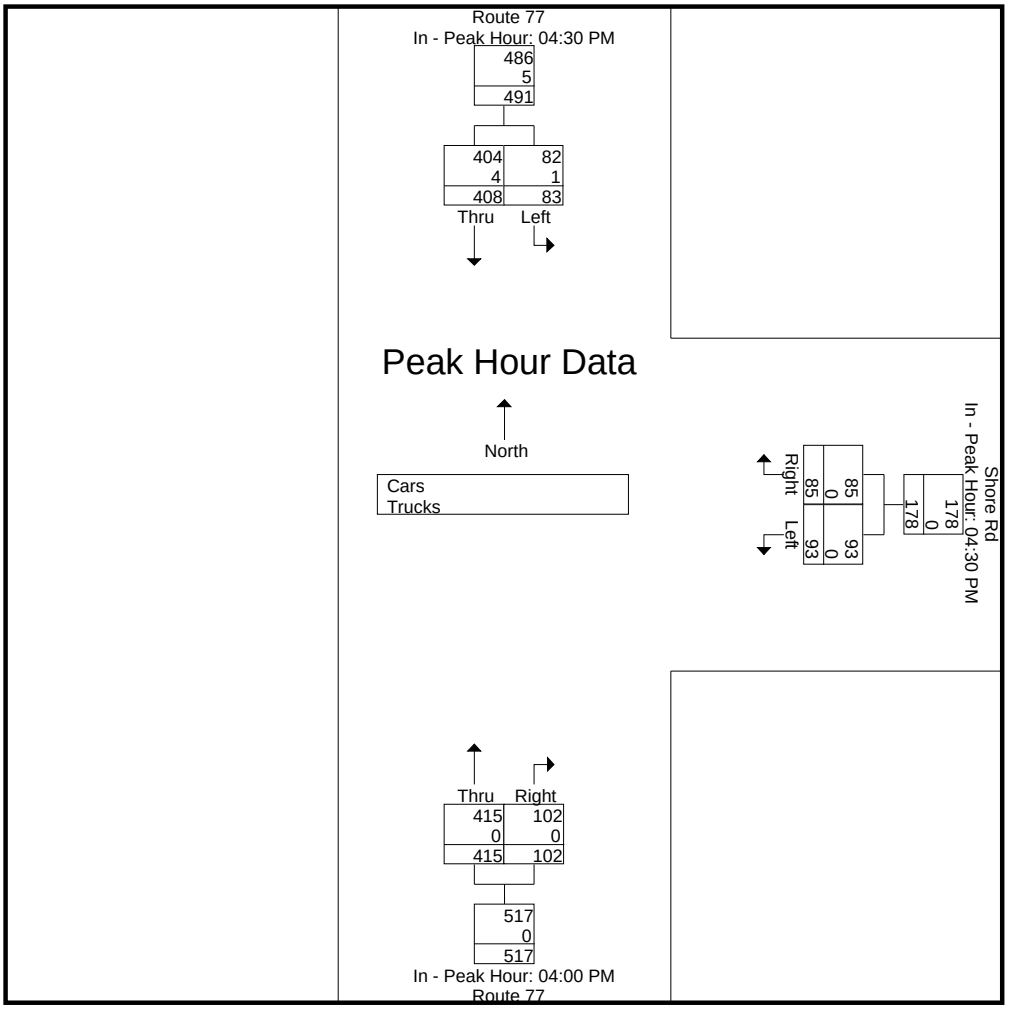
	04:30 PM			04:30 PM			04:00 PM		
+0 mins.	16	104	120	23	23	46	**115**	22	**137**
+15 mins.	**29**	**116**	**145**	18	21	39	103	22	125
+30 mins.	17	81	98	**26**	**27**	**53**	102	**31**	133
+45 mins.	21	107	128	26	14	40	95	27	122
Total Volume	83	408	491	93	85	178	415	102	517
% App. Total	16.9	83.1		52.2	47.8		80.3	19.7	
PHF	.716	.879	.847	.894	.787	.840	.902	.823	.943
Cars	82	404	486	93	85	178	415	102	517
% Cars	98.8	99	99	100	100	100	100	100	100
Trucks	1	4	5	0	0	0	0	0	0
% Trucks	1.2	1	1	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Route 77
E/W Street : Shore Road
City/State : Cape Elizabeth, ME
Weather : Clear

File Name : 22029202
Site Code : 22029202
Start Date : 9/29/2022
Page No : 8



Cape Elizabeth Route 77/Shore Road - TMC
Thu May 23, 2019
Full Length (6 AM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 673931, Location: 43.596339, -70.228285

Provided by: T.Y. Lin International
12 Northbrook Drive, Building A, Suite One,
Falmouth, ME, 04105, US

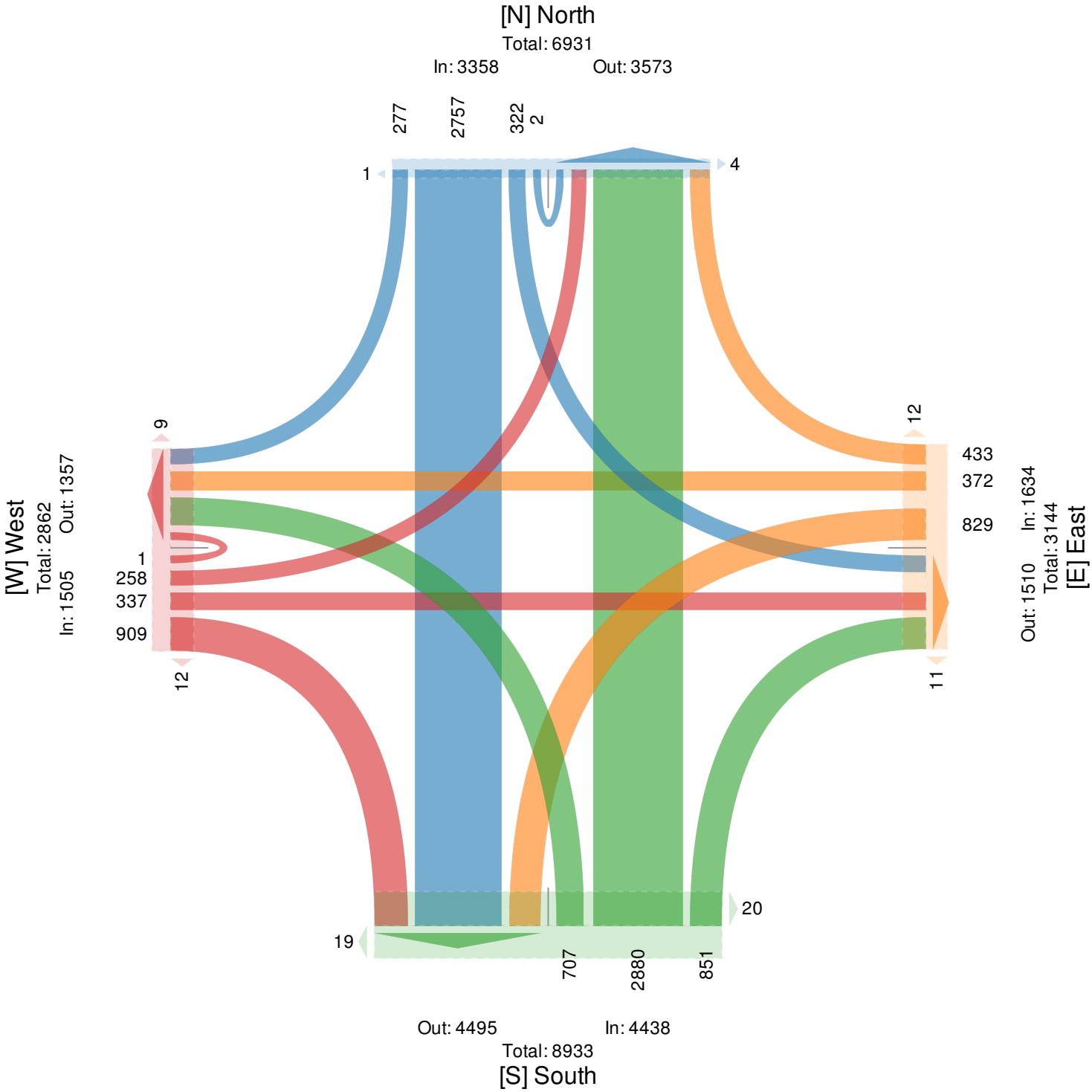
Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-05-23 6:00AM	1	7	2	0	**10**	0	3	0	4	0	**7**	0	2	19	0	0	**21**	0	2	2	3	0	**7**	1	**45**
6:15AM	4	15	2	0	**21**	0	3	2	4	0	**9**	0	3	29	1	0	**33**	0	0	2	7	0	**9**	0	**72**
6:30AM	5	20	4	0	**29**	0	3	3	2	0	**8**	0	11	33	6	0	**50**	0	3	1	2	0	**6**	0	**93**
6:45AM	2	30	6	0	**38**	0	7	4	16	0	**27**	1	13	44	8	0	**65**	0	12	5	3	0	**20**	0	**150**
Hourly Total	12	72	14	0	**98**	0	16	9	26	0	**51**	1	29	125	15	0	**169**	0	17	10	15	0	**42**	1	**360**
7:00AM	1	39	3	0	**43**	0	11	5	9	0	**25**	1	4	40	3	0	**47**	0	9	4	3	0	**16**	1	**131**
7:15AM	1	61	11	0	**73**	1	7	4	10	0	**21**	1	10	45	17	0	**72**	0	29	2	2	0	**33**	1	**199**
7:30AM	8	88	7	0	**103**	1	8	23	19	0	**50**	2	16	101	49	0	**166**	2	71	11	3	0	**85**	1	**404**
7:45AM	8	74	10	0	**92**	0	4	19	14	0	**37**	0	21	99	44	0	**164**	0	49	11	8	0	**68**	0	**361**
Hourly Total	18	262	31	0	**311**	2	30	51	52	0	**133**	4	51	285	113	0	**449**	2	158	28	16	0	**202**	3	**1095**
8:00AM	4	45	8	0	**57**	0	4	11	7	0	**22**	1	17	52	6	0	**75**	2	10	4	8	0	**22**	0	**176**
8:15AM	2	45	7	0	**54**	0	4	8	16	0	**28**	0	14	75	17	0	**106**	0	25	6	6	0	**37**	0	**225**
8:30AM	2	42	7	0	**51**	0	11	5	13	0	**29**	0	14	63	16	0	**93**	0	28	7	11	0	**46**	0	**219**
8:45AM	5	65	9	0	**79**	0	14	6	18	0	**38**	0	17	60	8	0	**85**	1	14	9	3	0	**26**	0	**228**
Hourly Total	13	197	31	0	**241**	0	33	30	54	0	**117**	1	62	250	47	0	**359**	3	77	26	28	0	**131**	0	**848**
9:00AM	8	45	7	0	**60**	0	8	7	20	0	**35**	0	12	48	11	0	**71**	2	5	4	4	0	**13**	0	**179**
9:15AM	5	55	9	0	**69**	0	8	7	15	0	**30**	0	12	56	9	0	**77**	0	11	4	2	0	**17**	0	**193**
9:30AM	7	43	4	0	**54**	1	6	6	10	0	**22**	0	11	60	10	0	**81**	0	11	3	3	0	**17**	0	**174**
9:45AM	7	57	9	0	**73**	0	7	6	17	0	**30**	0	13	42	9	0	**64**	1	13	5	5	0	**23**	0	**190**
Hourly Total	27	200	29	0	**256**	1	29	26	62	0	**117**	0	48	206	39	0	**293**	3	40	16	14	0	**70**	0	**736**
10:00AM	10	52	7	0	**69**	0	6	3	18	0	**27**	0	12	54	18	0	**84**	1	11	3	8	0	**22**	2	**202**
10:15AM	5	47	6	0	**58**	0	6	6	16	0	**28**	0	18	47	11	0	**76**	1	16	8	4	0	**28**	2	**190**
10:30AM	8	46	4	0	**58**	0	5	4	10	0	**19**	0	12	41	14	0	**67**	2	10	3	9	0	**22**	1	**166**
10:45AM	4	42	10	0	**56**	0	10	5	20	0	**35**	0	13	37	11	0	**61**	0	13	3	6	0	**22**	0	**174**
Hourly Total	27	187	27	0	**241**	0	27	18	64	0	**109**	0	55	179	54	0	**288**	4	50	17	27	0	**94**	5	**732**
11:00AM	9	44	4	1	**58**	0	10	13	19	0	**42**	0	8	62	13	0	**83**	0	11	1	9	0	**21**	1	**204**
11:15AM	5	50	4	1	**60**	0	8	7	12	0	**27**	0	20	55	13	0	**88**	1	4	11	5	0	**20**	0	**195**
11:30AM	6	60	6	0	**72**	0	11	7	18	0	**36**	0	10	72	10	0	**92**	0	11	4	2	0	**17**	0	**217**
11:45AM	5	58	2	0	**65**	0	9	8	20	0	**37**	0	25	64	6	0	**95**	0	6	9	5	0	**20**	0	**217**
Hourly Total	25	212	16	2	**255**	0	38	35	69	0	**142**	0	63	253	42	0	**358**	1	32	25	21	0	**78**	1	**833**
12:00PM	7	51	7	0	**65**	0	13	9	27	0	**49**	0	13	61	15	0	**89**	0	11	8	6	0	**25**	1	**228**
12:15PM	9	62	12	0	**83**	0	7	4	17	0	**28**	0	23	61	6	0	**90**	0	9	5	2	0	**16**	0	**217**
12:30PM	11	45	6	0	**62**	0	8	10	21	0	**39**	0	22	51	12	0	**85**	1	13	5	4	0	**22**	0	**208**
12:45PM	13	59	9	0	**81**	0	7	4	22	0	**33**	0	20	68	13	0	**101**	1	22	5	9	0	**36**	0	**251**
Hourly Total	40	217	34	0	**291**	0	35	27	87	0	**149**	0	78	241	46	0	**365**	2	55	23	21	0	**99**	1	**904**
1:00PM	8	46	12	0	**66**	1	10	4	25	0	**39**	1	21	65	11	0	**97**	2	12	3	5	0	**20**	1	**222**
1:15PM	8	55	9	0	**72**	0	11	10	25	0	**46**	0	16	59	5	0	**80**	2	10	6	5	1	**22**	0	**220**
1:30PM	3	56	5	0	**64**	0	9	6	13	0	**28**	1	16	51	12	0	**79**	1	9	8	5	0	**22**	1	**193**
1:45PM	10	57	9	0	**76**	0	5	4	15	0	**24**	0	28	67	5	0	**100**	0	12	4	6	0	**22**	0	**222**
Hourly Total	29	214	35	0	**278**	1	35	24	78	0	**137**	2	81	242	33	0	**356**	5	43	21	21	1	**86**	2	**857**
2:00PM	9	68	11	0	**88**	0	10	1	12	0	**23**	1	22	58	14	0	**94**	0	17	4	4	0	**25**	0	**230**
2:15PM	9	75	7	0	**91**	0	11	6	23	0	**40**	0	33	72	34	0	**139**	0	26	8	12	0	**46**	0	**316**
2:30PM	3	44	2	0	**49**	1	8	5	23	0	**36**	0	24	88	31	0	**143**	2	27	15	4	0	**46**	0	**274**
2:45PM	1	48	9	0	**58**	0	19	15	17	0	**51**	1	25	65	14	0	**104**	0	23	13	3	0	**39**	3	**252**
Hourly Total	22	235	29	0	**286**	1	48	27	75	0	**150**	2	104	283	93	0	**480**	2	93	40	23	0	**156**	3	**1072**
3:00PM	8	64	8	0	**80**	0	22	10	14	0	**46**	0	22	79	12	0	**113**	3	41	19	8	0	**68**	0	**307**
3:15PM	3	71	1	0	**75**	0	10	9	21	0	**40**	2	19	76	11	0	**106**	3	24	9	7	0	**40**	0	**261**
3:30PM	1	79	3	0	**83**	0	8	10	24	0	**42**	0	26	57	16	0	**99**	0	29	13	2	0	**44**	0	**268**
3:45PM	4	71	5	0	**80**	0	17	17	21	0	**55**	5	25	72	19	0	**116**	4	30	11	12	0	**53**	2	**304**
Hourly Total	16	285	17	0	**318**	0	57	46	80	0	**183**	7	92	284	58	0	**434**	10	124	52	29	0	**205**	2	**1140**
4:00PM	10	72	6	0	**88**	0	9	14	20	0	**43**	4	25	64	26	0	**115**	3	41	16	5	0	**62**	0	**308**
4:15PM	5	74	7	0	**86**	0	12	11	27	0	**50**	0	18	76	27	0	**121**	0	34	10	7	0	**51**	0	**308**
4:30PM	5	97	13	0	**115**	0	11	5	28	0	**44**	0	32	75	19	0	**126**	1	21	6	4	0	**31**	0	**316**
4:45PM	7	80	8	0	**95**	0	15	13	20	0	**48**	0	24	54	14	0	**92**	0	25	8	8	0	**41**	1	**276**
Hourly Total	27	323	34	0	**384**	0	47	43	95	0	**185**	4	99	269	86	0	**454**	4	121	40	24	0	**185**	1	**1208**
5:00PM	4	98	6	0	**108**	0	8	15	22	0	**45**	0	34	55	15	0	**104**	0	30	6	2	0	**38**	0	**295**
5:15PM	6	91	6	0	**103**	0	13	8	22	0	**43**	1	24	74	22	0	**120**	1	28	13	6	0	**47**	1	**313**
5:30PM	7	79	9	0	**95**	0	6	4	26	0	**36**	0	20	57	15	0	**92**	1	25	9	3	0	**37**	0	**260**
5:45PM	4	85	4	0	**93**	0	11	9	17	0	**37**	1	11	77	29	0	**117**	1	16	11	8	0	**35**	1	**282**
Hourly Total	21	353	25	0	**399**	0	38	36	87	0	**161**	2	89	263	81	0	**433**	3	99	39	19	0	**157**	2	**1150**
Total	277	2757	322	2	**3358**	5	433	372	829	0	**1634**	23	851	2880	707	0	**4438**	39	909	337	258	1	**1505**	21	**10935**
% Approach	8.2%	82.1%	9.6%	0.1%	-	-	26.5%	22.8%	50.7%	0%	-	-	19.2%	64.9%	15.9%	0%	-	-	60.4%	22.4%	17.1%	0.1%	-	-	-
% Total	2.5%	25.2%	2.9%	0%	**30.7%**	-	4.0%	3.4%	7.6%	0%	**14.9%**	-	7.8%	26.3%	6.5%	0%	**40.6%**	-	8.3%	3.1%	2.4%	0%	**13.8%**	-	-
Lights	271	2656	313	2	**3242**	-	412	358	784	0	**1554**	-	796	2762	685	0	**4243**	-	868	326	247	1	**1442**	-	10481
% Lights	97.8%	96.3%	97.2%	100%	**96.5%**	-	95.2%	96.2%	94.6%	0%	**95.1%**	-	93.5%	95.9%	96.9%	0%	**95.6%**	-	95.5%	96.7%	95.7%	100%	**95.8%**	-	95.8%
Single-Unit Trucks	4	68	8	0	**80**	-	14	9	18	0	**41**	-	17	77	8	0	**102**	-	14	7	6	0	**27**	-	250
% Single-Unit Trucks	1.4%	2.5%	2.5%	0%	**2.4%**	-	3.2%	2.4%	2.2%	0%	**2.5%**	-	2.0%	2.7%	1.1%	0%	**2.3%**	-	1.5%	2.1%	2.3%	0%	**1.8%**	-	2.3%
Articulated Trucks	2	5	1	0	**8**	-	2	0	4	0	**6**	-	2	8	1	0	**11**	-	4	2	0	0	**6**	-	31
% Articulated Trucks	0.7%	0.2%	0.3%	0%	**0.2%**	-	0.5%	0%	0.5%	0%	**0.4%**	-	0.2%	0.3%	0.1%	0%	**0.2%**	-	0.4%	0.6%	0%	0%	**0.4%**	-	0.3%
Buses	0	17	0	0	**17**	-	4	4	11	0	**19**	-	7	18	10	0	**35**	-	18	2	2	0	**22**	-	93
% Buses	0%	0.6%	0%	0%	**0.5%**	-	0.9%	1.1%	1.3%	0%	**1.2%**	-	0.8%	0.6%	1.4%	0%	**0.8%**	-	2.0%	0.6%	0.8%	0%	**1.5%**	-	0.9%
Bicycles on Road	0	11	0	0	**11**	-	1	1	12	0	**14**	-	29	15	3	0	**47**	-	5	0	3	0	**8**	-	80

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	0.4%	0%	0%	**0.3%**	-	0.2%	0.3%	1.4%	0%	**0.9%**	-	3.4%	0.5%	0.4%	0%	**1.1%**	-	0.6%	0%	1.2%	0%	**0.5%**	-	0.7%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	21	-	-	-	-	-	32	-	-	-	-	-	15	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	91.3%	-	-	-	-	-	82.1%	-	-	-	-	-	71.4%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	8.7%	-	-	-	-	-	17.9%	-	-	-	-	-	28.6%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Cape Elizabeth Route 77/Shore Road - TMC
Thu May 23, 2019
Full Length (6 AM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 673931, Location: 43.596339, -70.228285

Provided by: T.Y. Lin International
12 Northbrook Drive, Building A, Suite One,
Falmouth, ME, 04105, US



Cape Elizabeth Route 77/Shore Road - TMC
Thu May 23, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 673931, Location: 43.596339, -70.228285

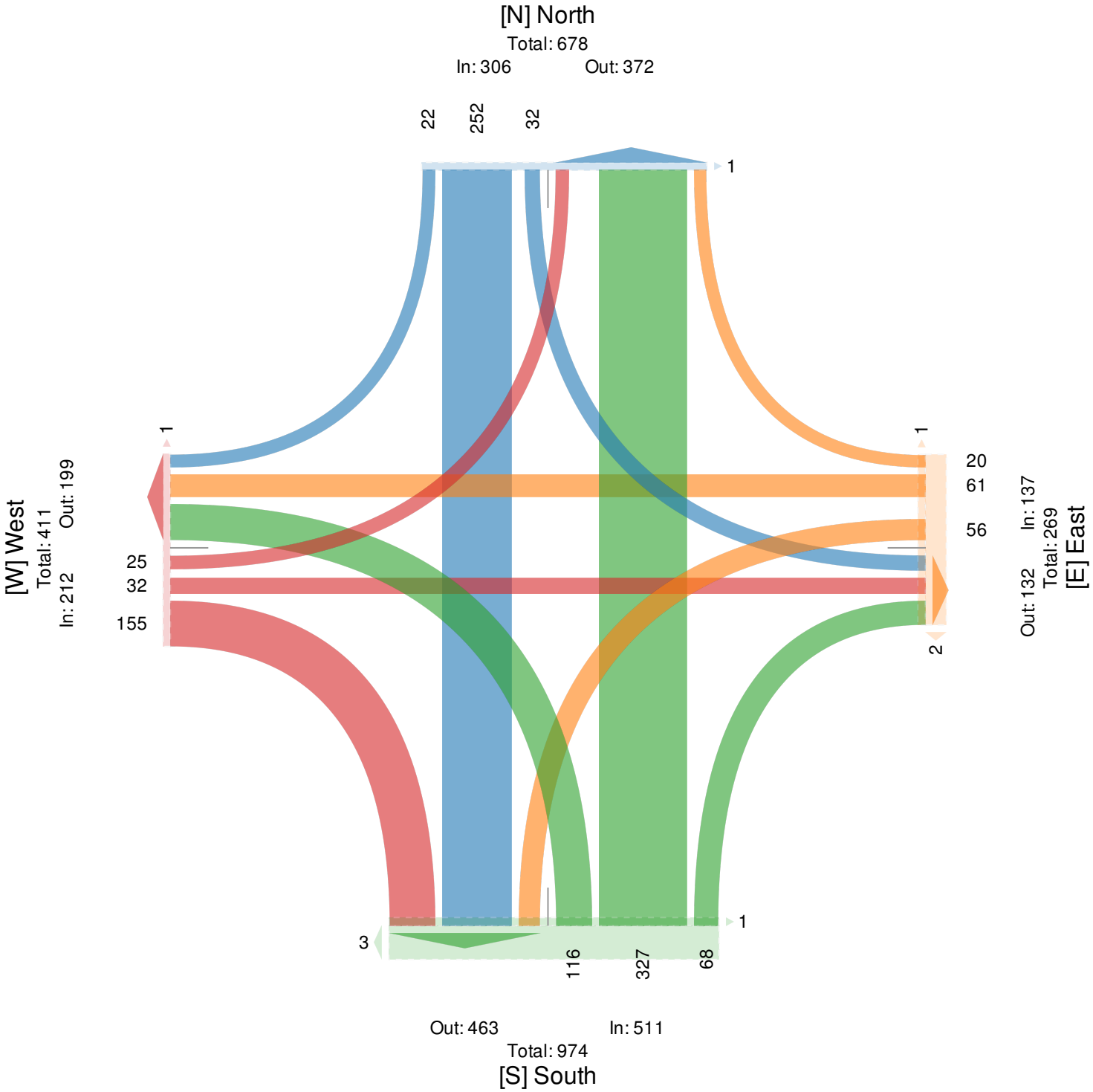
Provided by: T.Y. Lin International
12 Northbrook Drive, Building A, Suite One,
Falmouth, ME, 04105, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-05-23 7:30AM	8	88	7	0	**103**	1	8	23	19	0	**50**	2	16	101	49	0	**166**	2	71	11	3	0	**85**	1	**404**
7:45AM	8	74	10	0	**92**	0	4	19	14	0	**37**	0	21	99	44	0	**164**	0	49	11	8	0	**68**	0	**361**
8:00AM	4	45	8	0	**57**	0	4	11	7	0	**22**	1	17	52	6	0	**75**	2	10	4	8	0	**22**	0	**176**
8:15AM	2	45	7	0	**54**	0	4	8	16	0	**28**	0	14	75	17	0	**106**	0	25	6	6	0	**37**	0	**225**
Total	22	252	32	0	**306**	1	20	61	56	0	**137**	3	68	327	116	0	**511**	4	155	32	25	0	**212**	1	**1166**
% Approach	7.2%	82.4%	10.5%	0%	**-**	-	14.6%	44.5%	40.9%	0%	**-**	-	13.3%	64.0%	22.7%	0%	**-**	-	73.1%	15.1%	11.8%	0%	**-**	-	**-**
% Total	1.9%	21.6%	2.7%	0%	**26.2%**	-	1.7%	5.2%	4.8%	0%	**11.7%**	-	5.8%	28.0%	9.9%	0%	**43.8%**	-	13.3%	2.7%	2.1%	0%	**18.2%**	-	-
PHF	0.688	0.721	0.800	-	**0.748**	-	0.625	0.663	0.737	-	**0.685**	-	0.813	0.813	0.592	-	**0.767**	-	0.546	0.727	0.781	-	**0.624**	-	0.721
Lights	22	241	32	0	**295**	-	20	60	49	0	**129**	-	64	315	111	0	**490**	-	151	32	25	0	**208**	-	1122
% Lights	100%	95.6%	100%	0%	**96.4%**	-	100%	98.4%	87.5%	0%	**94.2%**	-	94.1%	96.3%	95.7%	0%	**95.9%**	-	97.4%	100%	100%	0%	**98.1%**	-	96.2%
Single-Unit Trucks	0	8	0	0	**8**	-	0	1	1	0	**2**	-	0	7	3	0	**10**	-	1	0	0	0	**1**	-	21
% Single-Unit Trucks	0%	3.2%	0%	0%	**2.6%**	-	0%	1.6%	1.8%	0%	**1.5%**	-	0%	2.1%	2.6%	0%	**2.0%**	-	0.6%	0%	0%	0%	**0.5%**	-	1.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	1.8%	0%	**0.7%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses	0	2	0	0	**2**	-	0	0	5	0	**5**	-	1	2	2	0	**5**	-	3	0	0	0	**3**	-	15
% Buses	0%	0.8%	0%	0%	**0.7%**	-	0%	0%	8.9%	0%	**3.6%**	-	1.5%	0.6%	1.7%	0%	**1.0%**	-	1.9%	0%	0%	0%	**1.4%**	-	1.3%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	3	2	0	0	**5**	-	0	0	0	0	**0**	-	6
% Bicycles on Road	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	4.4%	0.6%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Cape Elizabeth Route 77/Shore Road - TMC
Thu May 23, 2019
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 673931, Location: 43.596339, -70.228285

Provided by: T.Y. Lin International
12 Northbrook Drive, Building A, Suite One,
Falmouth, ME, 04105, US



Cape Elizabeth Route 77/Shore Road - TMC
Thu May 23, 2019
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 673931, Location: 43.596339, -70.228285

Provided by: T.Y. Lin International
12 Northbrook Drive, Building A, Suite One,
Falmouth, ME, 04105, US

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2019-05-23 3:45PM	4	71	5	0	**80**	0	17	17	21	0	**55**	5	25	72	19	0	**116**	4	30	11	12	0	**53**	2	**304**
4:00PM	10	72	6	0	**88**	0	9	14	20	0	**43**	4	25	64	26	0	**115**	3	41	16	5	0	**62**	0	**308**
4:15PM	5	74	7	0	**86**	0	12	11	27	0	**50**	0	18	76	27	0	**121**	0	34	10	7	0	**51**	0	**308**
4:30PM	5	97	13	0	**115**	0	11	5	28	0	**44**	0	32	75	19	0	**126**	1	21	6	4	0	**31**	0	**316**
Total	24	314	31	0	**369**	0	49	47	96	0	**192**	9	100	287	91	0	**478**	8	126	43	28	0	**197**	2	**1236**
% Approach	6.5%	85.1%	8.4%	0%	**-**	-	25.5%	24.5%	50.0%	0%	**-**	-	20.9%	60.0%	19.0%	0%	**-**	-	64.0%	21.8%	14.2%	0%	**-**	-	**-**
% Total	1.9%	25.4%	2.5%	0%	**29.9%**	-	4.0%	3.8%	7.8%	0%	**15.5%**	-	8.1%	23.2%	7.4%	0%	**38.7%**	-	10.2%	3.5%	2.3%	0%	**15.9%**	-	**-**
PHF	0.600	0.809	0.596	**-**	**0.802**	-	0.721	0.691	0.857	**-**	**0.873**	-	0.773	0.944	0.843	**-**	**0.946**	-	0.768	0.672	0.583	**-**	**0.794**	-	0.977
Lights	24	309	31	0	**364**	-	47	43	94	0	**184**	-	97	282	89	0	**468**	-	125	43	28	0	**196**	-	1212
% Lights	100%	98.4%	100%	0%	**98.6%**	-	95.9%	91.5%	97.9%	0%	**95.8%**	-	97.0%	98.3%	97.8%	0%	**97.9%**	-	99.2%	100%	100%	0%	**99.5%**	-	98.1%
Single-Unit Trucks	0	2	0	0	**2**	-	2	3	1	0	**6**	-	1	2	0	0	**3**	-	0	0	0	0	**0**	-	11
% Single-Unit Trucks	0%	0.6%	0%	0%	**0.5%**	-	4.1%	6.4%	1.0%	0%	**3.1%**	-	1.0%	0.7%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses	0	3	0	0	**3**	-	0	1	1	0	**2**	-	1	2	2	0	**5**	-	1	0	0	0	**1**	-	11
% Buses	0%	1.0%	0%	0%	**0.8%**	-	0%	2.1%	1.0%	0%	**1.0%**	-	1.0%	0.7%	2.2%	0%	**1.0%**	-	0.8%	0%	0%	0%	**0.5%**	-	0.9%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.0%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	8	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Cape Elizabeth Route 77/Shore Road - TMC
Thu May 23, 2019
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 673931, Location: 43.596339, -70.228285

Provided by: T.Y. Lin International
12 Northbrook Drive, Building A, Suite One,
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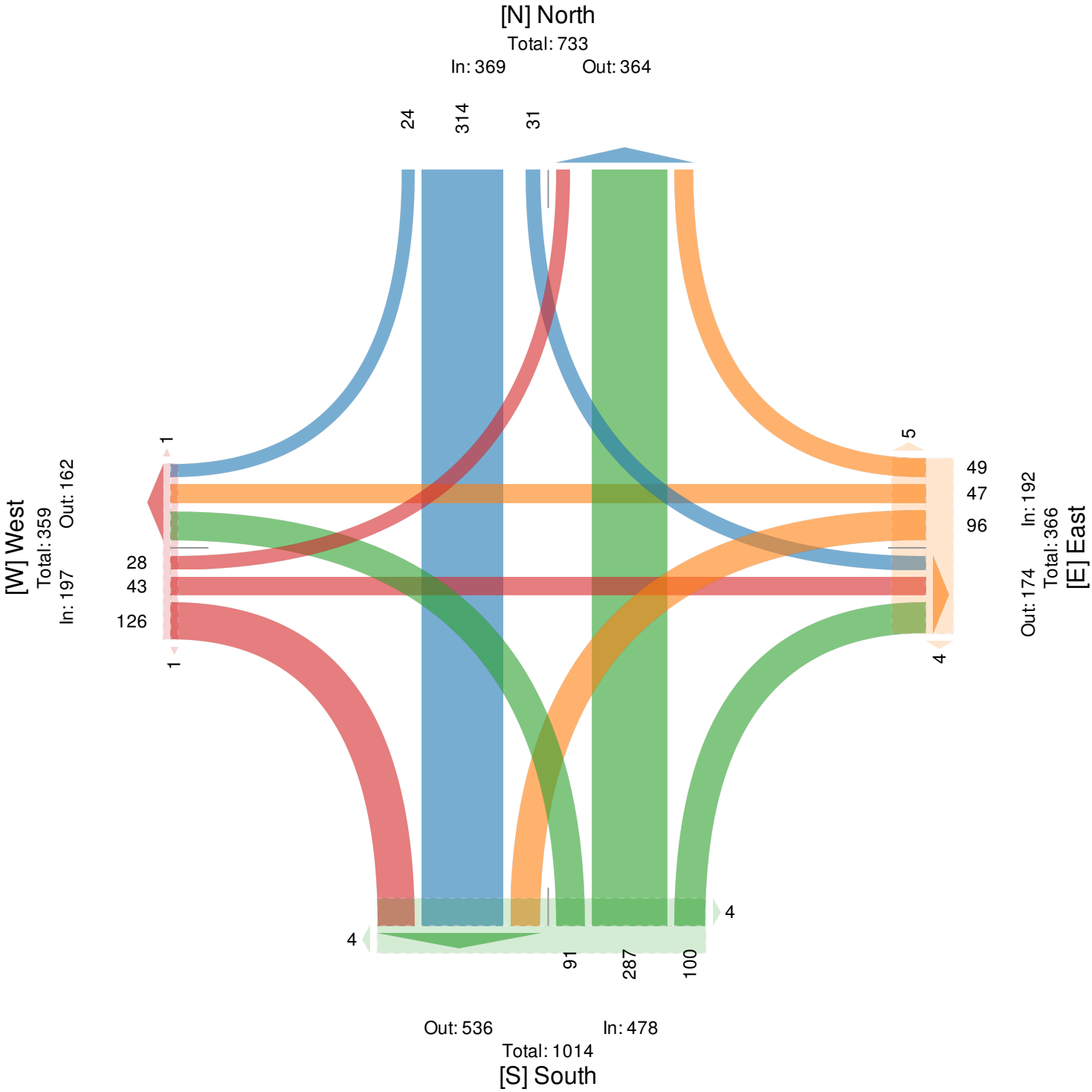

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1051	1041	1017	973	972	1007	961
Vehs Exited	1051	1048	1022	977	970	1011	964
Starting Vehs	9	12	15	13	4	9	10
Ending Vehs	9	5	10	9	6	5	7
Travel Distance (mi)	251	248	242	231	229	239	229
Travel Time (hr)	11.4	10.6	10.3	9.4	9.6	10.1	11.4
Total Delay (hr)	2.9	2.2	2.2	1.6	1.9	2.0	3.6
Total Stops	395	348	351	324	332	346	355
Fuel Used (gal)	9.7	9.5	9.3	8.6	8.6	9.3	9.0

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1027	986	986	1000
Vehs Exited	1029	989	987	1005
Starting Vehs	9	5	9	7
Ending Vehs	7	2	8	6
Travel Distance (mi)	244	233	233	238
Travel Time (hr)	10.6	9.7	11.3	10.4
Total Delay (hr)	2.4	1.7	3.3	2.4
Total Stops	353	330	374	349
Fuel Used (gal)	9.5	8.7	9.3	9.2

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	224	194	197	207	205	193	192
Vehs Exited	219	199	207	214	203	197	190
Starting Vehs	9	12	15	13	4	9	10
Ending Vehs	14	7	5	6	6	5	12
Travel Distance (mi)	53	47	48	50	48	47	46
Travel Time (hr)	2.0	1.7	1.9	1.9	1.8	1.7	1.7
Total Delay (hr)	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Total Stops	52	47	61	62	67	43	53
Fuel Used (gal)	1.9	1.6	1.7	1.8	1.7	1.7	1.6

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	221	214	193	205
Vehs Exited	217	211	199	205
Starting Vehs	9	5	9	7
Ending Vehs	13	8	3	6
Travel Distance (mi)	53	50	47	49
Travel Time (hr)	2.1	1.9	1.8	1.9
Total Delay (hr)	0.3	0.2	0.2	0.2
Total Stops	67	66	58	57
Fuel Used (gal)	2.0	1.8	1.7	1.8

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	402	404	403	353	368	395	415
Vehs Exited	393	393	380	338	352	383	409
Starting Vehs	14	7	5	6	6	5	12
Ending Vehs	23	18	28	21	22	17	18
Travel Distance (mi)	94	94	92	80	85	91	97
Travel Time (hr)	5.3	4.7	4.5	3.7	4.1	4.5	6.4
Total Delay (hr)	2.1	1.4	1.4	0.9	1.2	1.3	3.1
Total Stops	201	180	172	150	146	177	185
Fuel Used (gal)	4.1	3.9	3.9	3.2	3.4	3.9	4.4

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	387	382	397	393
Vehs Exited	377	375	366	376
Starting Vehs	13	8	3	6
Ending Vehs	23	15	34	19
Travel Distance (mi)	90	89	89	90
Travel Time (hr)	4.3	4.1	5.5	4.7
Total Delay (hr)	1.3	1.1	2.4	1.6
Total Stops	166	161	166	170
Fuel Used (gal)	3.7	3.6	3.9	3.8

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	211	203	203	213	192	215	170
Vehs Exited	224	213	216	227	206	217	178
Starting Vehs	23	18	28	21	22	17	18
Ending Vehs	10	8	15	7	8	15	10
Travel Distance (mi)	52	50	50	53	48	51	41
Travel Time (hr)	2.1	1.8	1.9	2.1	1.9	1.9	1.6
Total Delay (hr)	0.3	0.2	0.3	0.3	0.3	0.2	0.2
Total Stops	77	45	47	59	67	64	55
Fuel Used (gal)	2.0	1.8	1.8	1.9	1.7	1.9	1.5

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	206	191	173	198
Vehs Exited	223	196	200	210
Starting Vehs	23	15	34	19
Ending Vehs	6	10	7	9
Travel Distance (mi)	51	45	45	49
Travel Time (hr)	2.2	1.8	1.9	1.9
Total Delay (hr)	0.5	0.2	0.4	0.3
Total Stops	48	57	72	57
Fuel Used (gal)	2.0	1.7	1.7	1.8

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	214	240	214	200	207	204	184
Vehs Exited	215	243	219	198	209	214	187
Starting Vehs	10	8	15	7	8	15	10
Ending Vehs	9	5	10	9	6	5	7
Travel Distance (mi)	51	57	52	48	50	50	45
Travel Time (hr)	1.9	2.3	2.0	1.8	1.8	1.9	1.7
Total Delay (hr)	0.2	0.4	0.2	0.2	0.2	0.3	0.2
Total Stops	65	76	71	53	52	62	62
Fuel Used (gal)	1.8	2.2	1.9	1.6	1.8	1.8	1.6

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	213	199	223	210
Vehs Exited	212	207	222	213
Starting Vehs	6	10	7	9
Ending Vehs	7	2	8	6
Travel Distance (mi)	50	49	52	50
Travel Time (hr)	2.0	1.8	2.1	1.9
Total Delay (hr)	0.2	0.2	0.3	0.2
Total Stops	72	46	78	61
Fuel Used (gal)	1.9	1.7	2.0	1.8

3: Ocean House Rd & Scott Dyer Rd/Cumberland Farms Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Denied Del/Veh (s)	0.4	0.1	0.2	0.2	0.1	0.1	0.5	0.3	0.3	0.0	0.0	0.0
Total Del/Veh (s)	23.9	24.6	13.8	32.3	17.5	9.3	3.8	1.3	0.4	3.9	0.5	0.1

3: Ocean House Rd & Scott Dyer Rd/Cumberland Farms Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.8

5: Ocean House Rd & Shore Rd Performance by movement

Movement	SEL	SET	NWT	NWR	SWL	SWR	All
Denied Del/Veh (s)	0.1	0.0	0.3	0.3	0.4	3.9	0.4
Total Del/Veh (s)	5.1	0.5	1.9	0.6	38.2	20.5	4.3

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	8.0

Intersection: 3: Ocean House Rd & Scott Dyer Rd/Cumberland Farms

Movement	EB	WB	SE	NW	NW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	189	35	42	68	29
Average Queue (ft)	51	4	3	25	1
95th Queue (ft)	127	18	20	56	13
Link Distance (ft)	425	84	545	35	35
Upstream Blk Time (%)				3	0
Queuing Penalty (veh)				8	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Ocean House Rd & Shore Rd

Movement	SE	SE	NW	SW	SW
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	56	52	14	215	58
Average Queue (ft)	19	6	1	50	35
95th Queue (ft)	50	31	8	161	65
Link Distance (ft)	35	35	587	621	
Upstream Blk Time (%)	5	0			
Queuing Penalty (veh)	13	1			
Storage Bay Dist (ft)					30
Storage Blk Time (%)				22	9
Queuing Penalty (veh)				16	7

Network Summary

Network wide Queuing Penalty: 45

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1246	1304	1216	1249	1251	1313	1299
Vehs Exited	1248	1305	1217	1246	1259	1312	1294
Starting Vehs	12	14	16	9	17	10	11
Ending Vehs	10	13	15	12	9	11	16
Travel Distance (mi)	293	308	287	295	296	310	307
Travel Time (hr)	13.1	14.2	12.5	13.1	13.6	14.3	14.1
Total Delay (hr)	2.9	3.4	2.5	2.7	3.3	3.5	3.4
Total Stops	511	580	512	510	523	539	544
Fuel Used (gal)	11.6	12.4	11.4	11.6	12.0	12.5	12.4

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1279	1254	1267	1270
Vehs Exited	1285	1253	1275	1269
Starting Vehs	14	11	20	12
Ending Vehs	8	12	12	11
Travel Distance (mi)	303	297	301	300
Travel Time (hr)	15.2	13.5	13.2	13.7
Total Delay (hr)	4.7	3.1	2.7	3.2
Total Stops	536	538	519	531
Fuel Used (gal)	12.6	11.9	11.9	12.0

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	331	328	270	284	273	299	332
Vehs Exited	317	318	279	280	279	296	330
Starting Vehs	12	14	16	9	17	10	11
Ending Vehs	26	24	7	13	11	13	13
Travel Distance (mi)	77	77	65	67	65	70	79
Travel Time (hr)	3.3	3.6	2.7	2.7	2.6	2.9	3.4
Total Delay (hr)	0.6	1.0	0.4	0.4	0.4	0.5	0.7
Total Stops	121	143	127	95	102	107	141
Fuel Used (gal)	3.1	3.1	2.5	2.5	2.5	2.7	3.1

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	272	332	279	301
Vehs Exited	271	331	282	298
Starting Vehs	14	11	20	12
Ending Vehs	15	12	17	15
Travel Distance (mi)	64	80	67	71
Travel Time (hr)	2.7	3.5	2.7	3.0
Total Delay (hr)	0.5	0.8	0.4	0.6
Total Stops	100	134	106	118
Fuel Used (gal)	2.5	3.1	2.5	2.8

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	371	378	348	360	389	368	396
Vehs Exited	382	387	335	354	385	368	383
Starting Vehs	26	24	7	13	11	13	13
Ending Vehs	15	15	20	19	15	13	26
Travel Distance (mi)	88	89	78	84	90	86	90
Travel Time (hr)	4.4	4.5	3.6	4.2	5.0	4.3	4.7
Total Delay (hr)	1.3	1.3	0.8	1.2	1.9	1.3	1.5
Total Stops	191	181	155	189	190	182	196
Fuel Used (gal)	3.6	3.8	3.2	3.5	4.0	3.6	3.9

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	376	346	389	370
Vehs Exited	358	347	384	368
Starting Vehs	15	12	17	15
Ending Vehs	33	11	22	15
Travel Distance (mi)	85	79	90	86
Travel Time (hr)	5.2	4.1	4.2	4.4
Total Delay (hr)	2.3	1.2	1.0	1.4
Total Stops	171	174	188	179
Fuel Used (gal)	3.8	3.3	3.8	3.7

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	276	284	304	302	297	328	277
Vehs Exited	282	294	313	310	302	321	290
Starting Vehs	15	15	20	19	15	13	26
Ending Vehs	9	5	11	11	10	20	13
Travel Distance (mi)	66	68	73	72	72	76	68
Travel Time (hr)	2.7	3.0	3.2	3.1	3.1	3.5	3.1
Total Delay (hr)	0.5	0.6	0.6	0.6	0.6	0.8	0.7
Total Stops	94	129	116	114	123	131	102
Fuel Used (gal)	2.5	2.7	2.9	2.9	2.8	3.0	2.8

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	307	266	295	292
Vehs Exited	331	267	305	302
Starting Vehs	33	11	22	15
Ending Vehs	9	10	12	7
Travel Distance (mi)	77	64	71	71
Travel Time (hr)	3.8	2.6	3.0	3.1
Total Delay (hr)	1.1	0.4	0.5	0.7
Total Stops	134	104	98	112
Fuel Used (gal)	3.3	2.5	2.8	2.8

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	268	314	294	303	292	318	294
Vehs Exited	267	306	290	302	293	327	291
Starting Vehs	9	5	11	11	10	20	13
Ending Vehs	10	13	15	12	9	11	16
Travel Distance (mi)	63	74	70	72	70	77	69
Travel Time (hr)	2.6	3.1	3.1	3.0	2.8	3.6	2.9
Total Delay (hr)	0.5	0.6	0.7	0.5	0.4	0.9	0.5
Total Stops	105	127	114	112	108	119	105
Fuel Used (gal)	2.4	2.8	2.7	2.8	2.7	3.1	2.6

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	324	310	304	301
Vehs Exited	325	308	304	300
Starting Vehs	9	10	12	7
Ending Vehs	8	12	12	11
Travel Distance (mi)	77	74	73	72
Travel Time (hr)	3.4	3.2	3.2	3.1
Total Delay (hr)	0.7	0.6	0.7	0.6
Total Stops	131	126	127	116
Fuel Used (gal)	3.0	2.9	2.9	2.8

3: Ocean House Rd & Scott Dyer Rd/Cumberland Farms Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SET	SER	NWL	NWT	NWR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.0	0.0	0.0	0.1
Total Del/Veh (s)	19.0	24.6	9.2	20.5	17.8	5.2	1.4	0.5	4.1	0.6	0.2	3.4

5: Ocean House Rd & Shore Rd Performance by movement

Movement	SEL	SET	NWT	NWR	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.4	0.4	3.8	0.5
Total Del/Veh (s)	6.3	0.5	2.6	1.1	30.5	18.6	5.5

Total Network Performance

Denied Del/Veh (s)	0.6
Total Del/Veh (s)	8.5

Intersection: 3: Ocean House Rd & Scott Dyer Rd/Cumberland Farms

Movement	EB	WB	SE	NW	NW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	150	34	20	74	30
Average Queue (ft)	50	7	1	34	2
95th Queue (ft)	104	22	8	64	14
Link Distance (ft)	425	84	545	35	35
Upstream Blk Time (%)				5	0
Queuing Penalty (veh)				12	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Ocean House Rd & Shore Rd

Movement	SE	SE	NW	SW	SW
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	65	35	29	207	55
Average Queue (ft)	30	6	3	68	42
95th Queue (ft)	58	26	16	159	67
Link Distance (ft)	35	35	587	621	
Upstream Blk Time (%)	10	0			
Queuing Penalty (veh)	26	1			
Storage Bay Dist (ft)					30
Storage Blk Time (%)				43	15
Queuing Penalty (veh)				39	14

Network Summary

Network wide Queuing Penalty: 93

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1118	1160	1072	1097	1042	1049	1144
Vehs Exited	1119	1158	1072	1098	1046	1045	1146
Starting Vehs	9	9	6	10	9	2	14
Ending Vehs	8	11	6	9	5	6	12
Travel Distance (mi)	271	280	259	266	253	253	279
Travel Time (hr)	16.1	16.6	11.7	13.4	11.0	15.2	15.0
Total Delay (hr)	7.0	7.2	3.0	4.4	2.6	6.6	5.6
Total Stops	449	470	393	420	368	374	465
Fuel Used (gal)	11.4	12.1	10.2	10.7	9.6	10.7	11.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1117	1136	1107	1104
Vehs Exited	1124	1137	1102	1105
Starting Vehs	12	7	7	8
Ending Vehs	5	6	12	6
Travel Distance (mi)	272	277	267	268
Travel Time (hr)	17.0	13.2	11.9	14.1
Total Delay (hr)	7.9	4.0	2.9	5.1
Total Stops	483	399	416	425
Fuel Used (gal)	11.9	11.0	10.3	11.0

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

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

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	241	259	199	224	218	191	248
Vehs Exited	234	260	201	228	218	187	251
Starting Vehs	9	9	6	10	9	2	14
Ending Vehs	16	8	4	6	9	6	11
Travel Distance (mi)	59	63	48	54	52	46	61
Travel Time (hr)	2.2	2.6	1.9	2.0	1.9	1.7	2.4
Total Delay (hr)	0.3	0.4	0.3	0.2	0.2	0.2	0.4
Total Stops	78	97	70	54	58	56	87
Fuel Used (gal)	2.1	2.4	1.8	2.0	1.9	1.7	2.3

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	219	256	208	228
Vehs Exited	219	253	204	227
Starting Vehs	12	7	7	8
Ending Vehs	12	10	11	8
Travel Distance (mi)	53	62	50	55
Travel Time (hr)	2.1	2.3	1.9	2.1
Total Delay (hr)	0.3	0.3	0.2	0.3
Total Stops	68	66	65	68
Fuel Used (gal)	2.0	2.2	1.8	2.0

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	437	434	386	411	405	433	444
Vehs Exited	410	400	378	397	402	386	419
Starting Vehs	16	8	4	6	9	6	11
Ending Vehs	43	42	12	20	12	53	36
Travel Distance (mi)	101	99	93	98	98	97	104
Travel Time (hr)	7.9	8.5	5.2	6.9	5.2	8.4	7.6
Total Delay (hr)	4.5	5.2	2.1	3.6	1.9	5.1	4.2
Total Stops	224	224	178	214	193	191	223
Fuel Used (gal)	4.8	5.0	4.1	4.6	4.1	4.8	4.9

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	443	415	436	423
Vehs Exited	395	387	416	398
Starting Vehs	12	10	11	8
Ending Vehs	60	38	31	35
Travel Distance (mi)	100	97	103	99
Travel Time (hr)	8.2	6.1	5.4	6.9
Total Delay (hr)	4.9	2.8	2.0	3.6
Total Stops	263	188	210	211
Fuel Used (gal)	4.9	4.3	4.4	4.6

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	224	209	237	233	202	201	210
Vehs Exited	259	241	244	248	207	245	238
Starting Vehs	43	42	12	20	12	53	36
Ending Vehs	8	10	5	5	7	9	8
Travel Distance (mi)	60	56	59	59	50	56	57
Travel Time (hr)	4.0	3.1	2.2	2.4	1.9	2.9	2.6
Total Delay (hr)	2.0	1.2	0.3	0.4	0.2	1.0	0.7
Total Stops	78	68	71	75	51	59	74
Fuel Used (gal)	2.6	2.3	2.2	2.2	1.7	2.3	2.2

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	240	207	228	219
Vehs Exited	292	239	249	246
Starting Vehs	60	38	31	35
Ending Vehs	8	6	10	6
Travel Distance (mi)	67	54	58	57
Travel Time (hr)	4.6	2.4	2.4	2.9
Total Delay (hr)	2.4	0.6	0.5	0.9
Total Stops	82	76	75	69
Fuel Used (gal)	3.1	2.1	2.2	2.3

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	216	258	250	229	217	224	242
Vehs Exited	216	257	249	225	219	227	238
Starting Vehs	8	10	5	5	7	9	8
Ending Vehs	8	11	6	9	5	6	12
Travel Distance (mi)	52	63	60	55	53	55	57
Travel Time (hr)	2.0	2.5	2.4	2.1	2.0	2.2	2.2
Total Delay (hr)	0.3	0.4	0.4	0.3	0.2	0.3	0.3
Total Stops	69	81	74	77	66	68	81
Fuel Used (gal)	1.9	2.3	2.2	2.0	1.9	2.0	2.1

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	215	258	235	234
Vehs Exited	218	258	233	234
Starting Vehs	8	6	10	6
Ending Vehs	5	6	12	6
Travel Distance (mi)	53	64	57	57
Travel Time (hr)	2.0	2.4	2.2	2.2
Total Delay (hr)	0.3	0.3	0.3	0.3
Total Stops	70	69	66	70
Fuel Used (gal)	1.9	2.3	2.0	2.1

3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	All
Denied Del/Veh (s)	0.5	0.3	0.3	0.0	0.0	0.0	0.3	0.2	0.5	0.2
Total Del/Veh (s)	5.2	2.2	1.0	4.3	2.0	1.0	12.4	33.1	16.7	4.9

5: Ocean House Rd & Shore Rd Performance by movement

Movement	SEL	SET	NWT	NWR	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.4	1.2	1.0	0.3
Total Del/Veh (s)	4.8	1.2	2.6	1.0	105.3	68.0	11.6

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	16.1

Intersection: 3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd

Movement	SE	NW	NE
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	136	96	220
Average Queue (ft)	10	37	60
95th Queue (ft)	75	88	158
Link Distance (ft)	568	88	420
Upstream Blk Time (%)		1	1
Queuing Penalty (veh)		7	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Ocean House Rd & Shore Rd

Movement	SE	NW	SW
Directions Served	LT	TR	LR
Maximum Queue (ft)	100	99	479
Average Queue (ft)	32	9	118
95th Queue (ft)	87	54	370
Link Distance (ft)	88	593	631
Upstream Blk Time (%)	1		2
Queuing Penalty (veh)	8		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 15

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1394	1423	1381	1348	1314	1365	1366
Vehs Exited	1403	1414	1386	1351	1316	1363	1358
Starting Vehs	25	11	12	16	19	16	8
Ending Vehs	16	20	7	13	17	18	16
Travel Distance (mi)	338	345	335	327	318	330	330
Travel Time (hr)	21.3	19.5	16.7	17.6	17.9	16.4	18.4
Total Delay (hr)	9.6	7.7	5.2	6.4	7.0	5.0	6.9
Total Stops	742	679	689	598	631	619	678
Fuel Used (gal)	15.2	14.9	14.0	13.8	13.6	13.7	14.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1414	1388	1343	1374
Vehs Exited	1407	1383	1353	1373
Starting Vehs	13	11	20	15
Ending Vehs	20	16	10	16
Travel Distance (mi)	341	335	328	333
Travel Time (hr)	18.0	18.5	15.6	18.0
Total Delay (hr)	6.4	6.9	4.3	6.5
Total Stops	661	688	598	659
Fuel Used (gal)	14.6	14.4	13.5	14.2

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15

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

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	345	332	348	327	306	300	318
Vehs Exited	354	332	337	329	309	304	318
Starting Vehs	25	11	12	16	19	16	8
Ending Vehs	16	11	23	14	16	12	8
Travel Distance (mi)	86	81	82	80	75	74	77
Travel Time (hr)	5.9	3.7	3.7	3.4	3.2	3.2	3.6
Total Delay (hr)	2.9	1.0	0.9	0.7	0.7	0.7	0.9
Total Stops	178	140	174	135	131	127	162
Fuel Used (gal)	4.0	3.2	3.3	3.2	2.9	2.9	3.0

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	325	352	315	327
Vehs Exited	323	338	322	327
Starting Vehs	13	11	20	15
Ending Vehs	15	25	13	14
Travel Distance (mi)	79	84	77	79
Travel Time (hr)	4.0	4.5	3.4	3.9
Total Delay (hr)	1.4	1.6	0.8	1.2
Total Stops	137	154	120	147
Fuel Used (gal)	3.4	3.5	3.1	3.3

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	403	387	390	396	426	392	432
Vehs Exited	390	369	389	372	396	374	403
Starting Vehs	16	11	23	14	16	12	8
Ending Vehs	29	29	24	38	46	30	37
Travel Distance (mi)	95	91	95	92	98	92	100
Travel Time (hr)	7.8	6.2	5.8	7.0	6.8	5.6	6.9
Total Delay (hr)	4.5	3.1	2.5	3.8	3.4	2.4	3.5
Total Stops	260	213	213	212	240	215	239
Fuel Used (gal)	4.8	4.2	4.3	4.4	4.6	4.1	4.7

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	388	370	371	397
Vehs Exited	374	367	357	379
Starting Vehs	15	25	13	14
Ending Vehs	29	28	27	32
Travel Distance (mi)	91	88	88	93
Travel Time (hr)	5.4	5.6	4.5	6.2
Total Delay (hr)	2.2	2.5	1.4	2.9
Total Stops	215	230	180	223
Fuel Used (gal)	4.1	4.0	3.7	4.3

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	336	349	319	289	274	316	292
Vehs Exited	347	364	333	320	315	332	320
Starting Vehs	29	29	24	38	46	30	37
Ending Vehs	18	14	10	7	5	14	9
Travel Distance (mi)	83	88	78	75	73	79	76
Travel Time (hr)	4.3	5.0	3.5	3.6	4.5	4.0	4.3
Total Delay (hr)	1.4	2.0	0.9	1.0	2.0	1.2	1.7
Total Stops	172	139	156	123	132	137	126
Fuel Used (gal)	3.5	3.8	3.2	3.1	3.2	3.3	3.3

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	335	318	325	315
Vehs Exited	350	333	333	335
Starting Vehs	29	28	27	32
Ending Vehs	14	13	19	14
Travel Distance (mi)	84	79	80	79
Travel Time (hr)	4.5	4.0	4.1	4.2
Total Delay (hr)	1.6	1.3	1.4	1.5
Total Stops	150	130	153	141
Fuel Used (gal)	3.6	3.3	3.4	3.4

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	310	355	324	336	308	357	324
Vehs Exited	312	349	327	330	296	353	317
Starting Vehs	18	14	10	7	5	14	9
Ending Vehs	16	20	7	13	17	18	16
Travel Distance (mi)	75	85	80	81	73	85	78
Travel Time (hr)	3.3	4.6	3.7	3.6	3.3	3.7	3.6
Total Delay (hr)	0.8	1.6	0.9	0.8	0.8	0.8	0.9
Total Stops	132	187	146	128	128	140	151
Fuel Used (gal)	3.0	3.7	3.2	3.2	2.9	3.4	3.1

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	366	348	332	337
Vehs Exited	360	345	341	333
Starting Vehs	14	13	19	14
Ending Vehs	20	16	10	16
Travel Distance (mi)	87	84	82	81
Travel Time (hr)	4.1	4.5	3.5	3.8
Total Delay (hr)	1.2	1.6	0.7	1.0
Total Stops	159	174	145	147
Fuel Used (gal)	3.6	3.5	3.2	3.3

3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd Performance by movement

Movement	SET	SER	NWL	NWT	NWR	NEL	NET	NER	All
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0	0.2	0.3	0.3	0.2
Total Del/Veh (s)	2.7	1.4	4.8	2.5	1.1	28.8	27.9	18.2	5.8

5: Ocean House Rd & Shore Rd Performance by movement

Movement	SEL	SET	NWT	NWR	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.4	0.2	0.3	0.2
Total Del/Veh (s)	7.1	2.3	3.2	1.3	62.9	54.7	11.6

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	16.6

Intersection: 3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd

Movement	SE	NW	NE
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	139	102	247
Average Queue (ft)	16	53	74
95th Queue (ft)	76	97	178
Link Distance (ft)	568	88	420
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		8	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Ocean House Rd & Shore Rd

Movement	SE	NW	SW
Directions Served	LT	TR	LR
Maximum Queue (ft)	102	84	399
Average Queue (ft)	57	10	136
95th Queue (ft)	110	46	318
Link Distance (ft)	88	593	631
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	20		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 28

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1135	1111	1094	1028	1076	1104	1104
Vehs Exited	1147	1102	1099	1056	1090	1101	1119
Starting Vehs	34	21	26	41	35	22	28
Ending Vehs	22	30	21	13	21	25	13
Travel Distance (mi)	219	213	211	202	209	213	215
Travel Time (hr)	60.7	57.3	47.3	39.8	60.5	62.1	53.1
Total Delay (hr)	52.7	49.6	39.8	32.6	53.0	54.6	45.4
Total Stops	992	1033	1019	944	987	1013	998
Fuel Used (gal)	22.6	21.5	19.1	17.0	22.0	22.6	20.6

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1061	1070	1091	1087
Vehs Exited	1063	1078	1105	1096
Starting Vehs	18	28	28	27
Ending Vehs	16	20	14	18
Travel Distance (mi)	205	208	213	211
Travel Time (hr)	41.0	38.7	44.5	50.5
Total Delay (hr)	33.7	31.3	36.9	42.9
Total Stops	932	993	968	989
Fuel Used (gal)	17.4	17.1	18.5	19.8

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	233	228	216	217	204	199	243
Vehs Exited	247	228	229	246	226	207	252
Starting Vehs	34	21	26	41	35	22	28
Ending Vehs	20	21	13	12	13	14	19
Travel Distance (mi)	47	44	43	46	42	39	48
Travel Time (hr)	5.0	4.3	4.2	5.7	4.3	3.7	5.3
Total Delay (hr)	3.3	2.7	2.6	4.1	2.8	2.3	3.6
Total Stops	192	179	178	202	179	166	204
Fuel Used (gal)	3.0	2.7	2.6	3.1	2.7	2.3	3.1

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	219	233	226	223
Vehs Exited	222	246	236	234
Starting Vehs	18	28	28	27
Ending Vehs	15	15	18	13
Travel Distance (mi)	43	47	45	44
Travel Time (hr)	3.9	5.0	4.4	4.6
Total Delay (hr)	2.4	3.3	2.8	3.0
Total Stops	171	197	172	182
Fuel Used (gal)	2.6	3.0	2.8	2.8

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	376	351	365	357	379	376	378
Vehs Exited	316	310	314	308	310	314	319
Starting Vehs	20	21	13	12	13	14	19
Ending Vehs	80	62	64	61	82	76	78
Travel Distance (mi)	63	61	63	62	63	64	64
Travel Time (hr)	23.0	21.3	19.1	17.4	25.0	21.7	21.6
Total Delay (hr)	20.7	19.0	16.8	15.2	22.7	19.4	19.2
Total Stops	329	337	376	351	349	353	371
Fuel Used (gal)	7.7	7.3	6.9	6.4	8.1	7.4	7.4

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	366	364	351	368
Vehs Exited	315	318	301	312
Starting Vehs	15	15	18	13
Ending Vehs	66	61	68	71
Travel Distance (mi)	63	63	60	63
Travel Time (hr)	16.4	17.4	16.1	19.9
Total Delay (hr)	14.1	15.1	13.9	17.6
Total Stops	363	357	321	351
Fuel Used (gal)	6.2	6.4	6.0	7.0

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	260	272	269	230	250	269	264
Vehs Exited	314	303	301	278	306	309	310
Starting Vehs	80	62	64	61	82	76	78
Ending Vehs	26	31	32	13	26	36	32
Travel Distance (mi)	57	57	56	51	57	58	58
Travel Time (hr)	22.5	23.3	18.0	12.7	25.2	25.4	20.4
Total Delay (hr)	20.3	21.2	16.0	10.8	23.1	23.4	18.3
Total Stops	244	290	261	216	241	265	244
Fuel Used (gal)	7.4	7.6	6.3	4.9	8.0	8.1	7.0

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	253	231	262	255
Vehs Exited	293	278	300	298
Starting Vehs	66	61	68	71
Ending Vehs	26	14	30	27
Travel Distance (mi)	54	52	56	56
Travel Time (hr)	16.0	11.5	17.8	19.3
Total Delay (hr)	14.1	9.7	15.8	17.3
Total Stops	228	223	250	246
Fuel Used (gal)	5.8	4.8	6.3	6.6

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	266	260	244	224	243	260	219
Vehs Exited	270	261	255	224	248	271	238
Starting Vehs	26	31	32	13	26	36	32
Ending Vehs	22	30	21	13	21	25	13
Travel Distance (mi)	52	51	49	43	47	52	45
Travel Time (hr)	10.2	8.5	6.0	4.1	6.1	11.4	5.9
Total Delay (hr)	8.3	6.7	4.3	2.5	4.4	9.6	4.3
Total Stops	227	227	204	175	218	229	179
Fuel Used (gal)	4.4	3.9	3.3	2.6	3.2	4.7	3.2

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	223	242	252	243
Vehs Exited	233	236	268	250
Starting Vehs	26	14	30	27
Ending Vehs	16	20	14	18
Travel Distance (mi)	45	46	52	48
Travel Time (hr)	4.6	4.8	6.2	6.8
Total Delay (hr)	3.0	3.2	4.3	5.1
Total Stops	170	216	225	206
Fuel Used (gal)	2.8	2.9	3.4	3.4

3: Ocean House Rd & Scott Dyer Rd/Shore Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Denied Del/Veh (s)	9.9	11.6	7.0	0.5	0.2	0.4	31.2	33.9	36.3	86.5	86.5	78.7
Total Del/Veh (s)	93.4	104.5	106.1	118.2	111.7	103.8	82.7	91.8	83.7	80.3	80.1	68.0

3: Ocean House Rd & Scott Dyer Rd/Shore Rd Performance by movement

Movement	All
Denied Del/Veh (s)	48.3
Total Del/Veh (s)	89.8

Total Network Performance

Denied Del/Veh (s)	48.3
Total Del/Veh (s)	91.6

Intersection: 3: Ocean House Rd & Scott Dyer Rd/Shore Rd

Movement	EB	WB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	374	410	538	429
Average Queue (ft)	168	134	324	340
95th Queue (ft)	381	341	600	499
Link Distance (ft)	394	478	502	392
Upstream Blk Time (%)	9	1	23	40
Queuing Penalty (veh)	0	0	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Ocean House Rd & Scott Dyer Rd/Shore Rd

Phase	1	2	3	4
Movement(s) Served	NWTL	EBTL	SETL	WBTL
Maximum Green (s)	40.0	24.0	37.0	17.0
Minimum Green (s)	10.0	5.0	5.0	5.0
Recall	Min	None	None	None
Avg. Green (s)	35.9	17.5	28.8	12.5
g/C Ratio	NA	NA	NA	-0.01
Cycles Skipped (%)	0	0	0	7
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	64	36	39	32
Cycles with Peds (%)	0	0	0	0

Controller Summary
Average Cycle Length (s): NA

Number of Complete Cycles : 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1359	1344	1337	1297	1315	1340	1359
Vehs Exited	1346	1323	1327	1286	1313	1331	1337
Starting Vehs	46	39	30	32	44	51	48
Ending Vehs	59	60	40	43	46	60	70
Travel Distance (mi)	259	255	255	247	252	256	257
Travel Time (hr)	114.7	92.6	69.6	103.4	90.5	93.1	95.6
Total Delay (hr)	105.7	83.6	60.7	94.7	81.7	84.1	86.5
Total Stops	1279	1280	1339	1196	1213	1234	1219
Fuel Used (gal)	35.9	30.6	25.3	32.8	30.1	30.7	31.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1383	1367	1305	1341
Vehs Exited	1367	1358	1311	1330
Starting Vehs	40	64	49	43
Ending Vehs	56	73	43	55
Travel Distance (mi)	263	261	252	256
Travel Time (hr)	123.7	106.1	71.1	96.1
Total Delay (hr)	114.4	96.9	62.3	87.1
Total Stops	1327	1250	1271	1261
Fuel Used (gal)	37.9	33.9	25.6	31.4

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	331	331	336	321	294	314	319
Vehs Exited	332	325	318	320	310	327	333
Starting Vehs	46	39	30	32	44	51	48
Ending Vehs	45	45	48	33	28	38	34
Travel Distance (mi)	64	63	62	62	58	62	63
Travel Time (hr)	14.6	10.5	8.9	18.7	8.4	11.0	15.1
Total Delay (hr)	12.4	8.4	6.8	16.6	6.4	8.8	12.9
Total Stops	325	310	301	262	265	295	319
Fuel Used (gal)	5.7	4.7	4.3	6.6	4.2	4.8	5.8

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	354	327	303	325
Vehs Exited	329	337	310	324
Starting Vehs	40	64	49	43
Ending Vehs	65	54	42	42
Travel Distance (mi)	65	64	59	62
Travel Time (hr)	18.0	20.6	10.4	13.6
Total Delay (hr)	15.8	18.3	8.3	11.5
Total Stops	360	305	252	300
Fuel Used (gal)	6.5	7.1	4.6	5.4

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	365	358	359	359	391	375	384
Vehs Exited	339	333	342	329	339	333	338
Starting Vehs	45	45	48	33	28	38	34
Ending Vehs	71	70	65	63	80	80	80
Travel Distance (mi)	66	64	66	64	67	66	67
Travel Time (hr)	27.5	23.3	19.3	27.5	23.2	22.9	21.8
Total Delay (hr)	25.2	21.0	16.9	25.2	20.8	20.5	19.4
Total Stops	356	357	385	354	364	371	368
Fuel Used (gal)	8.7	7.7	6.8	8.6	7.7	7.6	7.3

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	353	361	362	368
Vehs Exited	346	332	334	336
Starting Vehs	65	54	42	42
Ending Vehs	72	83	70	74
Travel Distance (mi)	67	65	66	66
Travel Time (hr)	32.1	29.1	18.0	24.5
Total Delay (hr)	29.7	26.8	15.7	22.1
Total Stops	324	317	362	355
Fuel Used (gal)	9.8	9.0	6.5	8.0

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	337	325	325	289	321	314	325
Vehs Exited	337	338	343	317	340	337	330
Starting Vehs	71	70	65	63	80	80	80
Ending Vehs	71	57	47	35	61	57	75
Travel Distance (mi)	65	65	65	59	65	63	63
Travel Time (hr)	36.5	29.9	21.5	27.6	31.9	30.1	32.3
Total Delay (hr)	34.2	27.6	19.2	25.5	29.7	27.9	30.0
Total Stops	308	286	349	281	299	268	257
Fuel Used (gal)	10.8	9.2	7.3	8.5	9.7	9.2	9.7

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	345	328	317	323
Vehs Exited	348	346	339	338
Starting Vehs	72	83	70	74
Ending Vehs	69	65	48	59
Travel Distance (mi)	66	65	65	64
Travel Time (hr)	36.6	29.7	21.3	29.7
Total Delay (hr)	34.2	27.4	19.1	27.5
Total Stops	331	298	333	302
Fuel Used (gal)	10.8	9.2	7.3	9.2

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	326	330	317	328	309	337	331
Vehs Exited	338	327	324	320	324	334	336
Starting Vehs	71	57	47	35	61	57	75
Ending Vehs	59	60	40	43	46	60	70
Travel Distance (mi)	65	63	62	62	62	65	65
Travel Time (hr)	36.1	28.9	19.9	29.6	26.9	29.2	26.4
Total Delay (hr)	33.9	26.6	17.8	27.4	24.8	26.9	24.2
Total Stops	290	327	304	299	285	300	275
Fuel Used (gal)	10.7	9.0	6.9	9.0	8.5	9.1	8.3

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	331	351	323	327
Vehs Exited	344	343	328	332
Starting Vehs	69	65	48	59
Ending Vehs	56	73	43	55
Travel Distance (mi)	66	66	63	64
Travel Time (hr)	37.0	26.8	21.4	28.2
Total Delay (hr)	34.7	24.4	19.2	26.0
Total Stops	312	330	324	303
Fuel Used (gal)	10.8	8.6	7.2	8.8

3: Ocean House Rd & Scott Dyer Rd/Shore Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Denied Del/Veh (s)	30.9	30.3	26.7	58.5	41.2	48.8	12.3	12.1	16.6	212.1	214.3	217.0
Total Del/Veh (s)	131.1	148.8	145.8	190.0	188.8	193.6	104.0	101.9	95.8	96.3	99.7	91.2

3: Ocean House Rd & Scott Dyer Rd/Shore Rd Performance by movement

Movement	All
Denied Del/Veh (s)	103.7
Total Del/Veh (s)	120.4

Total Network Performance

Denied Del/Veh (s)	103.7
Total Del/Veh (s)	121.7

Intersection: 3: Ocean House Rd & Scott Dyer Rd/Shore Rd

Movement	EB	WB	SE	NW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	394	456	527	417
Average Queue (ft)	258	321	409	406
95th Queue (ft)	452	549	599	420
Link Distance (ft)	394	478	502	392
Upstream Blk Time (%)	20	24	20	71
Queuing Penalty (veh)	0	0	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: Ocean House Rd & Scott Dyer Rd/Shore Rd

Phase	1	2	3	4
Movement(s) Served	NWTL	EBTL	SETL	WBTL
Maximum Green (s)	42.0	23.0	37.0	16.0
Minimum Green (s)	10.0	5.0	5.0	5.0
Recall	Min	None	None	None
Avg. Green (s)	42.3	22.1	36.8	16.0
g/C Ratio	NA	NA	NA	NA
Cycles Skipped (%)	0	0	0	0
Cycles @ Minimum (%)	0	0	0	0
Cycles Maxed Out (%)	100	83	83	96
Cycles with Peds (%)	0	0	0	0

Controller Summary
Average Cycle Length (s): NA

Number of Complete Cycles : 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1148	1134	1127	1129	1106	1137	1093
Vehs Exited	1157	1151	1140	1129	1105	1138	1092
Starting Vehs	17	22	24	12	8	11	8
Ending Vehs	8	5	11	12	9	10	9
Travel Distance (mi)	291	290	284	284	279	286	274
Travel Time (hr)	13.9	13.1	12.6	13.1	14.0	12.7	12.1
Total Delay (hr)	3.5	2.6	2.3	2.8	4.0	2.4	2.2
Total Stops	491	403	390	462	556	391	347
Fuel Used (gal)	12.5	12.3	12.2	12.1	12.3	12.1	11.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1101	1103	1113	1119
Vehs Exited	1105	1106	1113	1123
Starting Vehs	12	12	7	13
Ending Vehs	8	9	7	8
Travel Distance (mi)	280	280	280	283
Travel Time (hr)	12.5	12.6	12.5	12.9
Total Delay (hr)	2.4	2.5	2.5	2.7
Total Stops	374	381	387	419
Fuel Used (gal)	12.1	11.9	11.8	12.1

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

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

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	245	229	235	219	216	222	227
Vehs Exited	253	239	247	225	215	221	223
Starting Vehs	17	22	24	12	8	11	8
Ending Vehs	9	12	12	6	9	12	12
Travel Distance (mi)	62	60	60	57	55	55	56
Travel Time (hr)	2.6	2.6	2.5	2.4	2.3	2.3	2.4
Total Delay (hr)	0.4	0.4	0.4	0.3	0.3	0.4	0.3
Total Stops	59	70	58	50	45	39	46
Fuel Used (gal)	2.6	2.5	2.5	2.4	2.3	2.2	2.3

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	224	231	211	225
Vehs Exited	227	238	209	230
Starting Vehs	12	12	7	13
Ending Vehs	9	5	9	8
Travel Distance (mi)	58	59	53	57
Travel Time (hr)	2.5	2.5	2.2	2.4
Total Delay (hr)	0.4	0.4	0.3	0.4
Total Stops	63	41	43	51
Fuel Used (gal)	2.5	2.4	2.2	2.4

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	448	405	407	443	486	414	425
Vehs Exited	440	396	398	430	460	405	424
Starting Vehs	9	12	12	6	9	12	12
Ending Vehs	17	21	21	19	35	21	13
Travel Distance (mi)	113	102	101	111	119	103	106
Travel Time (hr)	6.4	5.0	4.8	5.8	7.1	5.0	5.0
Total Delay (hr)	2.3	1.3	1.2	1.8	2.8	1.3	1.2
Total Stops	347	217	207	320	418	234	212
Fuel Used (gal)	5.1	4.5	4.5	4.9	5.5	4.5	4.6

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	411	432	426	431
Vehs Exited	396	408	415	417
Starting Vehs	9	5	9	8
Ending Vehs	24	29	20	21
Travel Distance (mi)	101	106	105	107
Travel Time (hr)	4.9	5.3	5.2	5.5
Total Delay (hr)	1.2	1.4	1.4	1.6
Total Stops	192	241	228	263
Fuel Used (gal)	4.4	4.6	4.6	4.7

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	233	237	240	212	197	250	214
Vehs Exited	244	249	248	221	223	255	207
Starting Vehs	17	21	21	19	35	21	13
Ending Vehs	6	9	13	10	9	16	20
Travel Distance (mi)	61	62	61	53	54	64	53
Travel Time (hr)	2.6	2.6	2.6	2.2	2.5	2.7	2.2
Total Delay (hr)	0.4	0.4	0.4	0.3	0.6	0.4	0.3
Total Stops	47	46	68	36	56	62	37
Fuel Used (gal)	2.5	2.6	2.6	2.2	2.3	2.6	2.2

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	221	205	233	223
Vehs Exited	234	228	240	236
Starting Vehs	24	29	20	21
Ending Vehs	11	6	13	10
Travel Distance (mi)	58	55	60	58
Travel Time (hr)	2.4	2.3	2.5	2.5
Total Delay (hr)	0.4	0.3	0.4	0.4
Total Stops	45	48	49	49
Fuel Used (gal)	2.5	2.3	2.5	2.4

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	222	263	245	255	207	251	227
Vehs Exited	220	267	247	253	207	257	238
Starting Vehs	6	9	13	10	9	16	20
Ending Vehs	8	5	11	12	9	10	9
Travel Distance (mi)	56	67	62	63	52	63	59
Travel Time (hr)	2.3	2.9	2.6	2.7	2.2	2.7	2.5
Total Delay (hr)	0.3	0.5	0.4	0.4	0.3	0.4	0.4
Total Stops	38	70	57	56	37	56	52
Fuel Used (gal)	2.3	2.8	2.7	2.6	2.1	2.7	2.4

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	245	235	243	240
Vehs Exited	248	232	249	242
Starting Vehs	11	6	13	10
Ending Vehs	8	9	7	8
Travel Distance (mi)	62	60	62	61
Travel Time (hr)	2.7	2.5	2.7	2.6
Total Delay (hr)	0.4	0.4	0.5	0.4
Total Stops	74	51	67	54
Fuel Used (gal)	2.7	2.5	2.5	2.5

3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd Performance by movement

Movement	SEU	SET	SER	NWU	NWL	NWT	NEL	NER	SWL	SWT	SWR	All
Denied Del/Veh (s)	0.5	0.4	0.4	0.1	0.0	0.0	0.2	0.2	0.1	0.1	0.1	0.2
Total Del/Veh (s)	8.0	8.4	7.5	1.5	1.5	2.6	3.6	4.3	3.0	4.1	2.6	4.6

5: Ocean House Rd & Shore Rd Performance by movement

Movement	SEL	SET	NWT	NWR	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.4	0.2	0.2
Total Del/Veh (s)	3.8	1.1	5.6	2.3	7.7	3.6

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	8.3

Intersection: 3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd

Movement	SE	NW	NE	SW
Directions Served	UTR	ULT	LR	LTR
Maximum Queue (ft)	203	74	99	33
Average Queue (ft)	42	9	29	3
95th Queue (ft)	131	41	74	19
Link Distance (ft)	554	58	415	88
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		1		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Ocean House Rd & Shore Rd

Movement	SE	NW	SW
Directions Served	LT	TR	R
Maximum Queue (ft)	109	178	118
Average Queue (ft)	33	30	42
95th Queue (ft)	89	114	85
Link Distance (ft)	58	599	631
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	16		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 17

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1383	1427	1403	1348	1390	1437	1434
Vehs Exited	1379	1416	1408	1351	1400	1433	1425
Starting Vehs	13	10	21	18	21	13	15
Ending Vehs	17	21	16	15	11	17	24
Travel Distance (mi)	349	360	358	341	353	362	363
Travel Time (hr)	16.3	17.0	16.8	15.9	16.8	16.8	17.4
Total Delay (hr)	3.5	3.7	3.6	3.3	3.8	3.5	4.0
Total Stops	656	698	668	648	697	618	750
Fuel Used (gal)	15.0	15.5	15.5	14.6	15.3	15.6	15.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1424	1374	1327	1395
Vehs Exited	1430	1373	1325	1395
Starting Vehs	13	14	13	17
Ending Vehs	7	15	15	14
Travel Distance (mi)	362	348	337	353
Travel Time (hr)	17.1	16.0	15.7	16.6
Total Delay (hr)	3.7	3.2	3.4	3.6
Total Stops	685	575	615	661
Fuel Used (gal)	15.7	14.9	14.4	15.2

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15

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

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	333	332	331	318	320	306	363
Vehs Exited	324	318	339	322	324	308	361
Starting Vehs	13	10	21	18	21	13	15
Ending Vehs	22	24	13	14	17	11	17
Travel Distance (mi)	83	82	86	80	82	78	91
Travel Time (hr)	3.7	3.7	3.9	3.7	3.8	3.5	4.2
Total Delay (hr)	0.7	0.7	0.7	0.7	0.8	0.7	0.9
Total Stops	113	123	139	126	139	110	163
Fuel Used (gal)	3.6	3.4	3.6	3.5	3.5	3.3	3.9

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	334	337	303	328
Vehs Exited	329	338	297	326
Starting Vehs	13	14	13	17
Ending Vehs	18	13	19	15
Travel Distance (mi)	84	86	76	83
Travel Time (hr)	3.8	4.0	3.3	3.8
Total Delay (hr)	0.7	0.8	0.6	0.7
Total Stops	128	146	106	130
Fuel Used (gal)	3.6	3.7	3.2	3.5

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	415	408	411	404	440	405	421
Vehs Exited	417	412	403	397	435	400	418
Starting Vehs	22	24	13	14	17	11	17
Ending Vehs	20	20	21	21	22	16	20
Travel Distance (mi)	104	103	103	101	109	100	106
Travel Time (hr)	5.2	5.2	5.2	5.1	5.7	4.9	5.6
Total Delay (hr)	1.4	1.3	1.4	1.3	1.6	1.2	1.7
Total Stops	253	254	245	263	298	237	303
Fuel Used (gal)	4.5	4.6	4.6	4.4	4.8	4.4	4.7

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	413	388	381	408
Vehs Exited	406	383	374	405
Starting Vehs	18	13	19	15
Ending Vehs	25	18	26	21
Travel Distance (mi)	103	96	95	102
Travel Time (hr)	5.2	4.5	4.8	5.1
Total Delay (hr)	1.4	0.9	1.3	1.4
Total Stops	253	179	231	253
Fuel Used (gal)	4.5	4.1	4.2	4.5

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	294	304	310	308	307	366	308
Vehs Exited	294	312	314	319	318	361	315
Starting Vehs	20	20	21	21	22	16	20
Ending Vehs	20	12	17	10	11	21	13
Travel Distance (mi)	75	78	79	80	80	92	80
Travel Time (hr)	3.4	3.5	3.6	3.6	3.6	4.2	3.7
Total Delay (hr)	0.6	0.7	0.7	0.7	0.7	0.8	0.7
Total Stops	123	118	127	122	139	134	136
Fuel Used (gal)	3.1	3.3	3.4	3.4	3.4	3.9	3.4

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	339	310	315	317
Vehs Exited	349	311	329	323
Starting Vehs	25	18	26	21
Ending Vehs	15	17	12	13
Travel Distance (mi)	87	79	82	81
Travel Time (hr)	4.0	3.6	3.7	3.7
Total Delay (hr)	0.8	0.7	0.7	0.7
Total Stops	148	128	128	130
Fuel Used (gal)	3.8	3.4	3.5	3.5

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	341	383	351	318	323	360	342
Vehs Exited	344	374	352	313	323	364	331
Starting Vehs	20	12	17	10	11	21	13
Ending Vehs	17	21	16	15	11	17	24
Travel Distance (mi)	86	96	90	80	82	92	85
Travel Time (hr)	4.0	4.6	4.1	3.6	3.6	4.1	3.9
Total Delay (hr)	0.9	1.0	0.8	0.6	0.7	0.8	0.7
Total Stops	167	203	157	137	121	137	148
Fuel Used (gal)	3.8	4.1	3.8	3.4	3.5	3.9	3.6

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	338	339	328	343
Vehs Exited	346	341	325	341
Starting Vehs	15	17	12	13
Ending Vehs	7	15	15	14
Travel Distance (mi)	87	86	84	87
Travel Time (hr)	4.1	3.9	3.8	4.0
Total Delay (hr)	0.9	0.8	0.8	0.8
Total Stops	156	122	150	149
Fuel Used (gal)	3.8	3.7	3.5	3.7

3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd Performance by movement

Movement	SET	SER	NWU	NWL	NWT	NEL	NER	SWL	SWT	SWR	All
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.1	0.2
Total Del/Veh (s)	7.0	5.3	1.5	1.5	2.5	5.0	5.2	3.3	3.1	2.3	4.1

5: Ocean House Rd & Shore Rd Performance by movement

Movement	SEL	SET	NWT	NWR	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.5	0.5	0.2	0.2
Total Del/Veh (s)	5.9	1.9	5.8	2.7	8.8	4.4

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	8.7

Intersection: 3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd

Movement	SE	NW	NE	SW
Directions Served	TR	ULT	LR	LTR
Maximum Queue (ft)	117	50	140	36
Average Queue (ft)	46	8	40	8
95th Queue (ft)	85	35	89	29
Link Distance (ft)	554	58	415	88
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		1		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Ocean House Rd & Shore Rd

Movement	SE	NW	SW
Directions Served	LT	TR	R
Maximum Queue (ft)	114	157	131
Average Queue (ft)	61	42	55
95th Queue (ft)	120	109	100
Link Distance (ft)	58	599	631
Upstream Blk Time (%)	7		
Queuing Penalty (veh)	50		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 50

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1113	1113	1082	1121	1115	1139	1072
Vehs Exited	1114	1117	1096	1128	1115	1143	1078
Starting Vehs	14	12	24	13	8	11	13
Ending Vehs	13	8	10	6	8	7	7
Travel Distance (mi)	267	268	260	267	266	274	259
Travel Time (hr)	13.9	12.4	12.3	13.3	16.3	14.6	12.2
Total Delay (hr)	4.1	2.6	2.8	3.5	6.6	4.7	2.8
Total Stops	524	446	458	538	553	547	449
Fuel Used (gal)	11.9	11.5	11.5	11.8	12.7	12.5	11.2

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1073	1106	1059	1099
Vehs Exited	1075	1111	1059	1103
Starting Vehs	11	10	9	12
Ending Vehs	9	5	9	6
Travel Distance (mi)	257	266	254	264
Travel Time (hr)	12.1	12.7	11.7	13.2
Total Delay (hr)	2.7	3.0	2.5	3.5
Total Stops	453	445	403	481
Fuel Used (gal)	11.2	11.6	11.1	11.7

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

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

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	236	235	215	213	204	222	227
Vehs Exited	244	235	227	218	201	224	232
Starting Vehs	14	12	24	13	8	11	13
Ending Vehs	6	12	12	8	11	9	8
Travel Distance (mi)	57	56	53	50	48	54	55
Travel Time (hr)	2.5	2.5	2.3	2.3	2.1	2.3	2.4
Total Delay (hr)	0.4	0.4	0.4	0.4	0.3	0.3	0.4
Total Stops	66	76	63	67	51	52	59
Fuel Used (gal)	2.5	2.4	2.3	2.1	2.0	2.3	2.3

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	213	236	225	224
Vehs Exited	207	241	223	225
Starting Vehs	11	10	9	12
Ending Vehs	17	5	11	8
Travel Distance (mi)	50	57	54	54
Travel Time (hr)	2.2	2.5	2.3	2.3
Total Delay (hr)	0.3	0.4	0.4	0.4
Total Stops	53	62	66	62
Fuel Used (gal)	2.1	2.4	2.3	2.3

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	433	421	404	450	475	453	420
Vehs Exited	420	409	397	436	444	434	417
Starting Vehs	6	12	12	8	11	9	8
Ending Vehs	19	24	19	22	42	28	11
Travel Distance (mi)	102	100	95	104	108	105	101
Travel Time (hr)	6.6	5.0	5.1	6.1	8.8	7.2	5.4
Total Delay (hr)	2.9	1.4	1.6	2.3	4.9	3.4	1.7
Total Stops	331	251	261	354	374	349	287
Fuel Used (gal)	4.9	4.5	4.4	4.9	5.7	5.2	4.6

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	424	422	388	428
Vehs Exited	425	382	379	414
Starting Vehs	17	5	11	8
Ending Vehs	16	45	20	25
Travel Distance (mi)	101	95	90	100
Travel Time (hr)	5.3	4.9	4.6	5.9
Total Delay (hr)	1.6	1.5	1.3	2.2
Total Stops	289	243	220	295
Fuel Used (gal)	4.7	4.2	4.1	4.7

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	237	227	230	237	226	218	217
Vehs Exited	243	246	238	250	258	232	222
Starting Vehs	19	24	19	22	42	28	11
Ending Vehs	13	5	11	9	10	14	6
Travel Distance (mi)	57	56	56	59	60	55	53
Travel Time (hr)	2.6	2.5	2.5	2.6	3.3	2.5	2.3
Total Delay (hr)	0.5	0.5	0.4	0.5	1.1	0.5	0.4
Total Stops	69	74	56	69	90	67	54
Fuel Used (gal)	2.4	2.4	2.4	2.5	2.8	2.4	2.2

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	213	212	222	223
Vehs Exited	223	245	233	240
Starting Vehs	16	45	20	25
Ending Vehs	6	12	9	8
Travel Distance (mi)	54	56	55	56
Travel Time (hr)	2.3	2.7	2.4	2.6
Total Delay (hr)	0.4	0.7	0.4	0.5
Total Stops	56	83	52	66
Fuel Used (gal)	2.3	2.5	2.3	2.4

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	207	230	233	221	210	246	208
Vehs Exited	207	227	234	224	212	253	207
Starting Vehs	13	5	11	9	10	14	6
Ending Vehs	13	8	10	6	8	7	7
Travel Distance (mi)	50	55	56	53	50	60	50
Travel Time (hr)	2.2	2.4	2.5	2.3	2.1	2.7	2.2
Total Delay (hr)	0.4	0.4	0.4	0.3	0.3	0.5	0.3
Total Stops	58	45	78	48	38	79	49
Fuel Used (gal)	2.1	2.2	2.4	2.3	2.2	2.6	2.1

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	223	236	224	224
Vehs Exited	220	243	224	225
Starting Vehs	6	12	9	8
Ending Vehs	9	5	9	6
Travel Distance (mi)	53	58	55	54
Travel Time (hr)	2.3	2.5	2.4	2.3
Total Delay (hr)	0.4	0.4	0.4	0.4
Total Stops	55	57	65	55
Fuel Used (gal)	2.2	2.4	2.3	2.3

3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd Performance by movement

Movement	SET	SER	NWL	NWT	NWR	NER	SWR	All
Denied Del/Veh (s)	0.3	0.3	0.0	0.1	0.0	0.2	0.1	0.2
Total Del/Veh (s)	10.4	7.1	4.5	1.8	1.3	10.1	3.7	6.6

5: Ocean House Rd & Shore Rd Performance by movement

Movement	SEU	SEL	SET	NWT	NWR	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.4	0.2	0.2	0.2
Total Del/Veh (s)	1.6	1.7	2.8	6.2	4.3	11.8	8.9	4.9

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	11.1

Intersection: 3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	R	R
Maximum Queue (ft)	252	106	150	30
Average Queue (ft)	49	45	52	3
95th Queue (ft)	212	102	109	19
Link Distance (ft)	569	57	418	101
Upstream Blk Time (%)	0	5		
Queuing Penalty (veh)	0	33		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Ocean House Rd & Shore Rd

Movement	SE	NW	SW
Directions Served	ULT	TR	LR
Maximum Queue (ft)	104	121	155
Average Queue (ft)	21	22	32
95th Queue (ft)	69	75	113
Link Distance (ft)	57	530	613
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	8		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 41

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1430	1456	1401	1354	1369	1415	1398
Vehs Exited	1420	1442	1407	1349	1372	1418	1397
Starting Vehs	18	13	25	12	15	14	11
Ending Vehs	28	27	19	17	12	11	12
Travel Distance (mi)	339	347	334	322	328	339	335
Travel Time (hr)	16.7	16.4	15.7	15.2	15.6	16.4	16.2
Total Delay (hr)	4.1	3.6	3.4	3.3	3.4	3.9	3.8
Total Stops	700	686	604	603	634	746	666
Fuel Used (gal)	14.8	15.0	14.4	13.9	14.3	14.8	14.4

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1391	1395	1401	1401
Vehs Exited	1373	1397	1408	1398
Starting Vehs	6	17	18	16
Ending Vehs	24	15	11	17
Travel Distance (mi)	330	335	334	334
Travel Time (hr)	15.5	15.8	16.0	15.9
Total Delay (hr)	3.3	3.3	3.6	3.6
Total Stops	606	604	626	647
Fuel Used (gal)	14.3	14.4	14.6	14.5

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15

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

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	337	361	349	302	313	303	327
Vehs Exited	339	356	362	300	318	302	323
Starting Vehs	18	13	25	12	15	14	11
Ending Vehs	16	18	12	14	10	15	15
Travel Distance (mi)	79	86	85	71	75	72	78
Travel Time (hr)	3.8	4.0	4.0	3.2	3.4	3.3	3.5
Total Delay (hr)	0.8	0.8	0.9	0.6	0.6	0.6	0.7
Total Stops	158	153	163	107	102	118	118
Fuel Used (gal)	3.4	3.7	3.7	3.1	3.2	3.0	3.2

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	330	365	310	330
Vehs Exited	325	365	315	330
Starting Vehs	6	17	18	16
Ending Vehs	11	17	13	13
Travel Distance (mi)	78	88	74	79
Travel Time (hr)	3.7	4.2	3.4	3.6
Total Delay (hr)	0.8	1.0	0.7	0.7
Total Stops	144	186	104	134
Fuel Used (gal)	3.4	3.8	3.2	3.4

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	396	383	373	382	437	414	432
Vehs Exited	400	383	375	376	428	411	431
Starting Vehs	16	18	12	14	10	15	15
Ending Vehs	12	18	10	20	19	18	16
Travel Distance (mi)	95	92	88	91	103	99	103
Travel Time (hr)	5.2	4.5	4.2	4.5	5.3	5.2	5.5
Total Delay (hr)	1.6	1.1	0.9	1.1	1.4	1.6	1.7
Total Stops	218	198	155	222	269	293	293
Fuel Used (gal)	4.4	4.0	3.8	4.0	4.6	4.4	4.6

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	386	375	418	399
Vehs Exited	385	377	401	396
Starting Vehs	11	17	13	13
Ending Vehs	12	15	30	19
Travel Distance (mi)	93	89	96	95
Travel Time (hr)	4.4	4.3	5.0	4.8
Total Delay (hr)	1.0	1.0	1.4	1.3
Total Stops	182	189	260	229
Fuel Used (gal)	4.0	3.9	4.3	4.2

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	343	334	347	324	294	349	313
Vehs Exited	337	339	333	335	300	353	318
Starting Vehs	12	18	10	20	19	18	16
Ending Vehs	18	13	24	9	13	14	11
Travel Distance (mi)	81	81	81	78	72	85	75
Travel Time (hr)	3.8	3.8	3.8	3.7	3.3	4.0	3.4
Total Delay (hr)	0.8	0.8	0.8	0.8	0.7	0.9	0.6
Total Stops	147	153	149	135	128	174	112
Fuel Used (gal)	3.5	3.5	3.4	3.4	3.1	3.7	3.1

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	345	317	314	328
Vehs Exited	347	321	323	331
Starting Vehs	12	15	30	19
Ending Vehs	10	11	21	14
Travel Distance (mi)	82	77	76	79
Travel Time (hr)	3.8	3.5	3.6	3.7
Total Delay (hr)	0.7	0.6	0.8	0.8
Total Stops	122	96	133	136
Fuel Used (gal)	3.5	3.2	3.4	3.4

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	354	378	332	346	325	349	326
Vehs Exited	344	364	337	338	326	352	325
Starting Vehs	18	13	24	9	13	14	11
Ending Vehs	28	27	19	17	12	11	12
Travel Distance (mi)	83	88	80	81	78	83	79
Travel Time (hr)	3.9	4.1	3.8	3.8	3.6	3.9	3.7
Total Delay (hr)	0.9	0.9	0.8	0.8	0.7	0.8	0.8
Total Stops	177	182	137	139	135	161	143
Fuel Used (gal)	3.6	3.8	3.5	3.4	3.3	3.7	3.4

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	330	338	359	344
Vehs Exited	316	334	369	340
Starting Vehs	10	11	21	14
Ending Vehs	24	15	11	17
Travel Distance (mi)	77	81	87	82
Travel Time (hr)	3.7	3.7	3.9	3.8
Total Delay (hr)	0.8	0.7	0.8	0.8
Total Stops	158	133	129	147
Fuel Used (gal)	3.3	3.5	3.7	3.5

3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd Performance by movement

Movement	SET	SER	NWL	NWT	NWR	NER	SWR	All
Denied Del/Veh (s)	0.3	0.4	0.0	0.0	0.0	0.3	0.1	0.2
Total Del/Veh (s)	5.1	2.4	4.7	2.0	1.4	9.1	3.6	4.7

5: Ocean House Rd & Shore Rd Performance by movement

Movement	SEU	SEL	SET	NWT	NWR	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.5	0.2	0.2	0.2
Total Del/Veh (s)	1.9	1.7	2.7	6.7	4.8	5.0	4.9	4.5

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	8.7

Intersection: 3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	R	R
Maximum Queue (ft)	163	104	137	30
Average Queue (ft)	38	62	59	3
95th Queue (ft)	108	112	110	18
Link Distance (ft)	569	57	418	101
Upstream Blk Time (%)		8		
Queuing Penalty (veh)		44		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Ocean House Rd & Shore Rd

Movement	SE	NW	SW
Directions Served	ULT	TR	LR
Maximum Queue (ft)	66	117	93
Average Queue (ft)	28	38	35
95th Queue (ft)	62	88	72
Link Distance (ft)	57	530	613
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	4		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 48

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1133	1132	1104	1092	1061	1179	1099
Vehs Exited	1140	1139	1107	1096	1061	1180	1099
Starting Vehs	17	13	16	18	10	13	11
Ending Vehs	10	6	13	14	10	12	11
Travel Distance (mi)	291	293	283	279	274	302	282
Travel Time (hr)	13.9	13.5	12.8	12.8	12.6	13.9	13.1
Total Delay (hr)	2.8	2.3	2.0	2.1	2.1	2.4	2.3
Total Stops	350	243	198	201	236	291	285
Fuel Used (gal)	12.8	12.7	12.4	12.1	11.9	13.1	12.2

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1114	1087	1098	1110
Vehs Exited	1113	1094	1106	1114
Starting Vehs	9	12	15	12
Ending Vehs	10	5	7	8
Travel Distance (mi)	287	281	283	286
Travel Time (hr)	13.1	12.9	13.1	13.2
Total Delay (hr)	2.2	2.2	2.2	2.3
Total Stops	236	229	259	253
Fuel Used (gal)	12.5	12.1	12.3	12.4

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	232	241	234	204	217	214	237
Vehs Exited	239	242	239	218	218	216	231
Starting Vehs	17	13	16	18	10	13	11
Ending Vehs	10	12	11	4	9	11	17
Travel Distance (mi)	60	62	60	54	56	55	60
Travel Time (hr)	2.7	2.8	2.6	2.4	2.5	2.4	2.7
Total Delay (hr)	0.4	0.4	0.4	0.3	0.3	0.3	0.4
Total Stops	32	27	29	15	28	24	34
Fuel Used (gal)	2.6	2.7	2.6	2.3	2.5	2.3	2.5

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	233	228	211	224
Vehs Exited	232	234	213	228
Starting Vehs	9	12	15	12
Ending Vehs	10	6	13	8
Travel Distance (mi)	60	60	55	58
Travel Time (hr)	2.7	2.6	2.4	2.6
Total Delay (hr)	0.4	0.4	0.3	0.4
Total Stops	32	20	17	27
Fuel Used (gal)	2.6	2.5	2.4	2.5

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	457	406	370	405	427	451	421
Vehs Exited	432	392	364	391	415	440	424
Starting Vehs	10	12	11	4	9	11	17
Ending Vehs	35	26	17	18	21	22	14
Travel Distance (mi)	113	103	95	101	108	114	108
Travel Time (hr)	5.9	5.1	4.5	4.9	5.2	5.5	5.3
Total Delay (hr)	1.6	1.1	0.8	1.0	1.1	1.2	1.2
Total Stops	245	156	110	141	162	184	183
Fuel Used (gal)	5.1	4.5	4.2	4.5	4.7	5.0	4.8

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	414	417	415	418
Vehs Exited	400	394	408	405
Starting Vehs	10	6	13	8
Ending Vehs	24	29	20	22
Travel Distance (mi)	103	103	106	106
Travel Time (hr)	4.9	5.0	5.2	5.2
Total Delay (hr)	1.0	1.1	1.1	1.1
Total Stops	137	145	178	166
Fuel Used (gal)	4.4	4.5	4.7	4.7

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	224	228	249	219	206	261	223
Vehs Exited	254	240	246	226	215	262	216
Starting Vehs	35	26	17	18	21	22	14
Ending Vehs	5	14	20	11	12	21	21
Travel Distance (mi)	62	61	63	57	55	67	56
Travel Time (hr)	2.8	2.7	2.8	2.5	2.4	3.0	2.5
Total Delay (hr)	0.4	0.4	0.4	0.3	0.4	0.5	0.4
Total Stops	41	21	29	21	22	45	38
Fuel Used (gal)	2.7	2.6	2.7	2.4	2.3	2.9	2.4

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	211	213	231	225
Vehs Exited	224	238	238	236
Starting Vehs	24	29	20	22
Ending Vehs	11	4	13	13
Travel Distance (mi)	57	58	60	60
Travel Time (hr)	2.5	2.6	2.7	2.7
Total Delay (hr)	0.4	0.4	0.4	0.4
Total Stops	28	33	34	30
Fuel Used (gal)	2.5	2.6	2.5	2.6

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	220	257	251	264	211	253	218
Vehs Exited	215	265	258	261	213	262	228
Starting Vehs	5	14	20	11	12	21	21
Ending Vehs	10	6	13	14	10	12	11
Travel Distance (mi)	56	67	65	67	55	66	58
Travel Time (hr)	2.5	3.0	2.9	3.0	2.4	2.9	2.6
Total Delay (hr)	0.4	0.4	0.4	0.4	0.3	0.4	0.4
Total Stops	32	39	30	24	24	38	30
Fuel Used (gal)	2.4	2.8	2.9	2.8	2.3	2.9	2.5

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	256	229	241	239
Vehs Exited	257	228	247	244
Starting Vehs	11	4	13	13
Ending Vehs	10	5	7	8
Travel Distance (mi)	67	59	63	62
Travel Time (hr)	3.0	2.6	2.8	2.8
Total Delay (hr)	0.5	0.4	0.4	0.4
Total Stops	39	31	30	30
Fuel Used (gal)	2.9	2.5	2.6	2.7

3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd Performance by movement

Movement	SET	SER	NWU	NWL	NWT	NER	SWL	SWT	SWR	All
Denied Del/Veh (s)	0.3	0.4	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.2
Total Del/Veh (s)	7.2	6.2	0.9	0.9	1.0	4.1	3.7	5.5	3.8	3.6

5: Ocean House Rd & Shore Rd Performance by movement

Movement	SEU	SEL	SET	NWT	NWR	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.4	0.2	0.2
Total Del/Veh (s)	1.0	1.0	1.2	5.9	3.8	4.3	3.2

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	6.9

Intersection: 3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd

Movement	SE	NW	NE	SW
Directions Served	TR	ULT	R	LTR
Maximum Queue (ft)	144	56	99	31
Average Queue (ft)	37	3	31	4
95th Queue (ft)	97	27	74	20
Link Distance (ft)	554	38	415	88
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		1		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Ocean House Rd & Shore Rd

Movement	SE	NW	SW
Directions Served	ULT	TR	R
Maximum Queue (ft)	41	92	84
Average Queue (ft)	2	20	25
95th Queue (ft)	20	61	65
Link Distance (ft)	38	582	615
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 2

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:15	4:15	4:15	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1464	1451	1348	1360	1369	1413	1383
Vehs Exited	1459	1457	1358	1361	1373	1411	1386
Starting Vehs	12	18	28	19	18	12	23
Ending Vehs	17	12	18	18	14	14	20
Travel Distance (mi)	375	377	346	349	350	363	358
Travel Time (hr)	17.6	17.5	15.8	16.0	16.1	16.7	16.5
Total Delay (hr)	3.2	3.1	2.4	2.7	2.6	2.8	2.8
Total Stops	413	386	287	309	321	337	370
Fuel Used (gal)	16.1	16.3	14.9	15.1	15.2	15.6	15.2

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:15	4:15	4:15	4:15
End Time	5:30	5:30	5:30	5:30
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1412	1381	1342	1392
Vehs Exited	1414	1385	1338	1394
Starting Vehs	19	20	10	17
Ending Vehs	17	16	14	16
Travel Distance (mi)	365	358	343	358
Travel Time (hr)	17.0	16.7	15.8	16.6
Total Delay (hr)	3.0	2.9	2.6	2.8
Total Stops	394	401	324	351
Fuel Used (gal)	15.9	15.5	14.9	15.5

Interval #0 Information Seeding

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	357	348	321	311	308	304	323
Vehs Exited	353	349	329	311	314	299	335
Starting Vehs	12	18	28	19	18	12	23
Ending Vehs	16	17	20	19	12	17	11
Travel Distance (mi)	92	92	83	80	80	78	86
Travel Time (hr)	4.5	4.3	3.8	3.6	3.6	3.5	3.9
Total Delay (hr)	1.0	0.7	0.6	0.6	0.5	0.5	0.6
Total Stops	123	95	74	48	52	63	72
Fuel Used (gal)	4.1	4.0	3.6	3.5	3.4	3.3	3.6

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	337	337	324	326
Vehs Exited	330	340	315	328
Starting Vehs	19	20	10	17
Ending Vehs	26	17	19	16
Travel Distance (mi)	87	88	83	85
Travel Time (hr)	4.0	4.0	3.8	3.9
Total Delay (hr)	0.7	0.7	0.6	0.7
Total Stops	72	83	65	72
Fuel Used (gal)	3.7	3.8	3.6	3.7

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	429	427	353	382	426	401	411
Vehs Exited	424	424	361	378	423	404	415
Starting Vehs	16	17	20	19	12	17	11
Ending Vehs	21	20	12	23	15	14	7
Travel Distance (mi)	108	110	91	96	108	102	106
Travel Time (hr)	5.1	5.1	4.2	4.5	5.1	4.8	5.0
Total Delay (hr)	0.9	0.9	0.7	0.8	0.9	0.8	1.0
Total Stops	141	127	94	110	152	114	150
Fuel Used (gal)	4.5	4.8	3.9	4.2	4.8	4.4	4.5

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	424	398	367	402
Vehs Exited	427	392	373	402
Starting Vehs	26	17	19	16
Ending Vehs	23	23	13	18
Travel Distance (mi)	108	100	93	102
Travel Time (hr)	5.1	4.8	4.3	4.8
Total Delay (hr)	1.0	0.9	0.7	0.9
Total Stops	146	147	93	125
Fuel Used (gal)	4.8	4.4	4.0	4.4

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	326	336	343	327	318	351	316
Vehs Exited	329	340	340	330	315	344	308
Starting Vehs	21	20	12	23	15	14	7
Ending Vehs	18	16	15	20	18	21	15
Travel Distance (mi)	85	87	88	85	81	90	80
Travel Time (hr)	3.9	4.0	4.0	3.9	3.6	4.1	3.6
Total Delay (hr)	0.6	0.7	0.6	0.7	0.6	0.7	0.5
Total Stops	74	85	60	86	51	79	70
Fuel Used (gal)	3.6	3.7	3.8	3.7	3.5	3.8	3.4

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	313	309	325	326
Vehs Exited	327	313	319	327
Starting Vehs	23	23	13	18
Ending Vehs	9	19	19	15
Travel Distance (mi)	84	82	82	84
Travel Time (hr)	3.9	3.8	3.7	3.9
Total Delay (hr)	0.7	0.7	0.6	0.6
Total Stops	90	93	72	75
Fuel Used (gal)	3.7	3.5	3.6	3.6

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	352	340	331	340	317	357	333
Vehs Exited	353	344	328	342	321	364	328
Starting Vehs	18	16	15	20	18	21	15
Ending Vehs	17	12	18	18	14	14	20
Travel Distance (mi)	91	88	84	88	81	93	86
Travel Time (hr)	4.2	4.0	3.8	4.0	3.7	4.3	4.0
Total Delay (hr)	0.7	0.7	0.6	0.7	0.6	0.8	0.6
Total Stops	75	79	59	65	66	81	78
Fuel Used (gal)	3.9	3.8	3.6	3.7	3.5	4.0	3.7

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	338	337	326	336
Vehs Exited	330	340	331	338
Starting Vehs	9	19	19	15
Ending Vehs	17	16	14	16
Travel Distance (mi)	86	88	85	87
Travel Time (hr)	4.0	4.0	3.9	4.0
Total Delay (hr)	0.7	0.7	0.7	0.7
Total Stops	86	78	94	75
Fuel Used (gal)	3.7	3.8	3.7	3.7

3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd Performance by movement

Movement	SET	SER	NWU	NWL	NWT	NER	SWL	SWT	SWR	All
Denied Del/Veh (s)	0.4	0.3	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.2
Total Del/Veh (s)	6.8	5.1	0.9	0.9	1.1	3.7	2.9	3.4	3.1	3.2

5: Ocean House Rd & Shore Rd Performance by movement

Movement	SEU	SEL	SET	NWT	NWR	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.5	0.2	0.2
Total Del/Veh (s)	1.0	1.0	1.2	6.6	4.7	4.2	3.5

Total Network Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	6.8

Intersection: 3: Scott Dyer Rd/Cumberland Farms & Ocean House Rd

Movement	SE	NW	NE	SW
Directions Served	TR	ULT	R	LTR
Maximum Queue (ft)	109	47	85	31
Average Queue (ft)	45	3	35	7
95th Queue (ft)	87	24	68	28
Link Distance (ft)	554	38	415	88
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		1		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Ocean House Rd & Shore Rd

Movement	SE	NW	SW
Directions Served	ULT	TR	R
Maximum Queue (ft)	10	123	74
Average Queue (ft)	0	37	34
95th Queue (ft)	8	94	64
Link Distance (ft)	38	582	615
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1

230111
By: MSF
Checked: NLC
4/24/2024

Town Center Improvements - Option 1: Scott Dyer Road Single Roundabout
Project No: 230111
Preliminary Engineer's Estimate

	ITEM DESCRIPTION	UNIT	AVERAGE UNIT COST	QUANTITY	COST
203.20	COMMON EXCAVATION (PLAN QUANTITY)	CY	$ 50.00	4450	$ 222,500.00
206.07	STRUCTURAL ROCK EXCAVATION - DRAINAGE & MINOR STRUCTURES	CY	$ 200.00	100	$ 20,000.00
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	$ 60.00	3600	$ 216,000.00
403.2081	12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	TONS	$ 175.00	1500	$ 262,500.00
403.209	HMA PAVEMENT 9.5 MM (SIDEWALKS, DRIVES, ETC.)	TONS	$ 250.00	60	$ 15,000.00
409.15	BITUMINOUS TACK COAT	GAL	$ 10.00	275	$ 2,750.00
502.342	STRUCTURAL CONCRETE ROADWAY TRUCK APRON	CY	$ 450.00	75	$ 33,750.00
-	DRAINAGE ALLOWANCE	LS	$ 100,000.00	1	$ 100,000.00
608.08	4" REINFORCED CONCRETE SIDEWALK	SY	$ 120.00	640	$ 76,800.00
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	$ 110.00	160	$ 17,600.00
609.11	VERTICAL CURB TYPE 1	LF	$ 60.00	790	$ 47,400.00
609.221	TERMINAL CURB TYPE 1	LF	$ 70.00	200	$ 14,000.00
609.340	CURB TYPE 5	LF	$ 70.00	1000	$ 70,000.00
615.07	LOAM (PLAN QUANTITY)	CY	$ 75.00	140	$ 10,500.00
618.14	SEEDING METHOD NUMBER 1 (PLAN QUANTITY)	UN	$ 70.00	8	$ 560.00
619.1200	MULCH (PLAN QUANTITY)	UN	$ 70.00	8	$ 560.00
621.0000	LANDSCAPING (TO BE DETERMINED)	LS	$ 20,000.00	1	$ 20,000.00
626.421	24-INCH FOUNDATION	LF	$ 250.00	70	$ 17,500.00
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	$ 0.80	4000	$ 3,200.00
627.750	WHITE OR YELLOW PAVEMENT AND CURB MARKING	SF	$ 2.00	600	$ 1,200.00
634.210	SOLAR POWERED RECTANGULAR RAPID FLASHING BEACONS (PAIR)	EA	$ 25,000.00	4.5	$ 112,500.00
645.292	DRUM	EA	$ 60.00	50	$ 3,000.00
652.31	CONE	EA	$ 20.00	100	$ 2,000.00
652.33	CONSTRUCTION SIGN	SF	$ 20.00	350	$ 7,000.00
652.34	MAINTENANCE OF TRAFFIC CONTROL	CD	$ 500.00	120	$ 60,000.00
652.35	FLAGGER	HR	$ 40.00	5520	$ 220,800.00
652.41	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	$ 10,000.00	1	$ 10,000.00
656.75	MOBILIZATION AND GENERAL CONDITIONS (5%)	LS	$ 77,856.00	1	$ 77,856.00
673.10	WET CAST SMALL LANDSCAPE BLOCK WALL	SF	$ 75.00	300	$ 22,500.00
	CONSTRUCTION SUBTOTAL				$ 1,667,000.00
	CONTINGENCY 20%				$ 333,400.00
	CONSTRUCTION ENGINEERING / INSPECTION (ASSUMED 7.5%)				$ 150,000.00
	PRELIMINARY ENGINEERING (ASSUMED 7.5%)				$ 150,000.00
	ROW IMPACTS (ALLOWANCE)				$ 50,000.00
	TOTAL ESTIMATED CONSTRUCTION COST				**$ 2,350,400.00**

Assumptions/Exclusions

1. Cost estimate based on full roadway reconstruction within the limits of the concept plan. Cost includes 6" of pavement and 24" of gravel.
2. Drainage has been estimated to install catch basins as needed to tie into the existing system. This estimate excludes any needs to upgrade the existing system.
3. Structural rock excavation is estimated for information purposes. Actual boring information would be needed to properly quantify if concept is pursued.
4. Rectangular Rapid Flashing Beacons to include overhead lighting.
5. Cost of traffic control based on a full construction season with four (4) flaggers full time and no night work.

230111
By: MSF
Checked: NLC
4/24/2024

Town Center Improvements - Option 2: Shore Road Single Roundabout
Project No: 230111
Preliminary Engineer's Estimate

	ITEM DESCRIPTION	UNIT	AVERAGE UNIT COST	QUANTITY	COST
203.20	COMMON EXCAVATION (PLAN QUANTITY)	CY	$ 50.00	3800	$ 190,000.00
206.07	STRUCTURAL ROCK EXCAVATION - DRAINAGE & MINOR STRUCTURES	CY	$ 200.00	100	$ 20,000.00
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	$ 60.00	3100	$ 186,000.00
403.2081	12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	TONS	$ 175.00	1300	$ 227,500.00
403.209	HMA PAVEMENT 9.5 MM (SIDEWALKS, DRIVES, ETC.)	TONS	$ 250.00	50	$ 12,500.00
409.15	BITUMINOUS TACK COAT	GAL	$ 10.00	225	$ 2,250.00
502.342	STRUCTURAL CONCRETE ROADWAY TRUCK APRON	CY	$ 450.00	80	$ 36,000.00
-	DRAINAGE ALLOWANCE	LS	$ 100,000.00	1	$ 100,000.00
608.08	4" REINFORCED CONCRETE SIDEWALK	SY	$ 120.00	420	$ 50,400.00
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	$ 110.00	155	$ 17,050.00
609.11	VERTICAL CURB TYPE 1	LF	$ 60.00	720	$ 43,200.00
609.221	TERMINAL CURB TYPE 1	LF	$ 70.00	190	$ 13,300.00
609.340	CURB TYPE 5	LF	$ 70.00	710	$ 49,700.00
615.07	LOAM (PLAN QUANTITY)	CY	$ 75.00	130	$ 9,750.00
618.14	SEEDING METHOD NUMBER 1 (PLAN QUANTITY)	UN	$ 70.00	7	$ 490.00
619.1200	MULCH (PLAN QUANTITY)	UN	$ 70.00	7	$ 490.00
621.0000	LANDSCAPING (TO BE DETERMINED)	LS	$ 20,000.00	1	$ 20,000.00
626.421	24-INCH FOUNDATION	LF	$ 250.00	70	$ 17,500.00
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	$ 0.80	3500	$ 2,800.00
627.750	WHITE OR YELLOW PAVEMENT AND CURB MARKING	SF	$ 2.00	540	$ 1,080.00
634.210	SOLAR POWERED RECTANGULAR RAPID FLASHING BEACONS (PAIR)	EA	$ 25,000.00	4.5	$ 112,500.00
645.292	DRUM	EA	$ 60.00	50	$ 3,000.00
652.31	CONE	EA	$ 20.00	100	$ 2,000.00
652.33	CONSTRUCTION SIGN	SF	$ 20.00	350	$ 7,000.00
652.34	MAINTENANCE OF TRAFFIC CONTROL	CD	$ 500.00	120	$ 60,000.00
652.35	FLAGGER	HR	$ 40.00	5520	$ 220,800.00
652.41	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	$ 10,000.00	1	$ 10,000.00
656.75	MOBILIZATION AND GENERAL CONDITIONS (5%)	LS	$ 70,765.50	1	$ 70,765.50
673.10	WET CAST SMALL LANDSCAPE BLOCK WALL	SF	$ 75.00	300	$ 22,500.00
	CONSTRUCTION SUBTOTAL				$ 1,486,000.00
	CONTINGENCY 20%				$ 297,200.00
	CONSTRUCTION ENGINEERING / INSPECTION (ASSUMED 7.5%)				$ 133,700.00
	PRELIMINARY ENGINEERING (ASSUMED 7.5%)				$ 133,700.00
	ROW IMPACTS (ALLOWANCE)				$ 50,000.00
	TOTAL ESTIMATED CONSTRUCTION COST				**$ 2,100,600.00**

Assumptions/Exclusions

1. Cost estimate based on full roadway reconstruction within the limits of the concept plan. Cost includes 6" of pavement and 24" of gravel.
2. Drainage has been estimated to install catch basins as needed to tie into the existing system. This estimate excludes any needs to upgrade the existing system.
3. Structural rock excavation is estimated for information purposes. Actual boring information would be needed to properly quantify if concept is pursued.
4. Rectangular Rapid Flashing Beacons to include overhead lighting.
5. Cost of traffic control based on a full construction season with four (4) flaggers full time and no night work.

230111
By: MSF
Checked: NLC
4/24/2024

Town Center Improvements - Option 3: Dog Bone Roundabout
Project No: 230111
Preliminary Engineer's Estimate

	ITEM DESCRIPTION	UNIT	AVERAGE UNIT COST	QUANTITY	COST
203.20	COMMON EXCAVATION (PLAN QUANTITY)	CY	$ 50.00	5250	$ 262,500.00
206.07	STRUCTURAL ROCK EXCAVATION - DRAINAGE & MINOR STRUCTURES	CY	$ 200.00	100	$ 20,000.00
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	$ 60.00	4300	$ 258,000.00
403.2081	12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	TONS	$ 175.00	1600	$ 280,000.00
403.209	HMA PAVEMENT 9.5 MM (SIDEWALKS, DRIVES, ETC.)	TONS	$ 250.00	65	$ 16,250.00
409.15	BITUMINOUS TACK COAT	GAL	$ 10.00	290	$ 2,900.00
502.342	STRUCTURAL CONCRETE ROADWAY TRUCK APRON	CY	$ 450.00	170	$ 76,500.00
-	DRAINAGE ALLOWANCE	LS	$ 100,000.00	1	$ 100,000.00
608.08	4" REINFORCED CONCRETE SIDEWALK	SY	$ 120.00	630	$ 75,600.00
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	$ 110.00	175	$ 19,250.00
609.11	VERTICAL CURB TYPE 1	LF	$ 60.00	970	$ 58,200.00
609.221	TERMINAL CURB TYPE 1	LF	$ 70.00	160	$ 11,200.00
609.340	CURB TYPE 5	LF	$ 70.00	1320	$ 92,400.00
615.07	LOAM (PLAN QUANTITY)	CY	$ 75.00	110	$ 8,250.00
618.14	SEEDING METHOD NUMBER 1 (PLAN QUANTITY)	UN	$ 70.00	6	$ 420.00
619.1200	MULCH (PLAN QUANTITY)	UN	$ 70.00	6	$ 420.00
621.0000	LANDSCAPING (TO BE DETERMINED)	LS	$ 20,000.00	1	$ 20,000.00
626.421	24-INCH FOUNDATION	LF	$ 250.00	90	$ 22,500.00
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	$ 0.80	4500	$ 3,600.00
627.750	WHITE OR YELLOW PAVEMENT AND CURB MARKING	SF	$ 2.00	550	$ 1,100.00
634.210	SOLAR POWERED RECTANGULAR RAPID FLASHING BEACONS (PAIR)	EA	$ 25,000.00	6.0	$ 150,000.00
645.292	DRUM	EA	$ 60.00	50	$ 3,000.00
652.31	CONE	EA	$ 20.00	100	$ 2,000.00
652.33	CONSTRUCTION SIGN	SF	$ 20.00	350	$ 7,000.00
652.34	MAINTENANCE OF TRAFFIC CONTROL	CD	$ 500.00	120	$ 60,000.00
652.35	FLAGGER	HR	$ 40.00	5520	$ 220,800.00
652.41	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	$ 10,000.00	1	$ 10,000.00
656.75	MOBILIZATION AND GENERAL CONDITIONS (5%)	LS	$ 89,094.50	1	$ 89,094.50
673.10	WET CAST SMALL LANDSCAPE BLOCK WALL	SF	$ 75.00	300	$ 22,500.00
	CONSTRUCTION SUBTOTAL				$ 1,871,000.00
	CONTINGENCY 20%				$ 374,200.00
	CONSTRUCTION ENGINEERING / INSPECTION (ASSUMED 7.5%)				$ 168,400.00
	PRELIMINARY ENGINEERING (ASSUMED 7.5%)				$ 168,400.00
	ROW IMPACTS (ALLOWANCE)				$ 50,000.00
	TOTAL ESTIMATED CONSTRUCTION COST				**$ 2,632,000.00**

Assumptions/Exclusions

1. Cost estimate based on full roadway reconstruction within the limits of the concept plan. Cost includes 6" of pavement and 24" of gravel.
2. Drainage has been estimated to install catch basins as needed to tie into the existing system. This estimate excludes any needs to upgrade the existing system.
3. Structural rock excavation is estimated for information purposes. Actual boring information would be needed to properly quantify if concept is pursued.
4. Rectangular Rapid Flashing Beacons to include overhead lighting.
5. Cost of traffic control based on a full construction season with four (4) flaggers full time and no night work.