Traffic Impact Study

I-195 Redevelopment District East Side Parcels

Providence, Rhode Island

July 2022

FUSS & O'NEILL

317 Iron Horse Way, Suite 204
Providence, RI 02908

Prepared for:

I-195 Redevelopment District
315 Iron Horse Way. Suite 101
Providence, RI 02908

DRAFT

20080944.C92

Table of Contents

Traffic Impact Study
I-195 Redevelopment District East Side Parcels
Providence, Rhode Island

1 Executive Summary 4

2 Community Engagement 5
- 2.1 Listening Session 5
- 2.2 Community Site Walk 5

3 Existing Condition 6
- 3.1 Adjacent Roadway Network 6
- 3.2 Study Area Intersections 8
- 3.3 Traffic Volumes, Speeds and Counts 11
- 3.4 Multimodal Access 15

4 Background Traffic Conditions 16
- 4.1 Growth Rate 16
- 4.2 Future Roadway Improvements 16

5 Proposed Conditions 17
- 5.1 Development Parcels 17
- 5.2 Trip Generation 18
- 5.3 Trip Distribution 20
- 5.4 Combined Volumes 21

6 Analyses 21
- 6.1 Crash Analysis 21
- 6.2 Intersection Capacity Analysis 23
- 6.3 Queue Analysis 25

7 Conclusions & Recommendations 25

Table of Contents
(continued)
Traffic Impact Study
I-195 Redevelopment District East Side Parcels
Providence, Rhode Island

Appendices **End of Report**

Appendix A - Tables

1. Peak Hour Site Generated Traffic Volumes
2. Intersection Crash Data Summary
3. Unsignalized Intersection Level of Service Summary
4. Signalized Intersection Level of Service Summary
5. Morning Peak Hour Queue Length Summary
6. Afternoon Peak Hour Queue Length Summary

Appendix B - Figures

1. 2022 Existing Traffic Volumes
2. 2032 No Build Traffic Volumes
3. Parcel 1A Morning Peak Hour Trip Distribution
4. Parcel 1A Afternoon Peak Hour Trip Distribution
5. Parcel 2 Morning Peak Hour Trip Distribution
6. Parcel 2 Afternoon Peak Hour Trip Distribution
7. Parcel 5 Morning Peak Hour Trip Distribution
8. Parcel 5 Afternoon Peak Hour Trip Distribution
9. Parcel 6 Morning Peak Hour Trip Distribution
10. Parcel 6 Afternoon Peak Hour Trip Distribution
11. Parcel 8 & 8A Morning Peak Hour Trip Distribution
12. Parcel 8 & 8A Afternoon Peak Hour Trip Distribution
13. Parcel 9 Morning Peak Hour Trip Distribution
14. Parcel 9 Afternoon Peak Hour Trip Distribution
15. Trip Generation
16. 2032 Build Traffic Volumes

Appendix C

Trip Generation Worksheets

Appendix D

Intersection Capacity Analysis Worksheets – Morning Peak Hour

Appendix E

Intersection Capacity Analysis Worksheets – Afternoon Peak Hour

Appendix F

Turning Movement Count (TMC) Data
Automatic Traffic Recorder (ATR) Data

Appendix G

Crash Data Records

Appendix H

Public Outreach Notes

1 Executive Summary

The intent of this report is to assess the impact of the proposed development of seven parcels on the east side of the Providence River on traffic operations on South Main Street, South Water Street, and Wickenden Street. This report has been prepared to summarize the study methodology and study findings.

Community input received throughout the community engagement process has informed the scope of the traffic study, and recommendations have been developed to address community concern to every extent possible.

Results of capacity and queue analysis, as well as observations in the field have indicated that congestion and associated driver frustration in the study area is not attributed to intersection operations, limited roadway capacity, or excessive volumes, as all intersections in the study area operate at acceptable LOS under future projected traffic conditions, which includes traffic generated by proposed and hypothetical build out scenarios on all seven east side parcels.

Instead, congestion appears to be related to obstruction of vehicle travel lanes due to parallel parking, loading, construction, and deliveries. These types of traffic interruptions are difficult to model and are not captured in results of capacity analysis.

Fuss & O'Neill recommends the following to improve vehicular traffic flow and overall roadway in the study area, while recognizing that changes to existing roadway infrastructure are outside of the jurisdiction of the I-195 District:

- Implement I-195 District review of construction management plans for District parcels with recommendations to the City, who has jurisdiction over construction-related changes to public right of way. Implement regular oversight and follow-up during construction.
- Businesses should be encouraged to schedule deliveries to occur off-peak.
- The City of Providence should continue to monitor the operations at signalized intersections in the study area and perform timing and offset changes if necessary as the area continues to develop.
- At some point in the future as South Water Street undergoes its cycle of re-surfacing and re-striping, The City of Providence should consider reducing the buffer width of the bike lane on South Water Street from seven feet to six feet, and increasing the adjacent parking lane width from seven feet to eight feet.
- The City of Providence and Rhode Island Department of Transportation (RIDOT) should prioritize the relocation of the I-195 Exit 1C Off-Ramp to intersect with Tockwotten Street and the extension of Pike Street to connect with Alves Way. This improves east/west connectivity, allowing some traffic to be diverted from Wickenden Street. Additionally, relocating the Off-Ramp will serve to slow vehicles exiting the highway, and resolves the existing pedestrian safety issue of pedestrians crossing in front of the existing off-ramp to get to South Main Street from the east.

2 Community Engagement

In an effort to ensure that the traffic study adequately addressed the concerns of local residents, the project team hosted a community listening session and conducted a site walk of the study area with community members and local business owners during weekday afternoon peak hours.

2.1 Listening Session

The community listening session was hosted on May 11, 2022. Approximately 60 community members attended the session and approximately 50 comments were received in writing. The first portion of the session was conducted via a Mentimeter poll that prompted attendees to share information about their traffic and parking concerns and priorities through a series of questions. Results of the traffic related questions are summarized below:

- **Attendee relation to the study area:** 31 percent typically travel through the study area on their way to other destinations, 31 percent visit the study area, 20 percent work in the study area and 19 percent live in the study area.
- **Primary modes of transportation through the study area:** walking and driving
- **Primary traffic concerns:** pedestrian safety and congestion

The second portion of the session provided a platform for residents to share their concerns in an open-ended manner, and major takeaways were noted via a virtual interactive map that was projected to the room. Primary traffic concerns are summarized below:

- Peak hour congestion on Wickenden Street and South Water Street
- Traffic safety, specifically for pedestrians
- High vehicle volumes and speeds on Benefit Street; vehicle traffic diverted to Benefit Street due to higher volumes on South Main Street and South Water Street
- Bike lane and buffer are too wide, on-street parking is too narrow
- Congestion related to deliveries, loading and construction
- Westbound left turn restriction at the intersection of Wickenden Street and South Water Street
- Increases in traffic volumes related to seasonal events such as WaterFire
- Difficulty balancing the needs of all roadway users: how can we create a safe environment for pedestrians and cyclists while maintaining safe vehicle operations

Notes from the meeting have been included in *Appendix H*.

As a result of this listening session, the project study area was expanded north to include traffic counts at the intersection of Dyer Street/Memorial Boulevard and the Crawford Street Bridge and expanded east to include counts on Benefit Street. Additionally, members of the project team were able to connect with key stakeholders to schedule a site walk.

2.2 Community Site Walk

On June 9, 2022, members of the project team met with key stakeholders, primarily business owners and property owners in the study area, to observe traffic and parking operations during a weekday afternoon peak hour.

Significant congestion was not observed during the study period. Some congestion related to a travel lane obstruction was observed, but traffic cleared after one cycle at the intersection of South Water Street and Wickenden Street.

The measured roadway width is 44 feet, which includes two five-foot bike lanes, a seven-foot painted buffer, a seven-foot parking lane, a 12-foot vehicle travel lane, and an eight-foot parking lane.

Concerns raised by the community members present are summarized below:

- Emergency vehicles have trouble navigating the floating bus stops
- The sign for the bus stop after the Crawford Street Bridge appears to be in the incorrect location. Therefore, buses do not use the floating bus stop and instead pull into the cycle-track for boarding and alighting
- The merge from two lanes to one lane at the Crawford Street Bridge can be confusing for drivers that are unfamiliar with the area
- Drivers experience difficulty exiting the traffic flow to parallel park. This can lead to congestion, especially when vehicle attempts to parallel park are unsuccessful
- Delivery drivers often park in areas that are not designated for loading
- Dumpster pick-up's at Hemenway's Restaurant often obstruct vehicle travel lanes
- The parking lane on the west side of the vehicle travel lane on South Water Street is too narrow
- Events such as WaterFire, Providence's Flea Market, and other festivals draw additional traffic to the area
- Driving in the area sometimes feels unsafe
- The curb line could be pushed west to allow for angled parking

Notes from the meeting have been included in *Appendix H*.

As a result of concerns related to peak seasonal traffic, Fuss and O'Neill conducted additional traffic counts on South Main Street and South Water Street from June 22 to June 28, 2022, to measure traffic generated by the WaterFire lighting on June 25, 2022.

3 Existing Condition

3.1 Adjacent Roadway Network

The adjacent roadway network consists of the following roadways:

- South Water Street
- South Main Street
- Wickenden Street

- Dollar Street
- James Street
- Pike Street
- Tockwotten Street
- Benefit Street

South Water Street is classified by Rhode Island Department of Transportation (RIDOT) as a principal arterial and extends south from the Crawford Street Bridge for approximately 0.7 miles where it terminates at India Street. The roadway carries one-way southbound traffic and provides one 11-foot travel lane. Parking is provided on the east side of the roadway, and west of the vehicle travel lane. A protected two-way cycle track is provided on the west side of the roadway. Sidewalks are provided on both sides of the roadway. Land use along the roadway is primarily commercial.

South Main Street is classified by RIDOT as a principal arterial and extends south from College Street for approximately 0.8 miles where it terminates at India Street. The roadway carries one-way northbound traffic and provides two 11-foot travel lanes. Parking is provided on both sides of the roadway. A northbound bicycle lane is provided on the east side of the roadway between Tockwotten Street and James Street, with sharrow pavement markings provided further north. Sidewalks are provided on both sides of the roadway. Land use along the roadway is primarily commercial.

Wickenden Street is classified by RIDOT as a principal arterial and extends east from its intersection with Point Street to its terminus at Gano Street. The roadway carries two-way east/west traffic and provides two 11-foot travel lanes in each direction through the study area. Bicycle lanes are provided in each direction through the study area. Sidewalks are provided on both sides of the roadway.

Dollar Street, classified by RIDOT as a local roadway, is approximately 150 feet in length and serves to connect South Main Street and South Water Street. The roadway provides one 12-foot travel lane in each direction. Bicycle lanes and sidewalks are provided on both sides of the roadway. Dollar Street intersects South Main Street at a T-style, unsignalized intersection, and South Water Street at a T-style signalized intersection.

James Street is classified by RIDOT as a local roadway and extends west from Benefit Street for approximately 550 feet where it terminates at South Water Street. The roadway provides one 12-foot travel lane in each direction. Bicycle lanes and sidewalks are provided on both sides of the roadway. James Street intersects South Main Street at a four-legged, two-way stop control intersection, and South Water Street at a T-style, unsignalized intersection.

Pike Street, classified by RIDOT as a local roadway, is approximately 250 feet in length and serves to connect South Main Street and South Water Street. The roadway is approximately 30 feet wide, is not striped, and carries two-way traffic. On-street parking is permitted on both sides of the roadway. Sidewalks are provided on both sides of the roadway, and bicycle facilities are not provided. Pike Street intersects South Water Street and South Main Street at a T-style, unsignalized intersections.

Tockwotten Street is classified by RIDOT as a local roadway and extends west from South Main Street for approximately 550 feet to its terminus as Bridge Street. The roadway provides one 11-foot travel lane

in each direction and four-foot shoulders. On-street parking is not permitted. A continuous sidewalk is provided on the south side of the roadway, and the sidewalk on the north side of the roadway terminates approximately 100 feet east of South Water Street. Bicycle facilities are not provided. Tockwotten Street intersects South Water Street at a four-legged, two-way stop-controlled intersection, and South Main Street at a T-style, unsignalized intersection.

Benefit Street is classified by RIDOT as a major collector and extends south from College Street for approximately 0.7 miles where it terminates at Alves Way. The roadway carries one 11-foot travel lane in each direction. Sidewalks are provided on both sides of the roadway until the roadway reaches Wickenden Street. Following Wickenden Street a sidewalk is provided alongside the northbound travel lane and a multi-use path alongside the southbound travel lane. Benefit Street intersects Wickenden Street at a four-legged, signalized intersection. Land use along the roadway is primarily residential.

Study area roadways are depicted in Figure 1 below.

Figure 1 - Study Area Roadways

3.2 Study Area Intersections

The following study area intersections were reviewed:

- Memorial Boulevard at the Crawford Street Bridge
- South Water Street at James Street
- South Water Street at Dollar Street
- South Water Street at Wickenden Street
- South Water Street at Pike Street
- South Water Street at Tockwotten Street
- South Main Street at James Street
- South Main Street at Dollar Street
- South Main Street at Wickenden Street
- South Main Street at Pike Street
- South Main Street at Tockwotten Street
- Wickenden Street at Benefit Street

The intersection of Memorial Boulevard and Crawford Street Bridge is a signalized three-way intersection with Custom House Street providing the eastbound approach, Dyer Street providing the northbound approach, and Memorial Boulevard providing the southbound approach. Memorial Boulevard provides two exclusive left turn lanes and two through lanes. Custom House Street provides one approach lane. Dyer Street provides one through lane and one shared through/right-turn lane. Sidewalks are provided on all approaches of the intersection and pedestrians may cross during actuated-concurrent pedestrian signal phases. Dedicated bicycle facilities are not provided at this intersection.

The intersection of South Water Street and James Street is an unsignalized, T-style intersection, with South Water Street providing the one-way southbound approach and James Street providing the stop-controlled westbound approach. Each leg of the intersection provides one approach lane shared for all movements. Sidewalks are provided on all approaches and painted crosswalks are provided on all legs of the intersection. Along the west side of South Water Street, a two-way cycle track is provided for cyclists. James Street provides bike lanes on the north and south side of the roadway.

The intersection of South Water Street and Dollar Street is a signalized T-style intersection, with South Water Street providing a one-way southbound approach and Dollar Street providing the westbound approach. Each intersection leg provides one intersection approach lane. Sidewalks and painted crosswalks are provided on each intersection approach and crossing is permitted during concurrent pedestrian signal phases. A two-way cycle track is provided on the west side of South Water Street, and Dollar Street provides bike lanes on the north and south side of the roadway.

The intersection of South Water Street and Pike Street is an unsignalized, T-style intersection, with South Water Street providing the one-way southbound approach and Pike Street providing the stop-controlled westbound approach. South Water Street provides one through lane and one shared through/left turn lane. Pike Street provides one approach lane. Sidewalks and painted crosswalks are provided on all approaches. North of the intersection, along the west side of South Water Street there is one bike lane traveling with traffic. Dedicated bicycle facilities are not provided; South Water Street is marked with a sharrow pavement marking to indicate that vehicles and cyclists should share the roadway.

The intersection of South Water Street and Tockwotten Street is an unsignalized, four-legged intersection with South Water Street providing the one-way southbound approach and Pike Street providing the stop-controlled eastbound and westbound approaches. South Water Street provides one shared through/right turn lane and one shared through/left turn lane. Pike Street provides one shared approach lane on the eastbound and westbound approaches. Sidewalks and painted crosswalks are provided on all intersection approach legs. Dedicated bicycle facilities are not provided.

The intersection of South Main Street and James Street is an unsignalized, four-legged intersection, with South Water Street providing the one-way northbound approach and James Street providing the stop-controlled eastbound and westbound approaches. South Main Street provides one shared through/left turn lane and one shared through/right turn lane. James Street provides one shared approach lane of travel in each direction. Sidewalks are provided on all approaches and painted crosswalks are provided on the southern, eastern, and western legs of the intersection. Dedicated bicycle lanes are provided on James Street on the eastern leg of the intersection. On South Main Street, a dedicated bicycle lane is provided on the southern leg for northbound cyclists, and sharrow pavement markings are provided north of the intersection to indicate that the vehicle travel lane is meant to be shared with cyclists.

The intersection of South Main Street and Dollar Street is an unsignalized, T-style intersection, with South Main Street providing the one-way northbound approach and Dollar Street providing the stop controlled eastbound approach. South Main Street provides one through lane and one shared through/left turn lane. Dollar Street provides one shared approach lane. Sidewalks are provided on all the approaches, and a painted crosswalk is provided across Dollar Street. Dedicated bicycle lanes are provided on South Main Street and on Dollar Street.

The intersection of South Main Street and Pike Street is an unsignalized, T-style intersection, with South Main Street providing a one-way northbound approach and Pike Street providing the stop-controlled eastbound approach. South Main Street provides one through lane and one shared through/left turn lane. Pike Street provides one shared approach lane. Sidewalks are provided on both sides of Pike Street and on the west side of South Main Street. A painted crosswalk is provided across Pike Street. Dedicated bicycle facilities are not provided at this intersection.

The intersection of South Main Street and Tockwotten Street is an unsignalized, T-style intersection, with South Main Street providing the one-way northbound approach and Tockwotten Street providing the stop-controlled eastbound approach. Each approach provides one shared approach lane. Sidewalks are provided on the south side of Tockwotten Street and the west side of South Main Street. Painted crosswalks and bicycle facilities are not provided at this intersection.

The intersection of South Water Street and Wickenden Street is a four-legged signalized intersection with South Water Street providing the one-way southbound approach and Wickenden Street providing both the eastbound and westbound approaches. South Water Street provides one shared through/right turn lane and one shared through/left turn lane. On the eastbound approach, Wickenden Street provides one exclusive through lane, one shared through/right turn lane, and one exclusive right turn lane. On the westbound approach, Wickenden Street provides two through lanes. Westbound left and right turns are prohibited. Sidewalks and painted crosswalks are provided on all approaches. Pedestrians may cross Wickenden Street and the northern leg of South Water Street during concurrent pedestrian signal phases,

and pedestrians may cross the southern leg of South Water Street during an exclusive pedestrian phase. A bike lane is provided for southbound cyclists on South Water Street. On the eastern leg of the intersection bicycle lanes are provided for eastbound and westbound cyclists. On the western leg of the intersection, a bicycle lane is provided for westbound cyclists heading away from the intersection, and sharrow pavement markings are provided indicating that eastbound vehicles and cyclists should share the roadway approaching the intersection.

The intersection of South Main Street and Wickenden Street is a four-legged signalized intersection with South Main Street providing the one-way northbound approach and Wickenden Street providing the eastbound and westbound approaches. South Main Street provides one shared lane for through/left turns, one through lane, and one right turn lane. On the eastbound approach, Wickenden Street provides one through lane and one shared through/right turn lane. On the westbound approach, Wickenden Street provides one shared through/right turn lane and one shared through/left turn lane. Sidewalks are provided on all approaches, and pedestrians may cross during actuated-concurrent pedestrian signal phases. Painted crosswalks are provided across South Main Street and on the western leg of the intersection across Wickenden Street. Bicycle lanes are provided on Wickenden Street and north of the intersection on South Main Street. A shared use path begins on the southeast corner of the intersection and continues south along South Main Street

The intersection of Wickenden Street and Benefit Street is a four-legged signalized intersection with Wickenden Street providing the eastbound and westbound approaches while Benefit Street provides the northbound and southbound approaches. On the eastbound and westbound approaches, Wickenden Street provides one shared through/right turn lane and one shared through/left turn lane. Benefit Street provides one shared travel lane on both the northbound and southbound approaches. Sidewalks are provided on all four approaches, and pedestrian crossing is permitted during actuated-concurrent pedestrian signal phases. Painted crosswalks are provided across Benefit Street, and on the eastern leg of the intersection across Wickenden Street. The shared use path that begins at the intersection of Main Street and Wickenden Street continues to the southwest corner of this intersection and runs along the west side of Benefit Street. Bicycle lanes are provided on Wickenden Street on the western leg of the intersection.

The intersections of Wickenden Street and Benefit Street, and Wickenden Street and South Main Street operate using one signal controller. The intersection of South Water Street and Wickenden Street operates in coordination with the signals at South Main Street and Benefit Street.

3.3 Traffic Volumes, Speeds and Counts

The greatest potential for traffic impact on the roadway network by the proposed development will occur during the morning and afternoon peak hours, the periods when commuter related trips are at their highest levels. In order to determine the traffic impact on adjacent street traffic, Fuss & O'Neill conducted turning movement counts (TMC) on Tuesday, May 17, 2022, between 7:00 am and 9:00 am, and 4:00 pm and 6:00 pm at the following intersections:

- South Water Street at James Street

- South Water Street at Dollar Street
- South Water Street at Wickenden Street
- South Water Street at Pike Street
- South Water Street at Tockwotten Street
- South Main Street at James Street
- South Main Street at Dollar Street
- South Main Street at Wickenden Street
- South Main Street at Pike Street
- South Main Street at Tockwotten Street

Additionally, in response to comments raised throughout the community outreach process, the data collection scope was expanded to include morning and afternoon peak hour TMC on Wednesday, June 1, 2022, at the following intersections:

- Wickenden Street and Benefit Street
- Dyer Street and Memorial Boulevard at the Crawford Street Bridge.

Automatic Traffic Recorder (ATR) counts are typically collected over a multi-day period to capture daily volumes, speeds, and classifications. Typical weekday traffic patterns are thought to fall between Tuesday and Thursday, as data collected on Monday and Friday are impacted by weekend travel patterns. The following ATR data was collected between Tuesday, May 17 and Wednesday, May 18, 2022:

- Vehicle volume, speed, and classification data on South Main Street
- Vehicle volume, speed, and classification data on South Water Street
- Bicycle and pedestrian volume data on South Water Street

In response to feedback received during the community outreach process, the same ATR data for vehicles, cyclists and pedestrians was collected between Wednesday, June 22 and Tuesday, June 28, 2022 in order to capture traffic generated by the WaterFire lighting that took place on June 25, 2022.

Additional ATR data was collected to measure vehicle volumes and speeds on Benefit Street. This data was collected from Wednesday, June 1 to Thursday, June 2, 2022.

ATR data collected on South Water Street is summarized in Table 1 below.

Table 1 - Traffic Data on South Water Street

	10/13/2021	Average Weekday (5/17/2022 – 5/18/2022)			ADT Peak (6/24/2022)	WaterFire (6/25/2022)		
	Vehicles	Vehicles	Bicycles	Pedestrians	Vehicles	Vehicles	Bicycles	Pedestrians
ADT	5,001	6,019	259	1,932	**6,699**	5,997	275	2,510
AM Peak	271	304	14	81	312	**336**	14	47
PM Peak	465	**664**	33	196	617	482	35	320
85th Percentile Speeds	-	25 mph	-	-	22 mph			

Numbers in **bold** indicate the peak recorded volumes

Traffic data collected by the City of Providence on October 13, 2021, indicates an afternoon peak hour traffic volume of 465 vehicles.

The traffic data collected for this study indicates higher average weekday daily and peak hour volumes than previously collected data. This increase in traffic is thought to be attributed to a return to pre-COVID-19 traffic patterns as restrictions are lifted and more employees return to the office.

On an average weekday, vehicle traffic represents 73 percent of total traffic on South Water Street, pedestrian traffic represents 24 percent, and bicycle traffic represents three percent. According to the 2020 American Community Survey journey to work data for the City of Providence, approximately 76 percent of the population commutes by vehicle, eight percent of the population commutes on foot, and 0.9 percent of the total population commutes by bicycle. Therefore, the percentage of people using an alternate mode of transportation on South Water Street is significantly higher than the city-wide average, indicating the South Water Street bike trail to be well-utilized.

Peak Average Daily Vehicle Traffic (ADT) related to the WaterFire lighting on June 25, 2022, was recorded on Friday, June 24, 2022. The ADT of 6,699 is approximately ten percent higher than the weekday average ADT recorded in May of 2022. However, peak hour traffic volumes are lower than the average weekday. The increased ADT may be attributed to increased Friday evening traffic and is not necessarily related to WaterFire.

Data collected the day of the WaterFire lighting indicates that the ADT and evening peak hour volumes are lower than those recorded on an average weekday in May of 2022 and lower than the ADT peak recorded on Friday, June 24. The morning peak hour volume was about ten percent higher the day of WaterFire, but still lower than all previously recorded afternoon peak hour volumes.

Conversely, daily pedestrian volumes during WaterFire were found to be approximately 30 percent higher than the average weekday, and evening peak pedestrian volumes were approximately 63 percent higher

than the average weekday. This indicates that the increase in foot traffic in the area attributed to WaterFire is more significant than the increase in vehicle traffic. Additionally, on an average weekday, vehicles represent 73 percent of all traffic on South Water Street but during WaterFire, vehicles represent only 68 percent of all traffic on South Water Street.

ATR data collected on South Main Street is summarized in Table 2 below.

Table 2 - Traffic Data on South Main Street

	Average Weekday (5/17/2022 – 5/18/2022)	WaterFire Peak (6/24/2022)
	Vehicles	Vehicles
ADT	8,185	**9,604**
AM Peak	**713**	561
PM Peak	668	**681**
85th Percentile Speeds	30 mph	30 mph

Numbers in **bold** indicate the peak recorded volumes

Vehicle volumes on South Main Street are found to be six percent higher during the average weekday morning peak hour than the average weekday afternoon peak hour.

Peak ADT related to the WaterFire lighting on June 25, 2022, was recorded on Friday, June 24, 2022. The ADT of 9,604 vehicles is approximately 17 percent higher than the weekday average ADT of 8,185 vehicles recorded in May of 2022. However, peak hour traffic volumes are substantially similar to the average weekday, with an increase in afternoon peak hour traffic of just 13 vehicles (approximately two percent).

The 85th percentile speed of 30 miles per hour recorded on South Main Street is five miles per hour higher than the 85th percentile speed of 25 miles per hour recorded on South Water Street. This difference in 85th percentile speed can be attributed to the difference in the percentage of vehicles traveling at high speeds. On South Main Street, approximately 17 percent of vehicles were recorded to be traveling between 30 and 40 miles per hour, and the maximum recorded speed was 48 miles per hour. Comparatively, on South Water Street, fewer than two percent of vehicles were recorded to be traveling between 30 and 40 miles per hour, and the maximum recorded speed was 40 miles per hour.

This speed data indicates that the traffic calming measures implemented on South Water Street have been effective in reducing vehicle speeds. Reducing vehicle speeds is critical in creating safer roadways, especially for pedestrians. If a pedestrian is involved in a collision with a vehicle, the risk of serious injury or fatality is 73 percent when the vehicle is traveling 40 miles per hour, 40 percent when the vehicle is traveling 30 miles per hour, and just 13 percent when the vehicle is traveling 20 miles per hour. Additionally, when traveling at slower speeds, a driver's cone of vision is expanded to include the entire roadway and roadside, reducing the likelihood of collision with pedestrians, fixed roadside objects, and parked vehicles. Therefore, a five mile per hour reduction in 85th percentile speed creates a significantly

safer roadway and roadside environment, with negligible increases in travel time along the 0.7 mile corridor.

ATR data collected on Benefit Street is summarized in Table 3 below.

Table 3 - Traffic Data on Benefit Street

	Average Weekday (March 2022)	Average Weekday (6/1/2022 – 6/2/2022)
	Vehicles	Vehicles
ADT	3,400	3,839
AM Peak	-	273
PM Peak	-	343
85th Percentile Speeds	-	23 mph

Numbers in **bold** indicate the peak recorded volumes

At the community listening session, community members expressed concern about future increases in vehicle volumes and speeds on Benefit Street as traffic volumes on South Water Street and South Main Street grow. Benefit Street carries two-way traffic, yet the recorded ADT is approximately 36 percent lower than the southbound vehicle traffic on South Water Street, and 53 percent lower than the northbound vehicle traffic on South Main Street. Additionally, the measured 85th percentile speed is 23 miles per hour, with fewer than one percent of vehicles traveling between 30 and 40 miles per hour.

The City of Providence intends to implement traffic calming measures on Benefit Street to incorporate the roadway into the city's expanding network of neighborhood greenways. Such improvements will include improved pavement markings and painted curb extensions. Consequently, any future increase in vehicle volumes and speeds is unlikely.

Copies of the TMC and ATR traffic data have been included in *Appendix F* of this report.

3.4 Multimodal Access

The development area is serviced by the Rhode Island Public Transit Authority (RIPTA) bus system. Routes 35, 60, and 78 run along South Main Street and South Water Street with northbound and southbound stops located just at James Street, Wickenden Street, and Tockwotten Street. Bus Route 92 runs along Wickenden Street with stops located at South Main Street and South Water Street.

A total of eight bus routes travel along Dyer Street on the west side of the Providence River, where dedicated bus lanes have recently been implemented. Dyer Street is accessible to the development area via a newly constructed pedestrian bridge across the river. A bus stop is located approximately 500 feet from the bridge. Several buses that service this stop provide access to the Providence train station, located within one mile of the site. Notably, the Downtown Transit Connector runs along Dyer Street and

provides high frequency bus service (every five minutes) between Providence train station and the Hospital district.

The train station provides regional connectivity via the Amtrak Northeast Regional Rail, the Amtrak Acela Train, and the Massachusetts Bay Transit Authority (MBTA) Commuter Rail.

Additionally, the East Bay Bike Path is located approximately at India Point Park, just south of the study area. The East Bay Bike Path extends south from Providence for approximately 10 miles where it terminates in Bristol, thereby providing regional bicycle connectivity to the development area.

4 Background Traffic Conditions

4.1 Growth Rate

Consultation with the City of Providence traffic department did not yield a specific annual growth rate to use to grow existing traffic data to a future build year of 2032. An annual growth rate of one percent has been previously utilized on other projects in the City of Providence to account for city-wide ambient traffic growth related to ongoing development and the City's changing population.

For this traffic study, it is assumed that future increases in traffic volumes in the study area may be attributed primarily to the development of the seven development parcels on the east side of the river. For this reason, an annual growth rate of 0.25 percent was applied to existing traffic to an analysis year of 2032. This growth rate accounts for ambient development and population growth that is unrelated to the development of the east side parcels.

This volume adjustment develops the 2032 No-Build condition, depicted in *Figure No. 2* of *Appendix B*.

4.2 Future Roadway Improvements

The City of Providence Great Streets plan was reviewed to identify proposed changes to roadways in the study area that should be accounted for in the future year analysis condition. In the plan, Benefit Street has been identified as a future neighborhood greenway. Recent public outreach related to the neighborhood greenway program has indicated that roadway improvements will include refreshed pavement markings, painted curb extensions and other traffic calming techniques, but will not include the relocation of curb lines, or the removal of vehicle travel lanes or on-street parking.

Additionally, Wickenden Street has been identified in the plan as a candidate for walkability improvements, and the intersections of Wickenden Street with South Main Street and South Water Street have been identified as candidates for future intersection improvement projects. Both intersections have been re-timed within the past year, and the City has explored the possibility of removing the westbound left turn restriction at the intersection of South Water Street and Wickenden Street.

The 195 Redevelopment District and the City of Providence are exploring the feasibility of relocating the I-195 Exit 1C off-ramp to intersect with South Main Street and Tockwotten Street. This relocation would

serve to slow vehicle traffic exiting the highway, and also allow Alves Way to be extended to intersect with Pike Street. If these roadway improvements are realized, east/west neighborhood connectivity will be improved for vehicles and pedestrians. The realization of these improvements is dependent of support from the City of Providence and RIDOT. The I-195 District is engaging in conversations with these key stakeholders to maintain project momentum.

5 Proposed Conditions

5.1 Development Parcels

The I-195 Redevelopment District is charged with overseeing the redevelopment of land freed up when Interstate 195 was relocated. A mix of uses is envisioned for these parcels including residential, office, retail, and potentially hospitality or lab. Potential future traffic impacts were modeled based on the actual, proposed, or conservative hypothetical build out scenarios.

The development on Parcel 6 is under construction and the actual development program is known. Parcels 2 and 9 are under agreement, but not yet under construction, so the current program for each parcel was used. These development programs could change slightly prior to construction, but any such changes would not significantly impact traffic. The more conservative of two proposals that have been received for Parcels 8/8A was used for the purpose of this study, and development programs for Parcels 1A and 5 are based on conservative build out scenarios.

Development Under Construction

Parcel 6

Parcel 6 is located between Wickenden Street and Pike Street and has a total area of approximately 64,700 square feet. A 13,000 square foot grocery store, as well as a five-story residential building with 62 units and 10,000 square feet of first floor retail space is currently under construction. A total of 162 parking spaces will be provided on site, and parcel access will be provided via South Main Street and South Water Street.

Proposed Developments

Parcel 2

Parcel 2 is located between James Street and Dollar Street and has a total area of approximately 48,900 square feet. A six-story residential building with 194 residential units and three restaurant land-uses on the first floor is proposed to be constructed on site. A total of 90 parking spaces are proposed on site, and proposed site access will be located on James Street. The proposed development is not yet through the design review process, so some of the development data is subject to minor changes.

Parcel 9

Parcel 9 is located south of Wickenden Street and east of South Main Street, adjacent to the I-195 Exit 1C off-ramp. The parcel has a total area of approximately 45,900 square feet. Two five-story residential buildings with a total of 135 units and 5,000 square feet of ground floor commercial space are proposed to be constructed on site. The access point for parcel 9 will be on Bessie Way, accessed from Wickenden Street to the north primarily via Brook Street, Traverse Street, and Benefit Street.

Developments Under Consideration

Parcels 8/8A

Parcels 8/8A are located between Pike Street and Tockwotten Street and the combined total area is approximately 37,500 square feet. The more conservative of the two development proposals from a traffic perspective includes a five-story residential building with 69 units, as well as a five-story office building with 58,000 square feet of office space. This proposal includes 169 parking spaces on site, which may be accessed via Pike Street and Tockwotten Street.

Hypothetical Development Scenarios

Parcel 1A

Parcel 1A is located east of South Water Street and south of the Crawford Street Bridge and has a total area of approximately 12,400 square feet. A five-story residential building with 37 units and a 5,000 square foot restaurant on the first floor is the most conservative development program anticipated for the parcel. The site access points are not yet known, but South Water Street is the only option based on parcel location.

Parcel 5

Parcel 5 is located between Dollar Street and Wickenden Street and has a total area of approximately 65,000 square feet. A projected scenario including a five-story building with 175,500 square feet of office or lab space and 15,000 square feet of ground floor retail has been utilized for the purposes of this study. Site access is not yet known but assumed to be located on Dollar Street based on the parcel location.

5.2 Trip Generation

The greatest potential for traffic impact on the surrounding roadway network will occur during weekday morning and afternoon peak hours, when adjacent traffic volumes are at their highest levels. The expected site generated traffic data was calculated for the morning and afternoon peak hours using existing empirical data from the Institute of Transportation Engineers (ITE) publication Trip Generation Manual, 11th edition. This publication is an industry-accepted resource for determining trip generation.

Residential land use in the development area was represented by land use code (LUC) 231 "Mid-Rise Residential with Ground-Floor Commercial." The LUC was analyzed for a Dense Multi-Use Urban setting, which is defined by the Trip Generation Manual as a developed area with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit. This type of

setting is thought to be appropriate for assessing the proposed development given the robust network of pedestrian and bicycle facilities in the area and the site's proximity to local and regional transit.

Based on 37 residential units and 5,000 square feet of ground floor commercial space, the potential development for Parcel 1A is expected to generate seven vehicle trips (2 entering, 5 exiting) during the morning peak hour and ten vehicle trips (4 entering, 6 exiting) during the afternoon peak hour.

Based on 194 residential units and 15,000 square feet of ground floor commercial space, the proposed development on Parcel 2 is expected to generate 107 vehicle trips (44 entering, 63 exiting) during the morning peak hour and 130 vehicle trips (74 entering, 56 exiting) during the afternoon peak hour.

Based on 135 residential units and 5,000 square feet of ground floor commercial space, the proposed development Parcel 9 is expected to generate 74 vehicle trips (30 entering, 44 exiting) during the morning peak hour and 90 vehicle trips (51 entering, 39 exiting) during the afternoon peak hour.

Based on 62 residential units and 10,000 square feet of ground floor commercial space, the residential building on Parcel 6 is expected to generate 34 vehicle trips (14 entering, 20 exiting) during the morning peak hour, and 42 vehicle trips (24 entering, 18 exiting) during the afternoon peak hour. The grocery store on Parcel 6 was represented by LUC 850 "Supermarket" for a dense multi-use urban setting. Based on a building area of 13,000 square feet, the proposed supermarket on Parcel 6 is expected to generate 65 vehicle trips (36 entering, 29 exiting) during the morning peak hour, and 121 vehicle trips (60 entering, 60 exiting) during the afternoon peak hour. Therefore, Parcel 6 is expected to generate 99 total vehicle trips (50 entering, 49 exiting) during the morning peak hour, and 163 total vehicle trips (84 entering, 79 exiting) during the afternoon peak hour.

The hypothetical development programs for Parcels 8/8A and Parcel 5 both include office or lab space with ground floor retail space. Lab space was represented with LUC 760 "Research and Development Center," office space was represented with LUC 710 "General Office Building" and general retail was represented with LUC 822 "Strip Retail Plaza." The aforementioned LUCs do not include data for dense, multi-use urban settings, so trip generation was adjusted to better represent this type of setting.

According to the 2020 United States Census American Five-Year Community Survey for the City of Providence, approximately 76 percent of workers commute by vehicle, eight percent commute on foot, five percent commute via public transportation, one percent commute by bicycle, and the remaining ten percent work from home or commute another way. In order to account for trips to the site that take place via an alternate mode of transportation, vehicle trips were reduced by 20 percent.

Additionally, given the mixed-use nature of the proposed development, it is assumed that some of the trips to different parcels will occur internally to the study area. In other words, an individual may live in one of the residential developments and work at one of the office spaces, or an employee may make a trip to one of the retail uses after work. A ten percent reduction was applied to the vehicle trips to account for these internal trips.

After applying the aforementioned adjustment, based on 175,500 square feet of lab space and 15,000 square feet of first floor retail, the most conservative potential development for Parcel 5 is expected to

generate 162 vehicle trips (125 entering, 37 exiting) during the morning peak hour and 220 vehicle trips (69 entering, 151 exiting) during the afternoon peak hour.

Based on 69 units and 4,000 square feet of ground floor retail, the potential residential building on Parcels 8/8A is expected to generate 14 vehicle trips (5 entering, 9 exiting) during the morning peak hour and 19 vehicle trips (8 entering, 11 exiting) during the afternoon peak hour. After applying the adjustment factors for internal capture and mode share, based on 58,000 square feet of office space, the proposed office building is expected to generate 69 vehicle trips (61 entering, 8 exiting) during the morning peak hour and 66 vehicle trips (11 entering, 55 exiting) during the afternoon peak hour. Thus, the potential development on Parcels 8/8A is expected to generate 83 total vehicle trips (66 entering, 17 exiting) during the morning peak hour and 85 total vehicle trips (19 entering, 66 exiting) during the afternoon peak hour.

The total anticipated trip generation for all of the east side parcels is 532 vehicle trips (317 entering, 215 exiting) during the morning peak hour and 698 vehicle trips (301 entering, 397 exiting) during the afternoon peak hour. Although reduction factors have been applied to account for internal capture and mode share, this trip generation estimate is thought to be conservative. Data collected for the Trip Generation Manual is not representative of urban infill development, and the development programs for Parcels 5 and 1A represent conservative build-out scenarios.

A summary of the peak hour trip generation information for the proposed facility is provided in *Table No. 1* of *Appendix A*. Trip Generation worksheets have been provided in *Appendix C*.

5.3 Trip Distribution

The distribution of traffic entering and exiting the proposed site was applied to the road network based on the existing regional traffic distributions and the layout of the adjacent roadway network. During the morning peak hour, the following arrival and departure distributions of traffic are anticipated:

- 10 percent entering from the north via Memorial Boulevard and 35 percent exiting to the north via South Main Street
- 40 percent entering from the west and 25 percent exiting to the west via Wickenden Street
- 15 percent entering from the east and 20 percent exiting to the west via Wickenden Street
- 35 percent entering from the south via the I-195 West Off-Ramp and 20 percent exiting to the south via South Water Street to the south

The following arrival and departure distributions of traffic are anticipated during the afternoon peak hour:

- 25 percent entering from north via Memorial Boulevard and 25 percent exiting to the north via South Main Street
- 45 percent entering from the west and 20 percent exiting to the west via Wickenden Street
- 15 percent entering from the east and 15 percent exiting to the east via Wickenden Street
- 15 percent entering from the south via the I-195 West Off-Ramp and 40 percent exiting to the south via South Water Street

An arrival/departure distribution for the new site generated traffic traveling to and from each parcel is shown in *Figures No. 3-14* of *Appendix B*.

5.4 Combined Volumes

The site generated traffic was distributed to the roadway system based on the arrival/departure distributions with the results shown in *Figure No. 15* of *Appendix B*. These volumes were then added to the No-Build traffic volumes to yield the 2032 morning and afternoon peak hour Build traffic volumes shown in *Figure No. 16* of *Appendix B*.

6 Analyses

6.1 Crash Analysis

Crash data was gathered for South Main Street and South Water Street between India Street and James Street and at all of the study area intersections via a City of Providence records request.

The records were gathered for the most recent five years of available data, 2017 through 2021. A summary of the crash data per intersection and roadway segment is provided in *Table No. 2* of *Appendix A*. More detailed crash summary information is provided in *Appendix G*.

The intersection of the Crawford Street Bridge and Memorial Boulevard experienced four crashes during the five-year study period. Of these collisions, two were collisions with fixed objects, one was an angle collision, and one was a sideswipe collision. None of these collisions resulted in injury.

The intersection of South Water Street and James Street experienced 11 crashes during the five-year study period. Of these collisions, three were angle collisions, three were sideswipe collisions, two were collisions with parked vehicles, one was a rear end collision, one was a collision with a fixed object, and the manner of one collision was unknown. The majority of collisions (9) resulted in property damage only, one collision resulted in injury, and the severity of one collision is unknown.

The intersection of South Water Street and Dollar Street experienced four crashes during the five-year study period. Of these collisions, two were angle collisions and two were sideswipe collisions. None of these collisions resulted in injury.

South Main Street between James Street and Dollar Street experienced 14 crashes during the five-year period. Of these collisions, five were angle collisions, three were sideswipe collisions, two were collisions with parked vehicles, two were collisions with pedestrians, one was a collision with a fixed object, and one was unknown. The majority of collisions (11) resulted in property damage only, and three collisions resulted in injury. The pedestrian collisions took place in January 2018 and August 2019. Both of the pedestrian collisions occurred in the vicinity of Transit Street. One of the collisions was a hit and run collision and both resulted in injury.

The intersection of South Water Street and Wickenden Street experienced 17 crashes during the five-year study period. Of these collisions, six were angle collisions, five were sideswipe collisions, three were collisions with parked vehicles, one was a collision with a fixed object, one was a rear end collision, and one collision took place with a pedestrian. The majority of collisions (11) resulted in property damage only, and six collisions resulted in injury. The collision with a pedestrian occurred in May of 2018. The pedestrian was injured.

The intersection of South Main and Wickenden Street experienced seven crashes during the five-year study period. Of the seven crashes, three were rear end collisions, three were sideswipe collisions, and one was an angle collision. None of these collisions resulted in injury.

The intersection of South Water and Pike Street experienced five crashes during the five-year study period. Of the five crashes, one was an angle collision, one was a rear-end collision, one was a sideswipe collision, one was a collision with a fixed object, and the manner of one collision is unknown. Two of the collisions resulted in property damage only, two resulted in injuries, and the severity of one of the collisions is unknown.

South Water Street between Tockwotten Street and India Street experienced 11 crashes during the five-year study period. Of these collisions, four were angle collisions, three were sideswipe collisions, two were with parked vehicles, and one was with a pedestrian. The majority of collisions (10) resulted in property damage only, and the pedestrian collision resulted in injury. The pedestrian collision was a hit and run collision that took place in October 2019 in the vicinity of Tockwotten Street.

South Main Street between Tockwotten Street and India Street experienced nine crashes during the five-year study period. Of these collisions, four were angle collisions, three were sideswipe collisions, and two were rear end collisions. The majority of collisions (8) resulted in property damage only, and the severity of one of the collisions is unknown.

The merge between the I-195 West Exit 1C Off-Ramp South Main Street experienced seven crashes during the five-year study period. Of the seven collisions, three were angle collisions, two were rear end collisions, one was a head on collision, and one was a collision with a fixed object. None of the collisions resulted in injury.

For a total of 31 collisions along South Water Street the locations are not specified. Of these collisions, 11 were angle collisions, five were rear end collisions, six were sideswipe collisions, two were collisions with pedestrians three were collisions with parked vehicles, one was a collision with a fixed object, and the manner of three collisions is unknown. The majority of collisions (23) resulted in property damage only, seven of the collisions resulted in injuries, and the severity of one of the collisions is unknown. The pedestrian collisions took place in December 2018 and September 2021. Both collisions resulted in injuries.

For a total of 15 collisions along South Main Street the locations are not specified. Of these collisions, three were angle collisions, seven were rear end collisions, three were sideswipe collisions, one was a collision with a parked vehicle, and one was a collision with a fixed object. The majority of collisions (12)

resulted in property damage only, one of the collisions resulted in injury, and the severity of two of the collisions is unknown.

Members of the community identified pedestrian safety as a primary traffic concern during the traffic and parking listening session hosted during the community outreach process. A total of six pedestrian collisions occurred over the five-year study period, averaging approximately 1.2 pedestrian collisions per year. These numbers are not abnormally high, especially considering that South Main Street and South Water Street are well traveled by pedestrians. However, pedestrian safety should be prioritized as the development of the parcels moves forward and pedestrian volumes are expected to grow.

Members of the community expressed concern that the addition of the two-way cycle track on South Main Street was creating unsafe conditions for drivers given the narrow width of the travel lane and adjacent parking lanes. Crash data on South Water Street from the eight months that the cycle track has been open (November 2021-June 2022) was compared to crash history during the same eight-month period of the previous four years.

A total of seven collisions occurred on South Water Street since the bike lane has opened, compared to 15 collisions between November 2020 and June 2021, eight collisions between November 2019 and June 2020, 13 collisions between November 2018 and June 2019, and 15 collisions between November 2017 and June 2018. Although the study period is limited, this cursory review of available crash data indicates a reduction in collisions since the installation of the cycle track.

6.2 Intersection Capacity Analysis

Capacity analyses for both signalized and unsignalized intersections were conducted using Synchro Professional Software, version 10.0.

In discussing intersection capacity analyses results, two terms are used to describe the operating condition of the road or intersection. These two terms are volume to capacity ratio (v/c) and level of service (LOS).

The v/c ratio is a ratio of the volume of traffic using an intersection to the total capacity of the intersection (the maximum number of vehicles that can utilize the intersection during an hour). The v/c ratio can be used to describe the percentage of capacity utilized by a single intersection movement, a combination of movements, an entire intersection approach, or the intersection as a whole.

LOS is a measure of the delay experienced by stopped vehicles at an intersection. LOS is rated on a scale from A to F, with A describing a condition of very low delay (less than 10 seconds per vehicle), and F describing a condition where delays will exceed 50 seconds per vehicle for unsignalized intersections and 80 seconds per vehicle for signalized intersections. Delay is described as a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Therefore, intersections with longer delay times are less acceptable to most drivers.

LOS is generally used to describe the operation (based on delay time) of both signalized and unsignalized intersections, while v/c ratio is applied to signalized intersections only. These definitions for v/c ratio and

LOS, as well as the methodology for conducting signalized and unsignalized intersection capacity analyses, are taken from the "2000 Highway Capacity Manual" published by the Transportation Research Board.

In discussing two way stop controlled unsignalized intersection capacity analyses, LOS is used to provide a description of the delay and operational characteristics of the turns from the minor street (stop sign controlled) to the major street, and turns from the major street to the minor street. Through vehicles are not delayed by the minor street and do not experience delay, therefore they are not rated with a level of service.

LOS D or better at signalized and unsignalized intersections is thought to be acceptable in urban settings.

Using the above referenced methodologies, morning and afternoon peak hour capacity analyses were conducted at each of the study area intersections. It is important to note that capacity analysis does not reflect congestion that is attributed to obstructions of vehicle travel lanes caused by loading or parking.

Tables No. 3 and *4* of *Appendix A* present summaries of the levels of service at the unsignalized and signalized intersections for both the background and combined condition traffic volumes. Copies of the analysis worksheets can be found in *Appendices D and E*, for the morning and afternoon peak hours, respectively.

The determination of the traffic impact from the proposed development is made through a comparison of the No-Build condition LOS (without the proposed development) versus the Build condition LOS (with the proposed development).

During the morning and afternoon peak hours, all approaches at unsignalized intersections operate at LOS C or better under Build conditions.

During the morning peak hour, all signalized intersections operate at LOS B or better under Build conditions, with the exception of South Main Street and Wickenden Street which operates at an overall LOS D. At this intersection control delay is increased by approximately nine seconds between No-Build and Build conditions, and northbound vehicles experience an increase in delay of approximately 27 seconds per vehicle.

During the afternoon peak hour, all signalized intersections operate at LOS C or better during the Build conditions, with the exception of the intersection of South Water Street and Wickenden Street, which operates at an overall LOS D. At this intersection, control delay is increased by approximately 13 seconds between No-Build and Build conditions, and southbound vehicles experience an increase in delay of approximately 30 seconds per vehicle.

Projected LOS in the Build condition is thought to be acceptable at all of the study area intersections during both the morning and afternoon peak hours.

6.3 Queue Analysis

No-Build and Build condition 95th percentile (design) queue lengths were reviewed at each intersection in the study area. The 95th percentile (design) vehicle queue lengths represent the maximum queue lengths that can be expected at each of the critical approach lanes of the study area intersections. Queue lengths are examined to determine if vehicle queues extend into adjacent intersections (i.e. exceed available storage length) or are contained within the distance between two intersections. The queue lengths are provided in the Synchro capacity analysis worksheets, which are located in *Appendix D and E*, for the morning and afternoon peak hours, respectively. *Tables No. 5 and 6* of *Appendix A* provide a summary of the queue lengths for the critical lanes at each intersection.

In general, the morning peak hour queue lengths do not increase significantly between No-Build and Build conditions. The most significant increase in queue length occurs at the intersection of South Main Street and Wickenden Street, where the northbound queue increases by four to five vehicles. The queue length is contained within available storage.

During the afternoon peak hour, the most significant increase in queue length between No-Build and Build conditions occurs at the intersection of South Water Street and Wickenden Street, where southbound vehicles experience an increase in queue length of approximately nine vehicles. The 95th percentile queue length at this intersection exceeds available storage by approximately 135 feet.

Additionally, an increase in queue length of approximately three vehicles on the eastbound approach at the intersection of South Main Street and Wickenden Street results in a 95th percentile queue length that exceeds available storage by approximately 30 feet.

The intersections of South Main Street and Wickenden Street, and South Water Street and Wickenden operate in a coordinated system, and changes to signal timings and offsets at these intersections will mitigate any impacts caused by increases in queue length at these intersections.

7 Conclusions & Recommendations

In an effort to ensure that the traffic study adequately addressed the concerns of local residents, the project team hosted a community listening session and conducted a site walk of the study area with community members and local business owners during weekday afternoon peak hours.

The following traffic related concerns were received throughout the community engagement process:

- Traffic safety, specifically for pedestrians
- High vehicle volumes and speeds on Benefit Street
- Bike lane and buffer on South Water Street are too wide, on-street parking is too narrow
- Congestion related to deliveries, loading and construction
- Increases in traffic volumes related to seasonal events such as WaterFire cause additional congestion

- Prohibited left turn at the intersection of Wickenden Street and South Water Street
- Difficulty balancing the needs of all roadway users: how can we create a safe environment for pedestrians and cyclists while maintaining safe vehicle operations?
- Driving in the area sometimes feels uncomfortable
- Drivers experience difficulty exiting the traffic flow to parallel park. This can lead to congestion, especially when vehicle attempts to parallel park are unsuccessful.

Community input received at the public listening session and the community site walk has informed the scope of the traffic study, and recommendations have been developed to address community concern to every extent possible.

The study efforts have indicated that the proposed development of the I-195 District's east side parcels will generate a total of 532 vehicle trips (317 entering, 215 exiting) during the morning peak hour and a total of 698 vehicle trips (301 entering, 397 exiting) during the afternoon peak hour. These estimates reflect the multi-use urban context of the study area through use of available data collected in urban settings and through the application of reduction factors to account for internal capture and mode split. However, this is thought to be a conservative estimate given the limited trip generation information on urban infill development.

A review of the most recent five years of available crash data provided by the City of Providence indicated that the number of collisions at the study intersections are not abnormally high for the traffic volumes experienced, and crash patterns are not expected to be exacerbated by the proposed development.

Review of traffic count data collected on Benefit Street indicates that traffic volumes and speeds are lower than those measured on South Main Street and South Water Street. The City of Providence has planned traffic calming and improvements on Benefit Street that will further reduce vehicle speeds and limit traffic diversion.

Throughout the community outreach process, some community members noted the westbound left turn restriction at the intersection of South Water Street and Wickenden Street as an existing traffic concern. The City of Providence studied the possibility of removing the left turn restriction at this intersection in September of last year and found this to be infeasible given the current intersection configuration. We concur that the addition of a westbound left turn at this intersection is not recommended. The proposed roadway improvements at Pike Street would alleviate driver frustration related to the prohibited left turn at this intersection by allowing vehicles to turn left east of South Water Street.

Results of capacity analysis indicate that all intersections in the study area are found to operate at LOS D or better under Build conditions, and the most significant increase in delay experienced on any approach at any intersection is just 30 seconds per vehicle. This increase in delay is experienced by southbound vehicles at the intersection of South Water Street and Wickenden Street during the afternoon peak hour. Projected intersection operations under the Build condition are thought to be acceptable considering the study area is located in an urban area.

The most significant increase in queue length between No-Build and Build conditions occurs during the afternoon peak hour at the intersection of South Water Street and Wickenden Street, where southbound

vehicles experience an increase in queue length of approximately nine vehicles. The 95th percentile queue length at this intersection exceeds available storage by approximately 135 feet.

Additionally, an increase in queue length of approximately three vehicles on the eastbound approach at the intersection of South Main Street and Wickenden Street results in a 95th percentile queue length that exceeds available storage by approximately 30 feet.

The intersections of South Main Street and Wickenden Street, and South Water Street and Wickenden operate in a coordinated system, and changes to signal timings and offsets at these intersections will mitigate any impacts caused by increases in queue length at these intersections.

Consequently, concerns of congestion and driver frustration raised by the community is not thought to be tied to roadway capacity, intersection operations, or excessively high volumes. Instead, congestion appears to be related to obstruction of vehicle travel lanes due to parallel parking, loading, construction, and deliveries. These types of traffic interruptions are difficult to model and are not captured in results of capacity analysis.

Fuss & O'Neill recommends the following to improve vehicular traffic flow and overall roadway in the study area, while recognizing that changes to existing roadway infrastructure are outside of the jurisdiction of the I-195 District:

- Implement I-195 District review of construction management plans for District parcels with recommendations to the City, who has jurisdiction over construction-related changes to public right of way. Implement regular oversight and follow-up during construction.
- Businesses should be encouraged to schedule deliveries to occur off-peak.
- The City of Providence should continue to monitor the operations at signalized intersections in the study area and perform timing and offset changes if necessary as the area continues to develop.
- At some point in the future as South Water Street undergoes its cycle of re-surfacing and re-striping, The City of Providence should consider reducing the buffer width of the bike lane on South Water Street from seven feet to six feet, and increasing the adjacent parking lane width from seven feet to eight feet.
- The City of Providence and Rhode Island Department of Transportation (RIDOT) should prioritize the relocation of the I-195 Exit 1C Off-Ramp to intersect with Tockwotten Street and the extension of Pike Street to connect with Alves Way. This improves east/west connectivity, allowing some traffic to be diverted from Wickenden Street. Additionally, relocating the Off-Ramp will serve to slow vehicles exiting the highway, and resolves the existing pedestrian safety issue of pedestrians crossing in front of the existing off-ramp to get to South Main Street from the east.

Appendix A

Tables

FUSS & O'NEILL

Table 1

Peak Hour Site Generated Traffic Volumes

Parcel 1A - LUC 231 - Mid-Rise Residential Over First Floor Commercial			
AM Peak Hour Trips	7	PM Peak Hour Trips	10
Entering	2	*Entering*	4
Exiting	5	*Exiting*	6
Parcel 2 - LUC 231 - Mid-Rise Residential Over First Floor Commercial			
AM Peak Hour Trips	107	PM Peak Hour Trips	130
Entering	44	*Entering*	74
Exiting	63	*Exiting*	56
Parcel 5 - LUC 760 - Mid-Rise Residential Over First Floor Commercial LUC 822 - Strip Retail Plaza (<40k)			
AM Peak Hour Trips	162	PM Peak Hour Trips	220
Entering	125	*Entering*	69
Exiting	37	*Exiting*	151
Parcel 6 - LUC 231 - Mid-Rise Residential Over First Floor Commercial LUC 850 - Supermarket			
AM Peak Hour Trips	99	PM Peak Hour Trips	163
Entering	50	*Entering*	84
Exiting	49	*Exiting*	79
Parcel 8 & 8A - LUC 231 - Mid-Rise Residential Over First Floor Commercial LUC 710 - General Office Building			
AM Peak Hour Trips	83	PM Peak Hour Trips	85
Entering	66	*Entering*	19
Exiting	17	*Exiting*	66
Parcel 9 - LUC 231 - Mid-Rise Residential Over First Floor Commercial			
AM Peak Hour Trips	74	PM Peak Hour Trips	90
Entering	30	*Entering*	51
Exiting	44	*Exiting*	39
Total Trips			
AM Peak Hour Trips	532	PM Peak Hour Trips	698
Entering	317	*Entering*	301
Exiting	215	*Exiting*	397

FUSS & O'NEILL

Table 2

Intersection Crash Data Summary

Intersections/Road Segments	Crashes Per Year					
	2017	2018	2019	2020	2021	Average/Year
S Water at Dyer St/Memorial Blvd	0	1	2	0	1	0.8
S Water at James St	2	3	1	2	3	2.2
S Water at Dollar St	0	0	0	0	4	0.8
S Main between James St & Dollar St	2	2	5	2	3	2.8
S Water at Wickenden St/Point St	3	5	5	3	1	3.4
S Main at Wickenden St/Point St	2	1	1	2	1	1.4
S Water at Pike St	2	1	1	0	1	1
S Water between Tockwotton St & India St	1	0	5	1	4	2.2
S Main between Tockwotton St & India St	5	2	0	2	0	1.8
S Water - Location not Specified	6	3	6	4	12	6.2
S Main - Loation not Specified	0	4	4	2	5	3

FUSS & O'NEILL

Table 3

Unsignalized Intersection Level of Service Summary

Stop Controlled Intersections (Critical Movements)	2032 Morning Peak Hour		2032 Afternoon Peak Hour	
	No Build	Build	No Build	Build
South Water Street at James Street				
Westbound Approach	LOS B	LOS B	LOS C	LOS C
South Main Street at James Street				
Eastbound Approach	LOS C	LOS C	LOS C	LOS C
Westbound Approach	LOS C	LOS C	LOS C	LOS C
South Main Street at Dollar Street				
Eastbound Approach	LOS A	LOS B	LOS B	LOS C
South Water Street at Pike Street				
Westbound Approach	LOS A	LOS B	LOS B	LOS B
South Main Street at Pike Street				
Eastbound Approach	LOS C	LOS D	LOS B	LOS C
South Water Street at Tockwotten Street				
Eastbound Approach	LOS B	LOS B	LOS C	LOS C
Westbound Approach	LOS B	LOS B	LOS C	LOS C
South Main Street at Tockwotten Street				
Eastbound Approach	LOS A	LOS A	LOS A	LOS A

FUSS & O'NEILL

Table 4

Signalized Intersection Level of Service Summary

Signalized Intersections	2032 Morning Peak Hour		2032 Afternoon Peak Hour	
	No Build	Build	No Build	Build
Memorial Boulevard/ Dyer Street at the Crawford Street Bridge	0.37/LOS B*	0.38/LOS B	0.58/LOS B	0.60/LOS B
Eastbound Approach	C	C	C	C
Northbound Approach	B	B	C	C
Southbound Approach	A	A	B	B
South Water Street at Dollar Street	0.17/LOS A	0.25/LOS B	0.49/LOS A	0.67/LOS B
Westbound Approach	D	D	D	D
Southbound Approach	A	A	A	A
South Water Street at Wickenden Street	0.33/LOS B	0.41/LOS B	0.57/LOS C	0.70/LOS D
Eastbound Approach	A	B	B	C
Westbound Approach	A	A	B	B
Southbound Approach	D	D	D	E
South Main Street at Wickenden Street	0.64/LOS C	0.76/LOS D	0.54/LOS B	0.69/LOS C
Eastbound Approach	C	C	B	C
Westbound Approach	A	A	A	A
Northbound Approach	D	E	D	D
Wickenden Street at Benefit	0.32/LOS B	0.39/LOS B	0.32/LOS B	0.42/LOS B
Eastbound Approach	A	A	A	A
Westbound Approach	C	C	C	C
Northbound Approach	D	D	D	D
Southbound Approach	D	D	D	D

*Values indicated are intersection v/c Ratio/LOS

FUSS & O'NEILL

Table 5
Morning Peak Hour Queue Length Summary

Intersection	Approach Lane	2032 No Build (ft)	2032 Build (ft)	Available Storage (ft)
Memorial Boulevard at Dyer Street	EB	40	40	295
	NB	80	80	320
	SB Left	60	70	200
	SB Through	125	125	360
South Water Street at James Street	WB	5	10	105
South Main Street at James Street	EB	5	20	105
	WB	10	10	325
	NB	0	5	265
South Water Street at Dollar Street	WB	60	110	155
	SB	40	40	455
South Main Street at Dollar Street	EB	0	5	155
	NB	0	10	495
South Water Street at Wickenden Street	EB Through	185	245	250
	EB Right	35	45	110
	WB	130	*155*	150
	SB	105	145	335
South Main Street at Wickenden Street	EB	130	155	150
	WB	0	0	75
	NB Through	395	485	920
	NB Right	70	90	150
Benefit Street at Wickenden Street	EB	15	30	65
	WB	135	150	185
	NB	25	70	455
	SB	60	55	225
South Water Street at Pike Street	WB	0	5	230
	SB	0	5	365
South Main Street at Pike Street	EB	5	25	235
South Water Street at Tockwotten Street	EB	0	5	190
	WB	0	5	280
South Main Street at Tockwotten Street	EB	0	5	280

NOTE: Values indicated represent 95th percentile (design) vehicle queue lengths. Values are rounded to the nearest 5 feet. Italicized values represent values that exceed the available storage.

FUSS & O'NEILL

Table 6
Afternoon Peak Hour Queue Length Summary

Intersection	Approach Lane	2032 No Build (ft)	2032 Build (ft)	Available Storage (ft)
Memorial Boulevard at Dyer Street	EB Through	70	70	295
	NB Through	270	270	320
	SB Left	80	100	200
	SB Through	70	70	360
South Water Street at James Street	WB	20	45	105
	SB	0	5	285
South Main Street at James Street	EB	10	20	105
	WB	5	20	325
	NB	0	5	265
South Water Street at Dollar Street	WB	205	240	155
	SB	80	345	455
South Main Street at Dollar Street	EB	0	10	155
	NB	5	10	495
South Water Street at Wickenden Street	EB Through	*300*	*350*	250
	EB Right	65	65	110
	WB	160	170	150
	SB	280	*470*	*335*
South Main Street at Wickenden Street	EB	110	*182*	*150*
	WB	0	0	75
	NB Through	205	285	460
	NB Right	10	35	150
Benefit Street at Wickenden Street	EB Through/Left	15	25	65
	WB Through/Left	165	180	185
	NB	40	80	455
	SB	65	60	225
South Water Street at Pike Street	WB	0	5	230
	SB	0	5	365
South Main Street at Pike Street	EB	0	25	235
South Water Street at Tockwotten Street	EB	5	5	190
	WB	5	5	280
South Main Street at Tockwotten Street	EB	0	5	280

NOTE: Values indicated represent 95th percentile (design) vehicle queue lengths. Values are rounded to the nearest 5 feet. Italicized values represent values that exceed the available storage.

Appendix B

Figures

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 1: 2022 EXISTING CONDITIONS

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: EXISTING Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 2: 2032 NO-BUILD CONDITIONS

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: NO-BUILD Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 3: PARCEL 1A AM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 1A AM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 4: PARCEL 1A PM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 1A PM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 5: PARCEL 2 AM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 2 AM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 6: PARCEL 2 PM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 2 PM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 7: PARCEL 5 AM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 5 AM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 8: PARCEL 5 PM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 5 PM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 9: PARCEL 6 AM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 6 AM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 10: PARCEL 6 PM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 6 PM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 11: PARCEL 8/8A AM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 8 AM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 12: PARCEL 8/8A PM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 8 PM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 13: PARCEL 9 AM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 9 AM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 14: PARCEL 9 PM PEAK HOUR DISTRIBUTION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JUNE 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: PARCEL 9 PM Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

SITE GENERATED TRAFFIC VOLUMES

	ENTER	EXIT	TOTAL
MORNING	317	215	532
AFTERNOON	301	397	698

XXX(XXX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 15: TRIP GENERATION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JULY 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: TOTAL TRIP GEN Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

XXX(XXX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)

FUSS & O'NEILL
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 16: 2032 BUILD CONDITION

PROJ. NO: 20080944.C92 | 195 DISTRICT - EAST SIDE PARCELS | JULY 2022

File Path: J:\DWG\P2008\0944\C92\Civil\Traffic Figures\20080944C92_TVF01.dwg Layout: BUILD Plotted: Fri, July 08, 2022 - 8:29 AM User: HOLLY RUSSELL

Appendix C

Trip Generation Worksheets

Land Use: 231
Mid-Rise Residential with Ground-Floor Commercial

Description

Mid-rise residential with ground-floor commercial is a mixed-use multifamily housing building with between four and 10 floors of residential living space and commercial space open to the public on the ground level. These facilities are typically found in dense multi-use urban and center city core settings. Multifamily housing (mid-rise) (Land Use 221), low-rise residential with ground floor commercial (Land Use 230), and high-rise residential with ground-floor commercial (Land Use 232) are related land uses.

Land Use Subcategory

The data included in this land use have been stratified into two subcategories: (1) sites with a commercial gross leasable area that ranges between 1,000 and 25,000 square feet (2) sites with a commercial gross leasable area that ranges between 25,000 and 65,000 square feet.

Additional Data

The trips displayed in the data plots represent the total trips that enter or exit the site. Any trips internal to the site between its residential and commercial components are not included.

The *ITE Trip Generation Handbook* (TGH) presents an alternative approach for estimating trips generated by a site that fits this land use. The TGH method involves the estimation of the internal trip-making at a mixed-use site.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 2010s in Alberta (CAN), District of Columbia, and Utah.

Source Numbers

855, 949, 950, 951, 970, 1023

Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: Dense Multi-Use Urban
Number of Studies: 14
Avg. Num. of Dwelling Units: 181
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.02 - 0.44	0.12

Data Plot and Equation

Fitted Curve Equation: Not Given

R^2= ***

Mid-Rise Residential with Ground-Floor Commercial GFA (1-25k) (231)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: Dense Multi-Use Urban
Number of Studies: 5
Avg. Num. of Dwelling Units: 161
Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.28	0.19 - 0.43	0.09

Data Plot and Equation

× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k) (231)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: Dense Multi-Use Urban
Number of Studies: 5
Avg. Num. of Dwelling Units: 239
Directional Distribution: 41% entering, 59% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.55	0.21 - 0.97	0.30

Data Plot and Equation

× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

Mid-Rise Residential with Ground-Floor Commercial GFA (25-65k) (231)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: Dense Multi-Use Urban
Number of Studies: 3
Avg. Num. of Dwelling Units: 239
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.67	0.28 - 1.45	0.61

Data Plot and Equation

× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

Land Use: 850
Supermarket

Description

A supermarket is a free-standing retail store that sells a complete assortment of food, beverage, food preparation materials, and household products. A supermarket may also provide additional products and services such as a bakery, dry cleaning, floral arrangements, greeting cards, a limited-service bank, and a pharmacy.

Additional Data

In prior editions of *Trip Generation Manual,* a separate land use code was assigned to a discount supermarket. With the addition of new supermarket data points, an examination of the database reveals very little difference between trip generation rates for the traditional supermarket and a reported discount supermarket. This examination looked at both the small discount supermarkets and the large discount supermarkets. As a result, all types of supermarkets are included in this land use database.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, District of Columbia, Florida, Georgia, Illinois, Kentucky, Maryland, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

213, 221, 236, 251, 273, 305, 359, 365, 438, 440, 442, 447, 448, 514, 520, 537, 552, 577, 610, 715, 716, 728, 738, 746, 854, 870, 882, 893, 917, 926, 935, 946, 959, 961, 966, 975, 1004, 1009, 1025, 1058, 1063, 1064

Supermarket
(850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: Dense Multi-Use Urban
Number of Studies: 9
Avg. 1000 Sq. Ft. GFA: 30
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.99	3.06 - 6.58	1.05

Data Plot and Equation

Fitted Curve Equation: Ln(T) = 0.99 Ln(X) + 1.64

R^2= 0.50

Supermarket
(850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: Dense Multi-Use Urban
Number of Studies: 9
Avg. 1000 Sq. Ft. GFA: 30
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.32	6.20 - 15.67	2.28

Data Plot and Equation

× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

Land Use: 710
General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation

Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16

R^2= 0.78

General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation

Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29 **R^2= 0.77**

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation

Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

Land Use: 760
Research and Development Center

Description

A research and development center is a facility or group of facilities devoted almost exclusively to research and development activities. The range of specific types of businesses contained in this land use category varies significantly. Research and development centers may contain offices and light fabrication areas. General office building (Land Use 710), corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), and business park (Land Use 770) are related uses.

Additional Data

The average numbers of person trips per vehicle trip at the 11 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.4 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.4 during Weekday, AM Peak Hour of Generator
- 1.4 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Iowa, Maryland, Minnesota, Montana, and Pennsylvania.

Source Numbers

105, 157, 213, 218, 253, 332, 384, 423, 630, 723, 911, 973

Research and Development Center
(760)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 39
Avg. 1000 Sq. Ft. GFA: 173
Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.03	0.17 - 3.73	0.65

Data Plot and Equation

Fitted Curve Equation: T = 0.89(X) + 24.54

R^2= 0.70

Research and Development Center
(760)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 39
Avg. 1000 Sq. Ft. GFA: 173
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.98	0.13 - 4.13	0.64

Data Plot and Equation

Fitted Curve Equation: T = 0.84(X) + 25.08

R^2= 0.70

Appendix D

Intersection Capacity Analysis Worksheets
AM Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	0	0	0	8	200
Future Volume (vph)	38	0	0	0	8	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					0.998
Satd. Flow (prot)	1752	0	0	0	0	1793
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1752	0	0	0	0	1793
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	213		448			507
Travel Time (s)	4.8		10.2			11.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	0%	0%	0%	0%	6%
Adj. Flow (vph)	41	0	0	0	9	217
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	0	0	226
Turn Type	Prot				Split	NA
Protected Phases	2				1	1
Permitted Phases						
Detector Phase	2				1	1
Switch Phase						
Minimum Initial (s)	5.0				5.0	5.0
Minimum Split (s)	22.0				22.5	22.5
Total Split (s)	56.0				74.0	74.0
Total Split (%)	43.1%				56.9%	56.9%
Maximum Green (s)	51.0				69.5	69.5
Yellow Time (s)	3.0				3.0	3.0
All-Red Time (s)	2.0				1.5	1.5
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	5.0					4.5
Lead/Lag	Lag				Lead	Lead
Lead-Lag Optimize?	Yes				Yes	Yes
Vehicle Extension (s)	3.0				3.0	3.0
Recall Mode	None				Max	Max
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	10.0				10.0	10.0
Pedestrian Calls (#/hr)	0				0	0
Act Effct Green (s)	7.7					86.9
Actuated g/C Ratio	0.08					0.89
v/c Ratio	0.29					0.14
Control Delay	49.3					1.7
Queue Delay	0.0					0.0
Total Delay	49.3					1.7
LOS	D					A
Approach Delay	49.3					1.7

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	D					A
Queue Length 50th (ft)	26					20
Queue Length 95th (ft)	60					39
Internal Link Dist (ft)	133		368			427
Turn Bay Length (ft)						
Base Capacity (vph)	922					1600
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.04					0.14

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 97.4
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 39.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: S Water St & Dollar St

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	0	0	0	8	200
Future Volume (vph)	38	0	0	0	8	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0					4.5
Lane Util. Factor	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1752					1793
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1752					1793
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	0	0	0	9	217
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	41	0	0	0	0	226
Heavy Vehicles (%)	3%	0%	0%	0%	0%	6%
Turn Type	Prot				Split	NA
Protected Phases	2				1	1
Permitted Phases						
Actuated Green, G (s)	5.1					84.9
Effective Green, g (s)	5.1					84.9
Actuated g/C Ratio	0.05					0.85
Clearance Time (s)	5.0					4.5
Vehicle Extension (s)	3.0					3.0
Lane Grp Cap (vph)	89					1529
v/s Ratio Prot	c0.02					c0.13
v/s Ratio Perm						
v/c Ratio	0.46					0.15
Uniform Delay, d1	45.9					1.2
Progression Factor	1.00					1.00
Incremental Delay, d2	3.7					0.2
Delay (s)	49.6					1.4
Level of Service	D					A
Approach Delay (s)	49.6		0.0			1.4
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	99.5	Sum of lost time (s)	9.5
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	656	220	5	494	0	0	0	0	31	166	35
Future Volume (vph)	0	656	220	5	494	0	0	0	0	31	166	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.995	0.850								0.977	
Flt Protected											0.993	
Satd. Flow (prot)	0	3369	1386	0	3472	0	0	0	0	0	3306	0
Flt Permitted					0.950						0.993	
Satd. Flow (perm)	0	3369	1386	0	3299	0	0	0	0	0	3306	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	215								20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		890			256			459			448	
Travel Time (s)		20.2			5.8			10.4			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	6%	0%	4%	0%	0%	0%	0%	7%	7%	0%
Adj. Flow (vph)	0	713	239	5	537	0	0	0	0	34	180	38
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	0	737	215	0	542	0	0	0	0	0	252	0
Turn Type		NA	Prot	Perm	NA					custom	NA	
Protected Phases		2	2		2					4	4	
Permitted Phases				2						4		
Detector Phase		2	2	2	2					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Minimum Split (s)		23.0	23.0	23.0	23.0					23.0	23.0	
Total Split (s)		45.0	45.0	45.0	45.0					29.0	29.0	
Total Split (%)		47.4%	47.4%	47.4%	47.4%					30.5%	30.5%	
Maximum Green (s)		40.0	40.0	40.0	40.0					24.0	24.0	
Yellow Time (s)		3.0	3.0	3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	C-Max	C-Max					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		61.0	61.0		61.0						12.0	
Actuated g/C Ratio		0.64	0.64		0.64						0.13	
v/c Ratio		0.34	0.22		0.26						0.58	
Control Delay		10.4	2.3		9.8						41.0	
Queue Delay		0.0	0.0		0.4						0.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	20.0
Total Split (s)	21.0
Total Split (%)	22%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	30
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		10.4	2.3		10.2						41.0	
LOS		B	A		B						D	
Approach Delay		8.6			10.2						41.0	
Approach LOS		A			B						D	
Queue Length 50th (ft)		128	0		85						70	
Queue Length 95th (ft)		187	37		128						105	
Internal Link Dist (ft)		810			176			379			368	
Turn Bay Length (ft)			200									
Base Capacity (vph)		2163	966		2116						850	
Starvation Cap Reductn		0	0		1037						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.34	0.22		0.50						0.30	

Intersection Summary	
Area Type:	Other
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 57 (60%), Referenced to phase 2:EBWB, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 13.7	Intersection LOS: B
Intersection Capacity Utilization 42.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S Water St & Wickenden St

Lane Group	Ø9
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	656	220	5	494	0	0	0	0	31	166	35
Future Volume (vph)	0	656	220	5	494	0	0	0	0	31	166	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0						5.0	
Lane Util. Factor		0.91	0.91		0.95						0.95	
Frt		1.00	0.85		1.00						0.98	
Flt Protected		1.00	1.00		1.00						0.99	
Satd. Flow (prot)		3369	1386		3471						3308	
Flt Permitted		1.00	1.00		0.95						0.99	
Satd. Flow (perm)		3369	1386		3298						3308	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	713	239	5	537	0	0	0	0	34	180	38
RTOR Reduction (vph)	0	1	79	0	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	736	136	0	542	0	0	0	0	0	235	0
Heavy Vehicles (%)	0%	2%	6%	0%	4%	0%	0%	0%	0%	7%	7%	0%
Turn Type		NA	Prot	Perm	NA					custom	NA	
Protected Phases		2	2		2					4	4	
Permitted Phases				2						4		
Actuated Green, G (s)		60.2	60.2		60.2						12.0	
Effective Green, g (s)		60.2	60.2		60.2						12.0	
Actuated g/C Ratio		0.63	0.63		0.63						0.13	
Clearance Time (s)		5.0	5.0		5.0						5.0	
Vehicle Extension (s)		3.0	3.0		3.0						3.0	
Lane Grp Cap (vph)		2134	878		2089						417	
v/s Ratio Prot		c0.22	0.10								c0.07	
v/s Ratio Perm					0.16							
v/c Ratio		0.34	0.16		0.26						0.56	
Uniform Delay, d1		8.2	7.1		7.6						39.0	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.4	0.4		0.3						1.7	
Delay (s)		8.6	7.4		7.9						40.8	
Level of Service		A	A		A						D	
Approach Delay (s)		8.3			7.9			0.0			40.8	
Approach LOS		A			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	442	0	0	256	83	236	478	133	0	0	0
Future Volume (vph)	239	442	0	0	256	83	236	478	133	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.963				0.850			
Flt Protected		0.983						0.984				
Satd. Flow (prot)	0	3459	0	0	3311	0	0	3427	1553	0	0	0
Flt Permitted		0.691						0.984				
Satd. Flow (perm)	0	2431	0	0	3311	0	0	3427	1553	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					68				115			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		256			137			401			566	
Travel Time (s)		5.8			3.1			9.1			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	5%	5%	3%	4%	4%	0%	0%	0%
Adj. Flow (vph)	260	480	0	0	278	90	257	520	145	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	740	0	0	368	0	0	777	145	0	0	0
Turn Type	custom	NA			NA		Split	NA	Prot			
Protected Phases	5	2 5 6			2 4 6		8	8	8			
Permitted Phases	2											
Detector Phase	5	2 5 6			2 4 6		8	8	8			
Switch Phase												
Minimum Initial (s)	5.0						5.0	5.0	5.0			
Minimum Split (s)	10.0						23.5	23.5	23.5			
Total Split (s)	11.0						30.0	30.0	30.0			
Total Split (%)	10.6%						28.8%	28.8%	28.8%			
Maximum Green (s)	6.0						24.5	24.5	24.5			
Yellow Time (s)	3.0						3.5	3.5	3.5			
All-Red Time (s)	2.0						2.0	2.0	2.0			
Lost Time Adjust (s)								0.0	0.0			
Total Lost Time (s)								5.5	5.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0						3.0	3.0	3.0			
Recall Mode	None						None	None	None			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							11.0	11.0	11.0			
Pedestrian Calls (#/hr)							0	0	0			
Act Effct Green (s)		45.7			45.8			30.5	30.5			
Actuated g/C Ratio		0.44			0.44			0.29	0.29			
v/c Ratio		0.62			0.25			0.77	0.27			
Control Delay		16.1			0.4			40.6	10.4			
Queue Delay		0.7			0.1			0.0	0.0			

Lane Group	Ø2	Ø4	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	4	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.0	22.5	23.0
Total Split (s)	37.0	26.0	37.0
Total Split (%)	36%	25%	36%
Maximum Green (s)	32.0	22.0	32.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		16.8			0.5			40.6	10.4			
LOS		B			A			D	B			
Approach Delay		16.8			0.5			35.9				
Approach LOS		B			A			D				
Queue Length 50th (ft)		132			0			235	14			
Queue Length 95th (ft)		129			0			#393	67			
Internal Link Dist (ft)		176			57			321			486	
Turn Bay Length (ft)									150			
Base Capacity (vph)		1187			1923			1006	537			
Starvation Cap Reductn		176			679			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.73			0.30			0.77	0.27			

Intersection Summary

Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 22.5 Intersection LOS: C
Intersection Capacity Utilization 61.9% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: S Main St & Wickenden St

Lane Group	Ø2	Ø4	Ø6
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	442	0	0	256	83	236	478	133	0	0	0
Future Volume (vph)	239	442	0	0	256	83	236	478	133	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.5	5.5			
Lane Util. Factor		0.95			0.95			0.95	1.00			
Frt		1.00			0.96			1.00	0.85			
Flt Protected		0.98			1.00			0.98	1.00			
Satd. Flow (prot)		3458			3312			3426	1553			
Flt Permitted		0.69			1.00			0.98	1.00			
Satd. Flow (perm)		2430			3312			3426	1553			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	260	480	0	0	278	90	257	520	145	0	0	0
RTOR Reduction (vph)	0	0	0	0	37	0	0	0	81	0	0	0
Lane Group Flow (vph)	0	740	0	0	331	0	0	777	64	0	0	0
Heavy Vehicles (%)	0%	4%	0%	0%	5%	5%	3%	4%	4%	0%	0%	0%
Turn Type	custom	NA			NA		Split	NA	Prot			
Protected Phases	5	2 5 6			2 4 6		8	8	8			
Permitted Phases	2											
Actuated Green, G (s)		45.7			46.9			30.5	30.5			
Effective Green, g (s)		45.7			46.9			30.5	30.5			
Actuated g/C Ratio		0.44			0.45			0.29	0.29			
Clearance Time (s)								5.5	5.5			
Vehicle Extension (s)								3.0	3.0			
Lane Grp Cap (vph)		1187			1493			1004	455			
v/s Ratio Prot		c0.07			c0.10			c0.23	0.04			
v/s Ratio Perm		c0.20										
v/c Ratio		0.62			0.22			0.77	0.14			
Uniform Delay, d1		22.5			17.4			33.6	27.1			
Progression Factor		1.00			0.00			1.00	1.00			
Incremental Delay, d2		1.0			0.1			3.8	0.1			
Delay (s)		23.5			0.1			37.4	27.2			
Level of Service		C			A			D	C			
Approach Delay (s)		23.5			0.1			35.8			0.0	
Approach LOS		C			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	24.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	422	39	2	303	20	9	2	2	15	4	58
Future Volume (vph)	179	422	39	2	303	20	9	2	2	15	4	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.991			0.981			0.898	
Flt Protected		0.986						0.966			0.990	
Satd. Flow (prot)	0	3333	0	0	3439	0	0	1801	0	0	1606	0
Flt Permitted		0.709			0.952			0.786			0.937	
Satd. Flow (perm)	0	2397	0	0	3274	0	0	1465	0	0	1520	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			7			2			63	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			583			344			423	
Travel Time (s)		3.1			13.3			7.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	8%	0%	0%	4%	5%	0%	0%	0%	7%	0%	5%
Adj. Flow (vph)	195	459	42	2	329	22	10	2	2	16	4	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	696	0	0	353	0	0	14	0	0	83	0
Turn Type	custom	NA		custom	NA		Perm	NA		Perm	NA	
Protected Phases	5 8	2 6 8			2 6			4			4	
Permitted Phases	8			6			4			4		
Detector Phase	5 8	2 6 8		6	2 6		4	4		4	4	
Switch Phase												
Minimum Initial (s)				5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)				23.0			22.5	22.5		22.5	22.5	
Total Split (s)				37.0			26.0	26.0		26.0	26.0	
Total Split (%)				35.6%			25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)				32.0			22.0	22.0		22.0	22.0	
Yellow Time (s)				3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)				2.0			1.0	1.0		1.0	1.0	
Lost Time Adjust (s)								0.0			0.0	
Total Lost Time (s)								4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0			3.0	3.0		3.0	3.0	
Recall Mode				C-Max			None	None		None	None	
Walk Time (s)				7.0			7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0			11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0			0	0		0	0	
Act Effct Green (s)		81.7			33.5			8.3			8.3	
Actuated g/C Ratio		0.79			0.32			0.08			0.08	
v/c Ratio		0.30			0.33			0.12			0.46	
Control Delay		1.1			27.8			40.3			24.8	
Queue Delay		0.5			0.0			0.0			0.0	
Total Delay		1.6			27.8			40.3			24.8	
LOS		A			C			D			C	
Approach Delay		1.6			27.8			40.3			24.8	

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.5
Total Split (s)	37.0	11.0	30.0
Total Split (%)	36%	11%	29%
Maximum Green (s)	32.0	6.0	24.5
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	None	None
Walk Time (s)	7.0		7.0
Flash Dont Walk (s)	11.0		11.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			C			D			C	
Queue Length 50th (ft)		12			93			8			13	
Queue Length 95th (ft)		17			134			26			57	
Internal Link Dist (ft)		57			503			264			343	
Turn Bay Length (ft)												
Base Capacity (vph)		2319			1060			311			371	
Starvation Cap Reductn		1101			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.33			0.05			0.22	

Intersection Summary

Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 43.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Benefit St & Wickenden St

Lane Group	Ø2	Ø5	Ø8
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	422	39	2	303	20	9	2	2	15	4	58
Future Volume (vph)	179	422	39	2	303	20	9	2	2	15	4	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frt		0.99			0.99			0.98			0.90	
Flt Protected		0.99			1.00			0.97			0.99	
Satd. Flow (prot)		3333			3436			1799			1606	
Flt Permitted		0.71			0.95			0.79			0.94	
Satd. Flow (perm)		2397			3273			1464			1519	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	195	459	42	2	329	22	10	2	2	16	4	63
RTOR Reduction (vph)	0	3	0	0	5	0	0	2	0	0	58	0
Lane Group Flow (vph)	0	693	0	0	348	0	0	12	0	0	25	0
Heavy Vehicles (%)	2%	8%	0%	0%	4%	5%	0%	0%	0%	7%	0%	5%
Turn Type	custom	NA		custom	NA		Perm	NA		Perm	NA	
Protected Phases	5 8	2 6 8			2 6			4			4	
Permitted Phases	8			6			4			4		
Actuated Green, G (s)		81.2			33.6			8.3			8.3	
Effective Green, g (s)		81.2			33.6			8.3			8.3	
Actuated g/C Ratio		0.78			0.32			0.08			0.08	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)		2299			1057			116			121	
v/s Ratio Prot		c0.14										
v/s Ratio Perm		0.10			c0.11			0.01			c0.02	
v/c Ratio		0.30			0.33			0.10			0.21	
Uniform Delay, d1		3.3			26.7			44.4			44.8	
Progression Factor		0.36			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.8			0.4			0.9	
Delay (s)		1.2			27.5			44.8			45.6	
Level of Service		A			C			D			D	
Approach Delay (s)		1.2			27.5			44.8			45.6	
Approach LOS		A			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	43.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	0	2	71	0	0
Future Volume (vph)	12	0	2	71	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1530	0	0	1793	0	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1530	0	0	1793	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	323			374	363	
Travel Time (s)	7.3			8.5	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	18%	0%	0%	6%	0%	0%
Adj. Flow (vph)	13	0	2	77	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	79	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	0	2	71	0	0
Future Volume (Veh/h)	12	0	2	71	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	0	2	77	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					764	
pX, platoon unblocked						
vC, conflicting volume	81	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81	0	0			
tC, single (s)	6.6	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	882	1091	1636			

Direction, Lane #	EB 1	NB 1
Volume Total	13	79
Volume Left	13	2
Volume Right	0	0
cSH	882	1636
Volume to Capacity	0.01	0.00
Queue Length 95th (ft)	1	0
Control Delay (s)	9.1	0.2
Lane LOS	A	A
Approach Delay (s)	9.1	0.2
Approach LOS	A	

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	13.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	0	2	71	0	0
Future Vol, veh/h	12	0	2	71	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	18	0	0	6	0	0
Mvmt Flow	13	0	2	77	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	81	-	0	0
Stage 1	0	-	-	-
Stage 2	81	-	-	-
Critical Hdwy	6.58	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-
Follow-up Hdwy	3.662	-	2.2	-
Pot Cap-1 Maneuver	883	0	-	-
Stage 1	-	0	-	-
Stage 2	903	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	883	-	-	-
Mov Cap-2 Maneuver	883	-	-	-
Stage 1	-	-	-	-
Stage 2	903	-	-	-

Approach	EB	NB
HCM Control Delay, s	9.1	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	883
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s)	-	-	9.1
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	0	0	0	8	405
Future Volume (vph)	14	0	0	0	8	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt						
Flt Protected	0.950					0.999
Satd. Flow (prot)	1805	0	0	0	0	3388
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1805	0	0	0	0	3388
Link Speed (mph)	30		30			30
Link Distance (ft)	285		339			459
Travel Time (s)	6.5		7.7			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	29%	6%
Adj. Flow (vph)	15	0	0	0	9	440
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	0	0	0	449
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	0	0	0	8	405
Future Volume (Veh/h)	14	0	0	0	8	405
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	0	0	0	9	440
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						459
pX, platoon unblocked	0.99					
vC, conflicting volume	238	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	207	0			0	
tC, single (s)	6.8	6.9			4.7	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.5	
p0 queue free %	98	100			99	
cM capacity (veh/h)	755	1091			1446	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	15	156	293
Volume Left	15	9	0
Volume Right	0	0	0
cSH	755	1446	1700
Volume to Capacity	0.02	0.01	0.17
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.9	0.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.9	0.2	
Approach LOS	A		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	0	0	0	8	405
Future Vol, veh/h	14	0	0	0	8	405
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	29	6
Mvmt Flow	15	0	0	0	9	440

Major/Minor	Minor1		Major2	
Conflicting Flow All	238	-	0	0
Stage 1	0	-	-	-
Stage 2	238	-	-	-
Critical Hdwy	6.8	-	4.68	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	2.49	-
Pot Cap-1 Maneuver	735	0	-	-
Stage 1	-	0	-	-
Stage 2	785	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	735	-	-	-
Mov Cap-2 Maneuver	735	-	-	-
Stage 1	-	-	-	-
Stage 2	785	-	-	-

Approach	WB	SB
HCM Control Delay, s	10	
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	735	-	-
HCM Lane V/C Ratio	0.021	-	-
HCM Control Delay (s)	10	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	0	17	834	0	0
Future Volume (vph)	10	0	17	834	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1770	0	0	1861	0	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1770	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	285			363	401	
Travel Time (s)	6.5			8.3	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	0	18	907	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	925	0	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	0	17	834	0	0
Future Volume (Veh/h)	10	0	17	834	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	0	18	907	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					401	
pX, platoon unblocked						
vC, conflicting volume	943	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	943	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	99			
cM capacity (veh/h)	288	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	11	925
Volume Left	11	18
Volume Right	0	0
cSH	288	1623
Volume to Capacity	0.04	0.01
Queue Length 95th (ft)	3	1
Control Delay (s)	18.0	0.3
Lane LOS	C	A
Approach Delay (s)	18.0	0.3
Approach LOS	C	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	17	834	0	0
Future Vol, veh/h	10	0	17	834	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	18	907	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	943	-	0	0
Stage 1	0	-	-	-
Stage 2	943	-	-	-
Critical Hdwy	6.42	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.218	-
Pot Cap-1 Maneuver	291	0	-	-
Stage 1	-	0	-	-
Stage 2	379	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	291	-	-	-
Mov Cap-2 Maneuver	291	-	-	-
Stage 1	-	-	-	-
Stage 2	379	-	-	-

Approach	EB	NB
HCM Control Delay, s	17.9	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	291
HCM Lane V/C Ratio	-	-	0.037
HCM Control Delay (s)	-	-	17.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	0	38	729	0	0
Future Volume (vph)	8	0	38	729	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected	0.950			0.998		
Satd. Flow (prot)	1805	0	0	3466	0	0
Flt Permitted	0.950			0.998		
Satd. Flow (perm)	1805	0	0	3466	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	213			566	448	
Travel Time (s)	4.8			12.9	10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	4%	0%	0%
Adj. Flow (vph)	9	0	41	792	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	833	0	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 39.3%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	0	38	729	0	0
Future Volume (Veh/h)	8	0	38	729	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	41	792	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				566		
pX, platoon unblocked	0.88					
vC, conflicting volume	478	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	125	0	0			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	97			
cM capacity (veh/h)	737	1091	1614			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	9	305	528
Volume Left	9	41	0
Volume Right	0	0	0
cSH	737	1614	1700
Volume to Capacity	0.01	0.03	0.31
Queue Length 95th (ft)	1	2	0
Control Delay (s)	9.9	1.2	0.0
Lane LOS	A	A	
Approach Delay (s)	9.9	0.4	
Approach LOS	A		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	0	38	729	0	0
Future Vol, veh/h	8	0	38	729	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	4	0	0
Mvmt Flow	9	0	41	792	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	478	-	0	0
Stage 1	0	-	-	-
Stage 2	478	-	-	-
Critical Hdwy	6.8	-	4.16	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	2.23	-
Pot Cap-1 Maneuver	521	0	-	-
Stage 1	-	0	-	-
Stage 2	595	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	521	-	-	-
Mov Cap-2 Maneuver	521	-	-	-
Stage 1	-	-	-	-
Stage 2	595	-	-	-

Approach	EB	NB
HCM Control Delay, s	12	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	521
HCM Lane V/C Ratio	-	-	0.017
HCM Control Delay (s)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	33	178	43	0
Future Volume (vph)	0	0	33	178	43	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.992	0.950	
Satd. Flow (prot)	0	0	0	1780	1805	0
Flt Permitted				0.992	0.950	
Satd. Flow (perm)	0	0	0	1780	1805	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	507			1637	194	
Travel Time (s)	11.5			37.2	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	0	0	36	193	47	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	229	47	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 21.2%	ICU Level of Service A
Analysis Period (min) 15	

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	0	0	33	178	43	0
Future Volume (Veh/h)	0	0	33	178	43	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	36	193	47	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	507					
pX, platoon unblocked						
vC, conflicting volume			0		265	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		265	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		93	100
cM capacity (veh/h)			1636		712	1091

Direction, Lane #	SB 1	SW 1
Volume Total	229	47
Volume Left	36	47
Volume Right	0	0
cSH	1636	712
Volume to Capacity	0.02	0.07
Queue Length 95th (ft)	2	5
Control Delay (s)	1.3	10.4
Lane LOS	A	B
Approach Delay (s)	1.3	10.4
Approach LOS		B

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	21.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	33	178	43	0
Future Vol, veh/h	0	0	33	178	43	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	7	0	0
Mvmt Flow	0	0	36	193	47	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	265	-
Stage 1	-	-	0	-
Stage 2	-	-	265	-
Critical Hdwy	4.1	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	-
Follow-up Hdwy	2.2	-	3.5	-
Pot Cap-1 Maneuver	-	-	728	0
Stage 1	-	-	-	0
Stage 2	-	-	784	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	728	-
Mov Cap-2 Maneuver	-	-	728	-
Stage 1	-	-	-	-
Stage 2	-	-	784	-

Approach	SB	SW
HCM Control Delay, s		10.3
HCM LOS		B

Minor Lane/Major Mvmt	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	728
HCM Lane V/C Ratio	-	-	0.064
HCM Control Delay (s)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	723	2	0	0	0	18	11	0	0	23	11
Future Volume (vph)	21	723	2	0	0	0	18	11	0	0	23	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.956	
Flt Protected		0.999						0.970				
Satd. Flow (prot)	0	3472	0	0	0	0	0	1776	0	0	1759	0
Flt Permitted		0.999						0.970				
Satd. Flow (perm)	0	3472	0	0	0	0	0	1776	0	0	1759	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		448			786			194			199	
Travel Time (s)		10.2			17.9			4.4			4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	0%	0%	6%	0%	0%	0%	0%	10%
Adj. Flow (vph)	23	786	2	0	0	0	20	12	0	0	25	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	811	0	0	0	0	0	32	0	0	37	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 35.6%	ICU Level of Service A
Analysis Period (min) 15	

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	723	2	0	0	0	18	11	0	0	23	11
Future Volume (Veh/h)	21	723	2	0	0	0	18	11	0	0	23	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	786	2	0	0	0	20	12	0	0	25	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1014										
pX, platoon unblocked				0.99			0.99	0.99		0.99	0.99	0.99
vC, conflicting volume	0			788			464	834	0	839	833	394
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			765			437	811	0	816	810	366
tC, single (s)	4.1			4.1			7.6	6.5	6.9	7.5	6.5	7.1
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.4
p0 queue free %	99			100			96	96	100	100	92	98
cM capacity (veh/h)	1636			848			445	308	1091	258	308	602

Direction, Lane #	NB 1	NB 2	NE 1	SW 1
Volume Total	416	395	32	37
Volume Left	23	0	20	0
Volume Right	0	2	0	12
cSH	1636	1700	381	366
Volume to Capacity	0.01	0.23	0.08	0.10
Queue Length 95th (ft)	1	0	7	8
Control Delay (s)	0.5	0.0	15.3	15.9
Lane LOS	A		C	C
Approach Delay (s)	0.3		15.3	15.9
Approach LOS			C	C

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.2

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	21	723	2	0	0	0	18	11	0	0	23	11
Future Vol, veh/h	21	723	2	0	0	0	18	11	0	0	23	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	0	0	0	0	6	0	0	0	0	10
Mvmt Flow	23	786	2	0	0	0	20	12	0	0	25	12

Major/Minor	Major1			Minor2		Minor1			
Conflicting Flow All	0	0	0	452	834	-	-	833	394
Stage 1	-	-	-	0	0	-	-	833	-
Stage 2	-	-	-	452	834	-	-	0	-
Critical Hdwy	4.1	-	-	7.62	6.5	-	-	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	6.62	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	3.56	4	-	-	4	3.4
Pot Cap-1 Maneuver	-	-	-	482	306	0	0	307	583
Stage 1	-	-	-	-	-	0	0	386	-
Stage 2	-	-	-	546	386	0	0	-	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	442	306	-	-	307	583
Mov Cap-2 Maneuver	-	-	-	442	306	-	-	307	-
Stage 1	-	-	-	-	-	-	-	386	-
Stage 2	-	-	-	500	386	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s		15.4	16
HCM LOS		C	C

Minor Lane/Major Mvmt	NELn1	NBL	NBT	NBR	SWLn1
Capacity (veh/h)	378	-	-	-	363
HCM Lane V/C Ratio	0.083	-	-	-	0.102
HCM Control Delay (s)	15.4	-	-	-	16
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	2	2	2	3	0	8	387	17	0	0	0
Future Volume (vph)	0	2	2	2	3	0	8	387	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.932						0.994				
Flt Protected					0.980			0.999				
Satd. Flow (prot)	0	1771	0	0	1862	0	0	3360	0	0	0	0
Flt Permitted					0.980			0.999				
Satd. Flow (perm)	0	1771	0	0	1862	0	0	3360	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		327			323			339			315	
Travel Time (s)		7.4			7.3			7.7			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	14%	6%	19%	0%	0%	0%
Adj. Flow (vph)	0	2	2	2	3	0	9	421	18	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	5	0	0	448	0	0	0	0
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 21.5%	ICU Level of Service A
Analysis Period (min) 15	

Intersection Sign configuration not allowed in HCM analysis.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	0	2	2	2	3	0	8	387	17	0	0	0
Future Vol, veh/h	0	2	2	2	3	0	8	387	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	14	6	19	0	0	0
Mvmt Flow	0	2	2	2	3	0	9	421	18	0	0	0

Major/Minor	Minor1			Minor2			Major1		
Conflicting Flow All	-	448	220	230	457	-	0	0	0
Stage 1	-	448	-	0	0	-	-	-	-
Stage 2	-	0	-	230	457	-	-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.5	-	4.38	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	2.34	-	-
Pot Cap-1 Maneuver	0	509	790	711	503	0	-	-	-
Stage 1	0	576	-	-	-	0	-	-	-
Stage 2	0	-	-	758	571	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	509	790	707	503	-	-	-	-
Mov Cap-2 Maneuver	-	509	-	707	503	-	-	-	-
Stage 1	-	576	-	-	-	-	-	-	-
Stage 2	-	-	-	753	571	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	10.9	11.4	
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	619	569	-	-	-
HCM Lane V/C Ratio	0.007	0.01	-	-	-
HCM Control Delay (s)	10.9	11.4	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	18	22	0	0	0	0	280	21	217	724	0
Future Volume (vph)	6	18	22	0	0	0	0	280	21	217	724	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.936						0.989				
Flt Protected		0.993								0.950		
Satd. Flow (prot)	0	1766	0	0	0	0	0	3341	0	3273	3539	0
Flt Permitted		0.993								0.950		
Satd. Flow (perm)	0	1766	0	0	0	0	0	3341	0	3273	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24						12				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		368			129			395			217	
Travel Time (s)		8.4			2.9			9.0			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	5%	7%	2%	0%
Adj. Flow (vph)	7	20	24	0	0	0	0	304	23	236	787	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	0	0	0	327	0	236	787	0
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		4						1		2 3	1 2	
Permitted Phases	4											
Detector Phase	4	4						1		2 3	1 2	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0				
Minimum Split (s)	10.0	10.0						23.5				
Total Split (s)	11.0	11.0						29.0				
Total Split (%)	15.7%	15.7%						41.4%				
Maximum Green (s)	6.0	6.0						23.5				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	2.0	2.0						2.5				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		5.0						5.5				
Lead/Lag	Lag	Lag						Lead				
Lead-Lag Optimize?	Yes	Yes						Yes				
Vehicle Extension (s)	3.0	3.0						3.0				
Recall Mode	None	None						C-Max				
Walk Time (s)								7.0				
Flash Dont Walk (s)								11.0				
Pedestrian Calls (#/hr)								15				
Act Effct Green (s)		6.7						30.0		22.0	46.0	
Actuated g/C Ratio		0.10						0.43		0.31	0.66	
v/c Ratio		0.27						0.23		0.23	0.34	
Control Delay		21.9						14.4		18.3	6.9	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		21.9						14.4		18.3	6.9	
LOS		C						B		B	A	
Approach Delay		21.9						14.4			9.6	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	13.0	11.5
Total Split (s)	16.0	14.0
Total Split (%)	23%	20%
Maximum Green (s)	11.0	9.5
Yellow Time (s)	3.0	3.5
All-Red Time (s)	2.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	4.0
Flash Dont Walk (s)	3.0	3.0
Pedestrian Calls (#/hr)	50	50
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C						B			A	
Queue Length 50th (ft)		11						48		37	83	
Queue Length 95th (ft)		40						82		62	126	
Internal Link Dist (ft)		288			49			315			137	
Turn Bay Length (ft)												
Base Capacity (vph)		195						1440		1168	2327	
Starvation Cap Reductn		0						0		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.26						0.23		0.20	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 41 (59%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 32.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24:

Lane Group	Ø2	Ø3
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	18	22	0	0	0	0	280	21	217	724	0
Future Volume (vph)	6	18	22	0	0	0	0	280	21	217	724	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						5.5		5.0	5.5	
Lane Util. Factor		1.00						0.95		0.97	0.95	
Frt		0.94						0.99		1.00	1.00	
Flt Protected		0.99						1.00		0.95	1.00	
Satd. Flow (prot)		1767						3343		3273	3539	
Flt Permitted		0.99						1.00		0.95	1.00	
Satd. Flow (perm)		1767						3343		3273	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	20	24	0	0	0	0	304	23	236	787	0
RTOR Reduction (vph)	0	22	0	0	0	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	29	0	0	0	0	0	320	0	236	787	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	5%	7%	2%	0%
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		4						1		2 3	1 2	
Permitted Phases	4											
Actuated Green, G (s)		4.5						28.0		22.5	44.5	
Effective Green, g (s)		4.5						28.0		22.5	44.5	
Actuated g/C Ratio		0.06						0.40		0.32	0.64	
Clearance Time (s)		5.0						5.5				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		113						1337		1052	2249	
v/s Ratio Prot								0.10		c0.07	c0.22	
v/s Ratio Perm		0.02										
v/c Ratio		0.25						0.24		0.22	0.35	
Uniform Delay, d1		31.2						13.9		17.4	6.0	
Progression Factor		1.00						1.00		1.00	1.00	
Incremental Delay, d2		1.2						0.4		0.1	0.4	
Delay (s)		32.3						14.4		17.5	6.4	
Level of Service		C						B		B	A	
Approach Delay (s)		32.3			0.0			14.4			9.0	
Approach LOS		C			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	32.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	98	0	0	0	20	259
Future Volume (vph)	98	0	0	0	20	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					0.996
Satd. Flow (prot)	1752	0	0	0	0	1793
Flt Permitted	0.950					0.996
Satd. Flow (perm)	1752	0	0	0	0	1793
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	213		448			507
Travel Time (s)	4.8		10.2			11.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	0%	0%	0%	0%	6%
Adj. Flow (vph)	107	0	0	0	22	282
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	0	0	304
Turn Type	Prot				Split	NA
Protected Phases	2				1	1
Permitted Phases						
Detector Phase	2				1	1
Switch Phase						
Minimum Initial (s)	5.0				5.0	5.0
Minimum Split (s)	22.0				22.5	22.5
Total Split (s)	56.0				74.0	74.0
Total Split (%)	43.1%				56.9%	56.9%
Maximum Green (s)	51.0				69.5	69.5
Yellow Time (s)	3.0				3.0	3.0
All-Red Time (s)	2.0				1.5	1.5
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	5.0					4.5
Lead/Lag	Lag				Lead	Lead
Lead-Lag Optimize?	Yes				Yes	Yes
Vehicle Extension (s)	3.0				3.0	3.0
Recall Mode	None				Max	Max
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	10.0				10.0	10.0
Pedestrian Calls (#/hr)	0				0	0
Act Effct Green (s)	11.4					79.0
Actuated g/C Ratio	0.11					0.79
v/c Ratio	0.54					0.21
Control Delay	50.7					3.3
Queue Delay	0.0					0.0
Total Delay	50.7					3.3
LOS	D					A
Approach Delay	50.7					3.3

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	D					A
Queue Length 50th (ft)	66					38
Queue Length 95th (ft)	111					72
Internal Link Dist (ft)	133		368			427
Turn Bay Length (ft)						
Base Capacity (vph)	895					1418
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.12					0.21

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 99.9
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 49.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: S Water St & Dollar St

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	98	0	0	0	20	259
Future Volume (vph)	98	0	0	0	20	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0					4.5
Lane Util. Factor	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1752					1793
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1752					1793
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	0	0	0	22	282
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	107	0	0	0	0	304
Heavy Vehicles (%)	3%	0%	0%	0%	0%	6%
Turn Type	Prot				Split	NA
Protected Phases	2				1	1
Permitted Phases						
Actuated Green, G (s)	11.4					79.0
Effective Green, g (s)	11.4					79.0
Actuated g/C Ratio	0.11					0.79
Clearance Time (s)	5.0					4.5
Vehicle Extension (s)	3.0					3.0
Lane Grp Cap (vph)	199					1417
v/s Ratio Prot	c0.06					c0.17
v/s Ratio Perm						
v/c Ratio	0.54					0.21
Uniform Delay, d1	41.8					2.6
Progression Factor	1.00					1.00
Incremental Delay, d2	2.8					0.3
Delay (s)	44.5					3.0
Level of Service	D					A
Approach Delay (s)	44.5		0.0			3.0
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	99.9	Sum of lost time (s)	9.5
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	737	266	5	521	0	0	0	0	55	235	61
Future Volume (vph)	0	737	266	5	521	0	0	0	0	55	235	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.995	0.850								0.974	
Flt Protected											0.992	
Satd. Flow (prot)	0	3369	1386	0	3472	0	0	0	0	0	3297	0
Flt Permitted					0.949						0.992	
Satd. Flow (perm)	0	3369	1386	0	3295	0	0	0	0	0	3297	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	260								25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		890			256			459			448	
Travel Time (s)		20.2			5.8			10.4			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	6%	0%	4%	0%	0%	0%	0%	7%	7%	0%
Adj. Flow (vph)	0	801	289	5	566	0	0	0	0	60	255	66
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	0	830	260	0	571	0	0	0	0	0	381	0
Turn Type		NA	Prot	Perm	NA					custom	NA	
Protected Phases		2	2		2					4	4	
Permitted Phases				2						4		
Detector Phase		2	2	2	2					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Minimum Split (s)		23.0	23.0	23.0	23.0					23.0	23.0	
Total Split (s)		45.0	45.0	45.0	45.0					29.0	29.0	
Total Split (%)		47.4%	47.4%	47.4%	47.4%					30.5%	30.5%	
Maximum Green (s)		40.0	40.0	40.0	40.0					24.0	24.0	
Yellow Time (s)		3.0	3.0	3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	C-Max	C-Max					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		57.2	57.2		57.2						15.8	
Actuated g/C Ratio		0.60	0.60		0.60						0.17	
v/c Ratio		0.41	0.28		0.29						0.67	
Control Delay		13.2	2.7		12.0						40.4	
Queue Delay		0.0	0.0		0.5						0.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	20.0
Total Split (s)	21.0
Total Split (%)	22%
Maximum Green (s)	19.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	30
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		13.2	2.7		12.5						40.4	
LOS		B	A		B						D	
Approach Delay		10.7			12.5						40.4	
Approach LOS		B			B						D	
Queue Length 50th (ft)		165	0		100						107	
Queue Length 95th (ft)		245	45		154						146	
Internal Link Dist (ft)		810			176			379			368	
Turn Bay Length (ft)			200									
Base Capacity (vph)		2031	938		1985						851	
Starvation Cap Reductn		0	0		909						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.41	0.28		0.53						0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 95	
Actuated Cycle Length: 95	
Offset: 57 (60%), Referenced to phase 2:EBWB, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 48.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S Water St & Wickenden St

Lane Group	Ø9
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	737	266	5	521	0	0	0	0	55	235	61
Future Volume (vph)	0	737	266	5	521	0	0	0	0	55	235	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0						5.0	
Lane Util. Factor		0.91	0.91		0.95						0.95	
Frt		0.99	0.85		1.00						0.97	
Flt Protected		1.00	1.00		1.00						0.99	
Satd. Flow (prot)		3368	1386		3471						3298	
Flt Permitted		1.00	1.00		0.95						0.99	
Satd. Flow (perm)		3368	1386		3295						3298	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	801	289	5	566	0	0	0	0	60	255	66
RTOR Reduction (vph)	0	2	106	0	0	0	0	0	0	0	21	0
Lane Group Flow (vph)	0	828	154	0	571	0	0	0	0	0	360	0
Heavy Vehicles (%)	0%	2%	6%	0%	4%	0%	0%	0%	0%	7%	7%	0%
Turn Type		NA	Prot	Perm	NA					custom	NA	
Protected Phases		2	2		2					4	4	
Permitted Phases				2						4		
Actuated Green, G (s)		56.4	56.4		56.4						15.8	
Effective Green, g (s)		56.4	56.4		56.4						15.8	
Actuated g/C Ratio		0.59	0.59		0.59						0.17	
Clearance Time (s)		5.0	5.0		5.0						5.0	
Vehicle Extension (s)		3.0	3.0		3.0						3.0	
Lane Grp Cap (vph)		1999	822		1956						548	
v/s Ratio Prot		c0.25	0.11								c0.11	
v/s Ratio Perm					0.17							
v/c Ratio		0.41	0.19		0.29						0.66	
Uniform Delay, d1		10.4	8.8		9.5						37.1	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.6	0.5		0.4						2.8	
Delay (s)		11.0	9.3		9.9						39.9	
Level of Service		B	A		A						D	
Approach Delay (s)		10.6			9.9			0.0			39.9	
Approach LOS		B			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	478	0	0	267	150	252	571	157	0	0	0
Future Volume (vph)	308	478	0	0	267	150	252	571	157	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.946				0.850			
Flt Protected		0.981						0.985				
Satd. Flow (prot)	0	3457	0	0	3252	0	0	3429	1553	0	0	0
Flt Permitted		0.639						0.985				
Satd. Flow (perm)	0	2252	0	0	3252	0	0	3429	1553	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					64				115			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		256			137			401			566	
Travel Time (s)		5.8			3.1			9.1			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	5%	5%	3%	4%	4%	0%	0%	0%
Adj. Flow (vph)	335	520	0	0	290	163	274	621	171	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	855	0	0	453	0	0	895	171	0	0	0
Turn Type	custom	NA			NA		Split	NA	Prot			
Protected Phases	5	2 5 6			2 4 6		8	8	8			
Permitted Phases	2											
Detector Phase	5	2 5 6			2 4 6		8	8	8			
Switch Phase												
Minimum Initial (s)	5.0						5.0	5.0	5.0			
Minimum Split (s)	10.0						23.5	23.5	23.5			
Total Split (s)	11.0						30.0	30.0	30.0			
Total Split (%)	10.6%						28.8%	28.8%	28.8%			
Maximum Green (s)	6.0						24.5	24.5	24.5			
Yellow Time (s)	3.0						3.5	3.5	3.5			
All-Red Time (s)	2.0						2.0	2.0	2.0			
Lost Time Adjust (s)								0.0	0.0			
Total Lost Time (s)								5.5	5.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0						3.0	3.0	3.0			
Recall Mode	None						None	None	None			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							11.0	11.0	11.0			
Pedestrian Calls (#/hr)							0	0	0			
Act Effct Green (s)		46.8			46.6			27.1	27.1			
Actuated g/C Ratio		0.45			0.45			0.26	0.26			
v/c Ratio		0.72			0.30			1.00	0.35			
Control Delay		17.5			0.6			70.5	14.4			
Queue Delay		1.6			0.2			0.0	0.0			

Lane Group	Ø2	Ø4	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	4	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.0	22.5	23.0
Total Split (s)	37.0	26.0	37.0
Total Split (%)	36%	25%	36%
Maximum Green (s)	32.0	22.0	32.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		19.0			0.8			70.5	14.4			
LOS		B			A			E	B			
Approach Delay		19.0			0.8			61.5				
Approach LOS		B			A			E				
Queue Length 50th (ft)		122			0			~354	30			
Queue Length 95th (ft)		154			1			#484	89			
Internal Link Dist (ft)		176			57			321			486	
Turn Bay Length (ft)									150			
Base Capacity (vph)		1185			1841			893	489			
Starvation Cap Reductn		170			600			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.84			0.37			1.00	0.35			

Intersection Summary

Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green, Master Intersection
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 34.6 Intersection LOS: C
Intersection Capacity Utilization 70.4% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: S Main St & Wickenden St

Lane Group	Ø2	Ø4	Ø6
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	478	0	0	267	150	252	571	157	0	0	0
Future Volume (vph)	308	478	0	0	267	150	252	571	157	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.5	5.5			
Lane Util. Factor		0.95			0.95			0.95	1.00			
Frt		1.00			0.95			1.00	0.85			
Flt Protected		0.98			1.00			0.98	1.00			
Satd. Flow (prot)		3457			3253			3429	1553			
Flt Permitted		0.64			1.00			0.98	1.00			
Satd. Flow (perm)		2251			3253			3429	1553			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	335	520	0	0	290	163	274	621	171	0	0	0
RTOR Reduction (vph)	0	0	0	0	35	0	0	0	85	0	0	0
Lane Group Flow (vph)	0	855	0	0	418	0	0	895	86	0	0	0
Heavy Vehicles (%)	0%	4%	0%	0%	5%	5%	3%	4%	4%	0%	0%	0%
Turn Type	custom	NA			NA		Split	NA	Prot			
Protected Phases	5	2 5 6			2 4 6		8	8	8			
Permitted Phases	2											
Actuated Green, G (s)		46.8			47.6			27.1	27.1			
Effective Green, g (s)		46.8			47.6			27.1	27.1			
Actuated g/C Ratio		0.45			0.46			0.26	0.26			
Clearance Time (s)								5.5	5.5			
Vehicle Extension (s)								3.0	3.0			
Lane Grp Cap (vph)		1184			1488			893	404			
v/s Ratio Prot		c0.10			c0.13			c0.26	0.06			
v/s Ratio Perm		c0.22										
v/c Ratio		0.72			0.28			1.00	0.21			
Uniform Delay, d1		23.3			17.6			38.5	30.1			
Progression Factor		1.00			0.01			1.00	1.00			
Incremental Delay, d2		2.2			0.1			30.7	0.3			
Delay (s)		25.5			0.2			69.1	30.4			
Level of Service		C			A			E	C			
Approach Delay (s)		25.5			0.2			62.9			0.0	
Approach LOS		C			A			E			A	

Intersection Summary			
HCM 2000 Control Delay	37.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	465	65	2	346	20	44	2	2	15	4	58
Future Volume (vph)	179	465	65	2	346	20	44	2	2	15	4	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.992			0.995			0.898	
Flt Protected		0.988						0.956			0.990	
Satd. Flow (prot)	0	3326	0	0	3442	0	0	1807	0	0	1606	0
Flt Permitted		0.691			0.952			0.611			0.937	
Satd. Flow (perm)	0	2326	0	0	3277	0	0	1155	0	0	1520	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			6			2			63	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			583			344			423	
Travel Time (s)		3.1			13.3			7.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	8%	0%	0%	4%	5%	0%	0%	0%	7%	0%	5%
Adj. Flow (vph)	195	505	71	2	376	22	48	2	2	16	4	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	771	0	0	400	0	0	52	0	0	83	0
Turn Type	custom	NA		custom	NA		Perm	NA		Perm	NA	
Protected Phases	5 8	2 6 8			2 6			4			4	
Permitted Phases	8			6			4			4		
Detector Phase	5 8	2 6 8		6	2 6		4	4		4	4	
Switch Phase												
Minimum Initial (s)				5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)				23.0			22.5	22.5		22.5	22.5	
Total Split (s)				37.0			26.0	26.0		26.0	26.0	
Total Split (%)				35.6%			25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)				32.0			22.0	22.0		22.0	22.0	
Yellow Time (s)				3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)				2.0			1.0	1.0		1.0	1.0	
Lost Time Adjust (s)								0.0			0.0	
Total Lost Time (s)								4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0			3.0	3.0		3.0	3.0	
Recall Mode				C-Max			None	None		None	None	
Walk Time (s)				7.0			7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0			11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0			0	0		0	0	
Act Effct Green (s)		79.4			32.0			10.6			10.6	
Actuated g/C Ratio		0.76			0.31			0.10			0.10	
v/c Ratio		0.34			0.40			0.44			0.39	
Control Delay		1.4			29.3			52.7			20.9	
Queue Delay		0.5			0.0			0.0			0.0	
Total Delay		1.9			29.3			52.7			20.9	
LOS		A			C			D			C	
Approach Delay		1.9			29.3			52.7			20.9	

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.5
Total Split (s)	37.0	11.0	30.0
Total Split (%)	36%	11%	29%
Maximum Green (s)	32.0	6.0	24.5
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	None	None
Walk Time (s)	7.0		7.0
Flash Dont Walk (s)	11.0		11.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			C			D			C	
Queue Length 50th (ft)		15			107			32			12	
Queue Length 95th (ft)		27			152			68			55	
Internal Link Dist (ft)		57			503			264			343	
Turn Bay Length (ft)												
Base Capacity (vph)		2237			1012			245			371	
Starvation Cap Reductn		952			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.40			0.21			0.22	

Intersection Summary

Area Type: Other
Cycle Length: 104
Actuated Cycle Length: 104
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green, Master Intersection
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 51.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Wickenden St

Lane Group	Ø2	Ø5	Ø8
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	465	65	2	346	20	44	2	2	15	4	58
Future Volume (vph)	179	465	65	2	346	20	44	2	2	15	4	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frt		0.99			0.99			0.99			0.90	
Flt Protected		0.99			1.00			0.96			0.99	
Satd. Flow (prot)		3325			3440			1807			1606	
Flt Permitted		0.69			0.95			0.61			0.94	
Satd. Flow (perm)		2328			3277			1155			1519	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	195	505	71	2	376	22	48	2	2	16	4	63
RTOR Reduction (vph)	0	5	0	0	4	0	0	2	0	0	57	0
Lane Group Flow (vph)	0	766	0	0	396	0	0	50	0	0	26	0
Heavy Vehicles (%)	2%	8%	0%	0%	4%	5%	0%	0%	0%	7%	0%	5%
Turn Type	custom	NA		custom	NA		Perm	NA		Perm	NA	
Protected Phases	5 8	2 6 8			2 6			4			4	
Permitted Phases	8			6			4			4		
Actuated Green, G (s)		78.9			32.0			10.6			10.6	
Effective Green, g (s)		78.9			32.0			10.6			10.6	
Actuated g/C Ratio		0.76			0.31			0.10			0.10	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)		2215			1008			117			154	
v/s Ratio Prot		c0.16										
v/s Ratio Perm		0.11			c0.12			c0.04			0.02	
v/c Ratio		0.35			0.39			0.43			0.17	
Uniform Delay, d1		4.1			28.3			43.9			42.7	
Progression Factor		0.37			1.00			1.00			1.00	
Incremental Delay, d2		0.1			1.1			2.5			0.5	
Delay (s)		1.6			29.5			46.4			43.2	
Level of Service		A			C			D			D	
Approach Delay (s)		1.6			29.5			46.4			43.2	
Approach LOS		A			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	104.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	0	2	71	0	0
Future Volume (vph)	19	0	2	71	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1530	0	0	1793	0	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1530	0	0	1793	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	323			374	363	
Travel Time (s)	7.3			8.5	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	18%	0%	0%	6%	0%	0%
Adj. Flow (vph)	21	0	2	77	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	79	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	0	2	71	0	0
Future Volume (Veh/h)	19	0	2	71	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	0	2	77	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					764	
pX, platoon unblocked						
vC, conflicting volume	81	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81	0	0			
tC, single (s)	6.6	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	882	1091	1636			

Direction, Lane #	EB 1	NB 1
Volume Total	21	79
Volume Left	21	2
Volume Right	0	0
cSH	882	1636
Volume to Capacity	0.02	0.00
Queue Length 95th (ft)	2	0
Control Delay (s)	9.2	0.2
Lane LOS	A	A
Approach Delay (s)	9.2	0.2
Approach LOS	A	

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	13.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	0	0	0	86	448
Future Volume (vph)	18	0	0	0	86	448
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt						
Flt Protected	0.950					0.992
Satd. Flow (prot)	1805	0	0	0	0	3265
Flt Permitted	0.950					0.992
Satd. Flow (perm)	1805	0	0	0	0	3265
Link Speed (mph)	30		30			30
Link Distance (ft)	285		339			459
Travel Time (s)	6.5		7.7			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	29%	6%
Adj. Flow (vph)	20	0	0	0	93	487
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	0	0	0	580
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	18	0	0	0	86	448
Future Volume (Veh/h)	18	0	0	0	86	448
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	0	0	0	93	487
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						459
pX, platoon unblocked	0.97					
vC, conflicting volume	430	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	344	0			0	
tC, single (s)	6.8	6.9			4.7	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.5	
p0 queue free %	97	100			94	
cM capacity (veh/h)	572	1091			1446	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	20	255	325
Volume Left	20	93	0
Volume Right	0	0	0
cSH	572	1446	1700
Volume to Capacity	0.03	0.06	0.19
Queue Length 95th (ft)	3	5	0
Control Delay (s)	11.5	3.1	0.0
Lane LOS	B	A	
Approach Delay (s)	11.5	1.4	
Approach LOS	B		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	54	0	40	930	0	0
Future Volume (vph)	54	0	40	930	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.998		
Satd. Flow (prot)	1770	0	0	1859	0	0
Flt Permitted	0.950			0.998		
Satd. Flow (perm)	1770	0	0	1859	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	285			363	401	
Travel Time (s)	6.5			8.3	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	0	43	1011	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	1054	0	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	0	40	930	0	0
Future Volume (Veh/h)	54	0	40	930	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	0	43	1011	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					401	
pX, platoon unblocked						
vC, conflicting volume	1097	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1097	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	100	97			
cM capacity (veh/h)	230	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	59	1054
Volume Left	59	43
Volume Right	0	0
cSH	230	1623
Volume to Capacity	0.26	0.03
Queue Length 95th (ft)	25	2
Control Delay (s)	26.0	0.8
Lane LOS	D	A
Approach Delay (s)	26.0	0.8
Approach LOS	D	

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	0	187	809	0	0
Future Volume (vph)	21	0	187	809	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected	0.950			0.991		
Satd. Flow (prot)	1805	0	0	3446	0	0
Flt Permitted	0.950			0.991		
Satd. Flow (perm)	1805	0	0	3446	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	213			566	448	
Travel Time (s)	4.8			12.9	10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	4%	0%	0%
Adj. Flow (vph)	23	0	203	879	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1082	0	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	0	187	809	0	0
Future Volume (Veh/h)	21	0	187	809	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	0	203	879	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				566		
pX, platoon unblocked	0.81					
vC, conflicting volume	846	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	336	0	0			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	100	87			
cM capacity (veh/h)	452	1091	1614			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	23	496	586
Volume Left	23	203	0
Volume Right	0	0	0
cSH	452	1614	1700
Volume to Capacity	0.05	0.13	0.34
Queue Length 95th (ft)	4	11	0
Control Delay (s)	13.4	3.8	0.0
Lane LOS	B	A	
Approach Delay (s)	13.4	1.7	
Approach LOS	B		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	39	208	84	0
Future Volume (vph)	0	0	39	208	84	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.992	0.950	
Satd. Flow (prot)	0	0	0	1780	1805	0
Flt Permitted				0.992	0.950	
Satd. Flow (perm)	0	0	0	1780	1805	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	507			1637	194	
Travel Time (s)	11.5			37.2	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	0	0	42	226	91	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	268	91	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	0	0	39	208	84	0
Future Volume (Veh/h)	0	0	39	208	84	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	42	226	91	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	507					
pX, platoon unblocked						
vC, conflicting volume			0		310	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		310	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		86	100
cM capacity (veh/h)			1636		669	1091

Direction, Lane #	SB 1	SW 1
Volume Total	268	91
Volume Left	42	91
Volume Right	0	0
cSH	1636	669
Volume to Capacity	0.03	0.14
Queue Length 95th (ft)	2	12
Control Delay (s)	1.3	11.2
Lane LOS	A	B
Approach Delay (s)	1.3	11.2
Approach LOS		B

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	61	776	2	0	0	0	42	11	0	0	23	11
Future Volume (vph)	61	776	2	0	0	0	42	11	0	0	23	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.956	
Flt Protected		0.996						0.962				
Satd. Flow (prot)	0	3467	0	0	0	0	0	1745	0	0	1759	0
Flt Permitted		0.996						0.962				
Satd. Flow (perm)	0	3467	0	0	0	0	0	1745	0	0	1759	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		448			786			194			199	
Travel Time (s)		10.2			17.9			4.4			4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	0%	0%	6%	0%	0%	0%	0%	10%
Adj. Flow (vph)	66	843	2	0	0	0	46	12	0	0	25	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	911	0	0	0	0	0	58	0	0	37	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 39.5%	ICU Level of Service A
Analysis Period (min) 15	

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	61	776	2	0	0	0	42	11	0	0	23	11
Future Volume (Veh/h)	61	776	2	0	0	0	42	11	0	0	23	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	66	843	2	0	0	0	46	12	0	0	25	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1014										
pX, platoon unblocked												
vC, conflicting volume	0			845			578	977	0	982	976	422
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			845			578	977	0	982	976	422
tC, single (s)	4.1			4.1			7.6	6.5	6.9	7.5	6.5	7.1
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.4
p0 queue free %	96			100			87	95	100	100	90	98
cM capacity (veh/h)	1636			800			341	243	1091	193	243	558

Direction, Lane #	NB 1	NB 2	NE 1	SW 1
Volume Total	488	424	58	37
Volume Left	66	0	46	0
Volume Right	0	2	0	12
cSH	1636	1700	315	297
Volume to Capacity	0.04	0.25	0.18	0.12
Queue Length 95th (ft)	3	0	17	11
Control Delay (s)	1.3	0.0	19.0	18.8
Lane LOS	A		C	C
Approach Delay (s)	0.7		19.0	18.8
Approach LOS			C	C

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	2	2	4	3	0	17	429	17	0	0	0
Future Volume (vph)	0	2	2	4	3	0	17	429	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.932						0.995				
Flt Protected					0.972			0.998				
Satd. Flow (prot)	0	1771	0	0	1847	0	0	3358	0	0	0	0
Flt Permitted					0.972			0.998				
Satd. Flow (perm)	0	1771	0	0	1847	0	0	3358	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		327			323			339			315	
Travel Time (s)		7.4			7.3			7.7			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	14%	6%	19%	0%	0%	0%
Adj. Flow (vph)	0	2	2	4	3	0	18	466	18	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	7	0	0	502	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 23.3%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	2	2	4	3	0	17	429	17	0	0	0
Future Volume (Veh/h)	0	2	2	4	3	0	17	429	17	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	2	4	3	0	18	466	18	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								798				
pX, platoon unblocked												
vC, conflicting volume	512	511	242	272	520	0	0			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	512	511	242	272	520	0	0			484		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.4			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	100	100	99	99	100	99			100		
cM capacity (veh/h)	443	463	765	654	458	1091	1538			1089		

Direction, Lane #	EB 1	WB 1	SE 1	SE 2
Volume Total	4	7	251	251
Volume Left	0	4	18	0
Volume Right	2	0	0	18
cSH	577	553	1538	1700
Volume to Capacity	0.01	0.01	0.01	0.15
Queue Length 95th (ft)	1	1	1	0
Control Delay (s)	11.3	11.6	0.6	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.3	11.6	0.3	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	18	22	0	0	0	0	280	21	248	724	0
Future Volume (vph)	6	18	22	0	0	0	0	280	21	248	724	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.936						0.989				
Flt Protected		0.993								0.950		
Satd. Flow (prot)	0	1766	0	0	0	0	0	3341	0	3273	3539	0
Flt Permitted		0.993								0.950		
Satd. Flow (perm)	0	1766	0	0	0	0	0	3341	0	3273	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24						12				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		368			129			395			217	
Travel Time (s)		8.4			2.9			9.0			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	5%	7%	2%	0%
Adj. Flow (vph)	7	20	24	0	0	0	0	304	23	270	787	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	0	0	0	327	0	270	787	0
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		4						1		2 3	1 2	
Permitted Phases	4											
Detector Phase	4	4						1		2 3	1 2	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0				
Minimum Split (s)	10.0	10.0						23.5				
Total Split (s)	11.0	11.0						29.0				
Total Split (%)	15.7%	15.7%						41.4%				
Maximum Green (s)	6.0	6.0						23.5				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	2.0	2.0						2.5				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		5.0						5.5				
Lead/Lag	Lag	Lag						Lead				
Lead-Lag Optimize?	Yes	Yes						Yes				
Vehicle Extension (s)	3.0	3.0						3.0				
Recall Mode	None	None						C-Max				
Walk Time (s)								7.0				
Flash Dont Walk (s)								11.0				
Pedestrian Calls (#/hr)								15				
Act Effct Green (s)		6.7						30.0		22.5	46.0	
Actuated g/C Ratio		0.10						0.43		0.32	0.66	
v/c Ratio		0.27						0.23		0.26	0.34	
Control Delay		21.9						14.4		18.2	6.9	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		21.9						14.4		18.2	6.9	
LOS		C						B		B	A	
Approach Delay		21.9						14.4			9.8	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	13.0	11.5
Total Split (s)	16.0	14.0
Total Split (%)	23%	20%
Maximum Green (s)	11.5	9.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)	5.0	4.0
Flash Dont Walk (s)	3.0	3.0
Pedestrian Calls (#/hr)	50	50
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C						B			A	
Queue Length 50th (ft)		11						48		43	83	
Queue Length 95th (ft)		40						82		70	126	
Internal Link Dist (ft)		288			49			315			137	
Turn Bay Length (ft)												
Base Capacity (vph)		195						1439		1192	2326	
Starvation Cap Reductn		0						0		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.26						0.23		0.23	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 41 (59%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 32.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 24:

Lane Group	Ø2	Ø3
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	18	22	0	0	0	0	280	21	248	724	0
Future Volume (vph)	6	18	22	0	0	0	0	280	21	248	724	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						5.5		4.5	5.5	
Lane Util. Factor		1.00						0.95		0.97	0.95	
Frt		0.94						0.99		1.00	1.00	
Flt Protected		0.99						1.00		0.95	1.00	
Satd. Flow (prot)		1767						3343		3273	3539	
Flt Permitted		0.99						1.00		0.95	1.00	
Satd. Flow (perm)		1767						3343		3273	3539	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	20	24	0	0	0	0	304	23	270	787	0
RTOR Reduction (vph)	0	22	0	0	0	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	29	0	0	0	0	0	320	0	270	787	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	7%	5%	7%	2%	0%
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		4						1		2 3	1 2	
Permitted Phases	4											
Actuated Green, G (s)		4.5						28.0		22.5	45.0	
Effective Green, g (s)		4.5						28.0		22.5	45.0	
Actuated g/C Ratio		0.06						0.40		0.32	0.64	
Clearance Time (s)		5.0						5.5				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		113						1337		1052	2275	
v/s Ratio Prot								0.10		c0.08	c0.22	
v/s Ratio Perm		0.02										
v/c Ratio		0.25						0.24		0.26	0.35	
Uniform Delay, d1		31.2						13.9		17.6	5.7	
Progression Factor		1.00						1.00		1.00	1.00	
Incremental Delay, d2		1.2						0.4		0.1	0.4	
Delay (s)		32.3						14.4		17.7	6.2	
Level of Service		C						B		B	A	
Approach Delay (s)		32.3			0.0			14.4			9.1	
Approach LOS		C			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	32.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Appendix E

Intersection Capacity Analysis Worksheets
PM Peak Hour

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	65	0	0	0	19	671
Future Volume (vph)	65	0	0	0	19	671
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					0.999
Satd. Flow (prot)	1770	0	0	0	0	1862
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1770	0	0	0	0	1862
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	213		448			507
Travel Time (s)	4.8		10.2			11.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%
Adj. Flow (vph)	71	0	0	0	21	729
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	0	0	0	0	750
Turn Type	Prot				Split	NA
Protected Phases	2				1	1
Permitted Phases						
Detector Phase	2				1	1
Switch Phase						
Minimum Initial (s)	5.0				5.0	5.0
Minimum Split (s)	22.0				22.5	22.5
Total Split (s)	22.0				68.0	68.0
Total Split (%)	24.4%				75.6%	75.6%
Maximum Green (s)	17.0				63.5	63.5
Yellow Time (s)	3.0				3.0	3.0
All-Red Time (s)	2.0				1.5	1.5
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	5.0					4.5
Lead/Lag	Lag				Lead	Lead
Lead-Lag Optimize?	Yes				Yes	Yes
Vehicle Extension (s)	3.0				3.0	3.0
Recall Mode	None				Max	Max
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	10.0				10.0	10.0
Pedestrian Calls (#/hr)	0				0	0
Act Effct Green (s)	9.1					77.3
Actuated g/C Ratio	0.10					0.84
v/c Ratio	0.41					0.48
Control Delay	46.3					4.4
Queue Delay	0.0					0.0
Total Delay	46.3					4.4
LOS	D					A
Approach Delay	46.3					4.4

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	D					A
Queue Length 50th (ft)	42					111
Queue Length 95th (ft)	78					205
Internal Link Dist (ft)	133		368			427
Turn Bay Length (ft)						
Base Capacity (vph)	326					1555
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.22					0.48

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 92.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: S Water St & Dollar St

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	65	0	0	0	19	671
Future Volume (vph)	65	0	0	0	19	671
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0					4.5
Lane Util. Factor	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1770					1861
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1770					1861
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	0	0	0	21	729
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	71	0	0	0	0	750
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%
Turn Type	Prot				Split	NA
Protected Phases	2				1	1
Permitted Phases						
Actuated Green, G (s)	7.8					76.3
Effective Green, g (s)	7.8					76.3
Actuated g/C Ratio	0.08					0.82
Clearance Time (s)	5.0					4.5
Vehicle Extension (s)	3.0					3.0
Lane Grp Cap (vph)	147					1517
v/s Ratio Prot	c0.04					c0.40
v/s Ratio Perm						
v/c Ratio	0.48					0.49
Uniform Delay, d1	41.0					2.7
Progression Factor	1.00					1.00
Incremental Delay, d2	2.5					1.2
Delay (s)	43.5					3.8
Level of Service	D					A
Approach Delay (s)	43.5		0.0			3.8
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	7.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	93.6	Sum of lost time (s)	9.5
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	645	545	10	464	0	0	0	0	51	611	76
Future Volume (vph)	0	645	545	10	464	0	0	0	0	51	611	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.967	0.850								0.984	
Flt Protected					0.999						0.997	
Satd. Flow (prot)	0	3278	1441	0	3496	0	0	0	0	0	3480	0
Flt Permitted					0.931						0.997	
Satd. Flow (perm)	0	3278	1441	0	3258	0	0	0	0	0	3480	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41	397								14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		890			256			459			448	
Travel Time (s)		20.2			5.8			10.4			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	2%	11%	3%	0%	0%	0%	0%	0%	2%	1%
Adj. Flow (vph)	0	701	592	11	504	0	0	0	0	55	664	83
Shared Lane Traffic (%)			33%									
Lane Group Flow (vph)	0	896	397	0	515	0	0	0	0	0	802	0
Turn Type		NA	Prot	Perm	NA					custom	NA	
Protected Phases		2	2		2					4	4	
Permitted Phases				2						4		
Detector Phase		2	2	2	2					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Minimum Split (s)		23.0	23.0	23.0	23.0					23.0	23.0	
Total Split (s)		38.0	38.0	38.0	38.0					32.0	32.0	
Total Split (%)		42.2%	42.2%	42.2%	42.2%					35.6%	35.6%	
Maximum Green (s)		33.0	33.0	33.0	33.0					27.0	27.0	
Yellow Time (s)		3.0	3.0	3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	C-Max	C-Max					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		42.8	42.8		42.8						25.2	
Actuated g/C Ratio		0.48	0.48		0.48						0.28	
v/c Ratio		0.57	0.45		0.33						0.81	
Control Delay		20.6	4.0		18.2						36.9	
Queue Delay		0.0	0.0		0.4						0.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	22%
Maximum Green (s)	18.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	40
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		20.6	4.0		18.6						36.9	
LOS		C	A		B						D	
Approach Delay		15.5			18.6						36.9	
Approach LOS		B			B						D	
Queue Length 50th (ft)		228	0		114						213	
Queue Length 95th (ft)		302	63		159						282	
Internal Link Dist (ft)		810			176			379			368	
Turn Bay Length (ft)			200									
Base Capacity (vph)		1578	892		1547						1053	
Starvation Cap Reductn		0	0		521						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.57	0.45		0.50						0.76	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 84 (93%), Referenced to phase 2:EBWB, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 22.7	Intersection LOS: C
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: S Water St & Wickenden St

Lane Group	Ø9
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	645	545	10	464	0	0	0	0	51	611	76
Future Volume (vph)	0	645	545	10	464	0	0	0	0	51	611	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0						5.0	
Lane Util. Factor		0.91	0.91		0.95						0.95	
Frt		0.97	0.85		1.00						0.98	
Flt Protected		1.00	1.00		1.00						1.00	
Satd. Flow (prot)		3280	1441		3495						3481	
Flt Permitted		1.00	1.00		0.93						1.00	
Satd. Flow (perm)		3280	1441		3259						3481	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	701	592	11	504	0	0	0	0	55	664	83
RTOR Reduction (vph)	0	22	212	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	874	185	0	515	0	0	0	0	0	792	0
Heavy Vehicles (%)	0%	2%	2%	11%	3%	0%	0%	0%	0%	0%	2%	1%
Turn Type		NA	Prot	Perm	NA					custom	NA	
Protected Phases		2	2		2					4	4	
Permitted Phases				2						4		
Actuated Green, G (s)		42.0	42.0		42.0						25.2	
Effective Green, g (s)		42.0	42.0		42.0						25.2	
Actuated g/C Ratio		0.47	0.47		0.47						0.28	
Clearance Time (s)		5.0	5.0		5.0						5.0	
Vehicle Extension (s)		3.0	3.0		3.0						3.0	
Lane Grp Cap (vph)		1530	672		1520						974	
v/s Ratio Prot		c0.27	0.13								c0.23	
v/s Ratio Perm					0.16							
v/c Ratio		0.57	0.28		0.34						0.81	
Uniform Delay, d1		17.5	14.7		15.2						30.2	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		1.6	1.0		0.6						5.3	
Delay (s)		19.0	15.7		15.8						35.5	
Level of Service		B	B		B						D	
Approach Delay (s)		18.0			15.8			0.0			35.5	
Approach LOS		B			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	515	0	0	347	130	123	295	64	0	0	0
Future Volume (vph)	175	515	0	0	347	130	123	295	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.959				0.850			
Flt Protected		0.987						0.985				
Satd. Flow (prot)	0	3537	0	0	3346	0	0	3486	1615	0	0	0
Flt Permitted		0.674						0.985				
Satd. Flow (perm)	0	2415	0	0	3346	0	0	3486	1615	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					92				114			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		256			137			401			566	
Travel Time (s)		5.8			3.1			9.1			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	4%	2%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	190	560	0	0	377	141	134	321	70	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	750	0	0	518	0	0	455	70	0	0	0
Turn Type	custom	NA			NA		Split	NA	Prot			
Protected Phases	5	2 5 6			2 4 6		8	8	8			
Permitted Phases	2											
Detector Phase	5	2 5 6			2 4 6		8	8	8			
Switch Phase												
Minimum Initial (s)	5.0						5.0	5.0	5.0			
Minimum Split (s)	10.0						23.5	23.5	23.5			
Total Split (s)	11.0						26.0	26.0	26.0			
Total Split (%)	10.5%						24.8%	24.8%	24.8%			
Maximum Green (s)	6.0						20.5	20.5	20.5			
Yellow Time (s)	3.0						3.5	3.5	3.5			
All-Red Time (s)	2.0						2.0	2.0	2.0			
Lost Time Adjust (s)								0.0	0.0			
Total Lost Time (s)								5.5	5.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0						3.0	3.0	3.0			
Recall Mode	None						None	None	None			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							11.0	11.0	11.0			
Pedestrian Calls (#/hr)							0	0	0			
Act Effct Green (s)		54.6			56.6			21.1	21.1			
Actuated g/C Ratio		0.52			0.54			0.20	0.20			
v/c Ratio		0.54			0.28			0.65	0.17			
Control Delay		11.2			0.4			43.3	2.8			
Queue Delay		0.5			0.1			0.0	0.0			

Lane Group	Ø2	Ø4	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	4	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.0	22.5	23.0
Total Split (s)	42.0	26.0	42.0
Total Split (%)	40%	25%	40%
Maximum Green (s)	37.0	22.0	37.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		11.8			0.5			43.3	2.8			
LOS		B			A			D	A			
Approach Delay		11.8			0.5			37.9				
Approach LOS		B			A			D				
Queue Length 50th (ft)		102			0			142	0			
Queue Length 95th (ft)		112			0			205	12			
Internal Link Dist (ft)		176			57			321			486	
Turn Bay Length (ft)									150			
Base Capacity (vph)		1382			2221			729	428			
Starvation Cap Reductn		269			687			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.67			0.34			0.62	0.16			

Intersection Summary	
Area Type: Other	
Cycle Length: 105	
Actuated Cycle Length: 105	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: S Main St & Wickenden St

Lane Group	Ø2	Ø4	Ø6
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	515	0	0	347	130	123	295	64	0	0	0
Future Volume (vph)	175	515	0	0	347	130	123	295	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.5	5.5			
Lane Util. Factor		0.95			0.95			0.95	1.00			
Frt		1.00			0.96			1.00	0.85			
Flt Protected		0.99			1.00			0.99	1.00			
Satd. Flow (prot)		3538			3347			3488	1615			
Flt Permitted		0.67			1.00			0.99	1.00			
Satd. Flow (perm)		2416			3347			3488	1615			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	560	0	0	377	141	134	321	70	0	0	0
RTOR Reduction (vph)	0	0	0	0	42	0	0	0	56	0	0	0
Lane Group Flow (vph)	0	750	0	0	476	0	0	455	14	0	0	0
Heavy Vehicles (%)	0%	1%	2%	0%	4%	2%	2%	2%	0%	0%	0%	0%
Turn Type	custom	NA			NA		Split	NA	Prot			
Protected Phases	5	2 5 6			2 4 6		8	8	8			
Permitted Phases	2											
Actuated Green, G (s)		54.6			57.5			21.1	21.1			
Effective Green, g (s)		54.6			57.5			21.1	21.1			
Actuated g/C Ratio		0.52			0.55			0.20	0.20			
Clearance Time (s)								5.5	5.5			
Vehicle Extension (s)								3.0	3.0			
Lane Grp Cap (vph)		1383			1832			700	324			
v/s Ratio Prot		c0.06			c0.14			c0.13	0.01			
v/s Ratio Perm		c0.22										
v/c Ratio		0.54			0.26			0.65	0.04			
Uniform Delay, d1		16.8			12.5			38.6	33.8			
Progression Factor		1.00			0.00			1.00	1.00			
Incremental Delay, d2		0.4			0.1			2.2	0.1			
Delay (s)		17.3			0.1			40.7	33.9			
Level of Service		B			A			D	C			
Approach Delay (s)		17.3			0.1			39.8			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	448	28	3	397	24	15	7	2	16	7	77
Future Volume (vph)	131	448	28	3	397	24	15	7	2	16	7	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.992			0.990			0.896	
Flt Protected		0.989						0.970			0.992	
Satd. Flow (prot)	0	3479	0	0	3444	0	0	1825	0	0	1689	0
Flt Permitted		0.729			0.952			0.704			0.949	
Satd. Flow (perm)	0	2564	0	0	3279	0	0	1324	0	0	1616	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			6			2			84	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			583			344			423	
Travel Time (s)		3.1			13.3			7.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	0%	4%	4%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	142	487	30	3	432	26	16	8	2	17	8	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	659	0	0	461	0	0	26	0	0	109	0
Turn Type	custom	NA		custom	NA		Perm	NA		Perm	NA	
Protected Phases	5 8	2 6 8			2 6			4			4	
Permitted Phases	8			6			4			4		
Detector Phase	5 8	2 6 8		6	2 6		4	4		4	4	
Switch Phase												
Minimum Initial (s)				5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)				23.0			22.5	22.5		22.5	22.5	
Total Split (s)				42.0			26.0	26.0		26.0	26.0	
Total Split (%)				40.0%			24.8%	24.8%		24.8%	24.8%	
Maximum Green (s)				37.0			22.0	22.0		22.0	22.0	
Yellow Time (s)				3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)				2.0			1.0	1.0		1.0	1.0	
Lost Time Adjust (s)								0.0			0.0	
Total Lost Time (s)								4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0			3.0	3.0		3.0	3.0	
Recall Mode				C-Max			None	None		None	None	
Walk Time (s)				7.0			7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0			11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0			0	0		0	0	
Act Effct Green (s)		81.2			42.7			9.8			9.8	
Actuated g/C Ratio		0.77			0.41			0.09			0.09	
v/c Ratio		0.28			0.34			0.21			0.48	
Control Delay		1.0			23.5			43.3			21.4	
Queue Delay		0.3			0.0			0.0			0.0	
Total Delay		1.4			23.5			43.3			21.4	
LOS		A			C			D			C	
Approach Delay		1.4			23.5			43.3			21.4	

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.5
Total Split (s)	42.0	11.0	26.0
Total Split (%)	40%	10%	25%
Maximum Green (s)	37.0	6.0	20.5
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	None	None
Walk Time (s)	7.0		7.0
Flash Dont Walk (s)	11.0		11.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			C			D			C	
Queue Length 50th (ft)		10			115			15			16	
Queue Length 95th (ft)		15			165			40			65	
Internal Link Dist (ft)		57			503			264			343	
Turn Bay Length (ft)												
Base Capacity (vph)		2348			1337			278			404	
Starvation Cap Reductn		1052			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.51			0.34			0.09			0.27	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 12.1 — Intersection LOS: B
Intersection Capacity Utilization 46.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Benefit St & Wickenden St

Lane Group	Ø2	Ø5	Ø8
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	448	28	3	397	24	15	7	2	16	7	77
Future Volume (vph)	131	448	28	3	397	24	15	7	2	16	7	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frt		0.99			0.99			0.99			0.90	
Flt Protected		0.99			1.00			0.97			0.99	
Satd. Flow (prot)		3481			3442			1824			1689	
Flt Permitted		0.73			0.95			0.70			0.95	
Satd. Flow (perm)		2563			3277			1323			1616	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	487	30	3	432	26	16	8	2	17	8	84
RTOR Reduction (vph)	0	2	0	0	4	0	0	2	0	0	76	0
Lane Group Flow (vph)	0	657	0	0	457	0	0	24	0	0	33	0
Heavy Vehicles (%)	2%	2%	0%	0%	4%	4%	0%	0%	0%	0%	0%	0%
Turn Type	custom	NA		custom	NA		Perm	NA		Perm	NA	
Protected Phases	5 8	2 6 8			2 6			4			4	
Permitted Phases	8			6			4			4		
Actuated Green, G (s)		80.7			42.7			9.8			9.8	
Effective Green, g (s)		80.7			42.7			9.8			9.8	
Actuated g/C Ratio		0.77			0.41			0.09			0.09	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)		2302			1332			123			150	
v/s Ratio Prot		c0.10										
v/s Ratio Perm		0.12			c0.14			0.02			c0.02	
v/c Ratio		0.29			0.34			0.20			0.22	
Uniform Delay, d1		3.6			21.5			44.0			44.1	
Progression Factor		0.30			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.7			0.8			0.7	
Delay (s)		1.1			22.2			44.8			44.8	
Level of Service		A			C			D			D	
Approach Delay (s)		1.1			22.2			44.8			44.8	
Approach LOS		A			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL2	NBL	SER
Lane Configurations					
Traffic Volume (vph)	21	0	4	57	0
Future Volume (vph)	21	0	4	57	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Frt					
Flt Protected	0.950			0.950	
Satd. Flow (prot)	1805	0	0	1726	0
Flt Permitted	0.950			0.950	
Satd. Flow (perm)	1805	0	0	1726	0
Link Speed (mph)	30			30	30
Link Distance (ft)	323			374	363
Travel Time (s)	7.3			8.5	8.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	14%	4%	0%
Adj. Flow (vph)	23	0	4	62	0
Shared Lane Traffic (%)					
Lane Group Flow (vph)	23	0	0	66	0
Sign Control	Stop			Free	Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL2	NBL	SER
Lane Configurations					
Traffic Volume (veh/h)	21	0	4	57	0
Future Volume (Veh/h)	21	0	4	57	0
Sign Control	Stop			Free	Free
Grade	0%			0%	0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	0	4	62	0
Pedestrians					
Lane Width (ft)					
Walking Speed (ft/s)					
Percent Blockage					
Right turn flare (veh)					
Median type				None	None
Median storage veh)					
Upstream signal (ft)					764
pX, platoon unblocked					
vC, conflicting volume	70	0	0		
vC1, stage 1 conf vol					
vC2, stage 2 conf vol					
vCu, unblocked vol	70	0	0		
tC, single (s)	6.4	6.2	4.2		
tC, 2 stage (s)					
tF (s)	3.5	3.3	2.3		
p0 queue free %	98	100	100		
cM capacity (veh/h)	937	1091	1548		

Direction, Lane #	EB 1	NB 1
Volume Total	23	66
Volume Left	23	4
Volume Right	0	0
cSH	937	1548
Volume to Capacity	0.02	0.00
Queue Length 95th (ft)	2	0
Control Delay (s)	8.9	0.5
Lane LOS	A	A
Approach Delay (s)	8.9	0.5
Approach LOS	A	

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	0	0	0	11	1162
Future Volume (vph)	11	0	0	0	11	1162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1641	0	0	0	0	3540
Flt Permitted	0.950					
Satd. Flow (perm)	1641	0	0	0	0	3540
Link Speed (mph)	30		30			30
Link Distance (ft)	285		339			459
Travel Time (s)	6.5		7.7			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	0%	0%	2%
Adj. Flow (vph)	12	0	0	0	12	1263
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	0	0	1275
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	0	0	0	11	1162
Future Volume (Veh/h)	11	0	0	0	11	1162
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	0	12	1263
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						459
pX, platoon unblocked	0.81					
vC, conflicting volume	656	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	0			0	
tC, single (s)	7.0	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	98	100			99	
cM capacity (veh/h)	695	1091			1636	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	12	433	842
Volume Left	12	12	0
Volume Right	0	0	0
cSH	695	1636	1700
Volume to Capacity	0.02	0.01	0.50
Queue Length 95th (ft)	1	1	0
Control Delay (s)	10.3	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	10.3	0.1	
Approach LOS	B		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	0	0	0	11	1162
Future Vol, veh/h	11	0	0	0	11	1162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	0	0	0	0	2
Mvmt Flow	12	0	0	0	12	1263

Major/Minor	Minor1		Major2	
Conflicting Flow All	656	-	0	0
Stage 1	0	-	-	-
Stage 2	656	-	-	-
Critical Hdwy	7	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-
Follow-up Hdwy	3.6	-	2.2	-
Pot Cap-1 Maneuver	381	0	-	-
Stage 1	-	0	-	-
Stage 2	457	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	381	-	-	-
Mov Cap-2 Maneuver	381	-	-	-
Stage 1	-	-	-	-
Stage 2	457	-	-	-

Approach	WB	SB
HCM Control Delay, s	14.8	
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBL	SBT
Capacity (veh/h)	381	-	-
HCM Lane V/C Ratio	0.031	-	-
HCM Control Delay (s)	14.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	0	8	470	0	0
Future Volume (vph)	9	0	8	470	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1770	0	0	1861	0	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1770	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	285			363	401	
Travel Time (s)	6.5			8.3	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	0	9	511	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	520	0	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	0	8	470	0	0
Future Volume (Veh/h)	9	0	8	470	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	9	511	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					401	
pX, platoon unblocked						
vC, conflicting volume	529	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	529	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	99			
cM capacity (veh/h)	507	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	10	520
Volume Left	10	9
Volume Right	0	0
cSH	507	1623
Volume to Capacity	0.02	0.01
Queue Length 95th (ft)	2	0
Control Delay (s)	12.2	0.2
Lane LOS	B	A
Approach Delay (s)	12.2	0.2
Approach LOS	B	

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	0	8	470	0	0
Future Vol, veh/h	9	0	8	470	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	9	511	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	529	-	0	0
Stage 1	0	-	-	-
Stage 2	529	-	-	-
Critical Hdwy	6.42	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.218	-
Pot Cap-1 Maneuver	510	0	-	-
Stage 1	-	0	-	-
Stage 2	591	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	510	-	-	-
Mov Cap-2 Maneuver	510	-	-	-
Stage 1	-	-	-	-
Stage 2	591	-	-	-

Approach	EB	NB
HCM Control Delay, s	12.2	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	510
HCM Lane V/C Ratio	-	-	0.019
HCM Control Delay (s)	-	-	12.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	0	68	554	0	0
Future Volume (vph)	16	0	68	554	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected	0.950			0.995		
Satd. Flow (prot)	1805	0	0	3487	0	0
Flt Permitted	0.950			0.995		
Satd. Flow (perm)	1805	0	0	3487	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	213			566	448	
Travel Time (s)	4.8			12.9	10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	3%	0%	0%
Adj. Flow (vph)	17	0	74	602	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	676	0	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	0	68	554	0	0
Future Volume (Veh/h)	16	0	68	554	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	0	74	602	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				566		
pX, platoon unblocked	0.93					
vC, conflicting volume	449	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	268	0	0			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	95			
cM capacity (veh/h)	627	1091	1614			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	17	275	401
Volume Left	17	74	0
Volume Right	0	0	0
cSH	627	1614	1700
Volume to Capacity	0.03	0.05	0.24
Queue Length 95th (ft)	2	4	0
Control Delay (s)	10.9	2.3	0.0
Lane LOS	B	A	
Approach Delay (s)	10.9	0.9	
Approach LOS	B		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	0	68	554	0	0
Future Vol, veh/h	16	0	68	554	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	1082	2241024	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	3	0	0
Mvmt Flow	17	0	74	602	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	449	-	0	0
Stage 1	0	-	-	-
Stage 2	449	-	-	-
Critical Hdwy	6.8	-	4.16	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-
Follow-up Hdwy	3.5	-	2.23	-
Pot Cap-1 Maneuver	544	0	-	-
Stage 1	-	0	-	-
Stage 2	616	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	544	-	-	-
Mov Cap-2 Maneuver	544	-	-	-
Stage 1	-	-	-	-
Stage 2	616	-	-	-

Approach	EB	NB
HCM Control Delay, s	11.8	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	544
HCM Lane V/C Ratio	-	-	0.032
HCM Control Delay (s)	-	-	11.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	36	602	76	0
Future Volume (vph)	0	0	36	602	76	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.997	0.950	
Satd. Flow (prot)	0	0	0	1859	1787	0
Flt Permitted				0.997	0.950	
Satd. Flow (perm)	0	0	0	1859	1787	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	507			1634	194	
Travel Time (s)	11.5			37.1	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	0	0	39	654	83	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	693	83	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 44.6%	ICU Level of Service A
Analysis Period (min) 15	

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	0	0	36	602	76	0
Future Volume (Veh/h)	0	0	36	602	76	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	39	654	83	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	507					
pX, platoon unblocked						
vC, conflicting volume			0		732	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		732	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		78	100
cM capacity (veh/h)			1636		381	1091

Direction, Lane #	SB 1	SW 1
Volume Total	693	83
Volume Left	39	83
Volume Right	0	0
cSH	1636	381
Volume to Capacity	0.02	0.22
Queue Length 95th (ft)	2	20
Control Delay (s)	0.7	17.1
Lane LOS	A	C
Approach Delay (s)	0.7	17.1
Approach LOS		C

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.8

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	36	602	76	0
Future Vol, veh/h	0	0	36	602	76	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	0	0	39	654	83	0

Major/Minor	Major2		Minor1	
Conflicting Flow All	0	0	732	-
Stage 1	-	-	0	-
Stage 2	-	-	732	-
Critical Hdwy	4.1	-	6.41	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.41	-
Follow-up Hdwy	2.2	-	3.509	-
Pot Cap-1 Maneuver	-	-	390	0
Stage 1	-	-	-	0
Stage 2	-	-	478	0
Platoon blocked, %		-		
Mov Cap-1 Maneuver	-	-	390	-
Mov Cap-2 Maneuver	-	-	390	-
Stage 1	-	-	-	-
Stage 2	-	-	478	-

Approach	SB	SW
HCM Control Delay, s		16.7
HCM LOS		C

Minor Lane/Major Mvmt	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	390
HCM Lane V/C Ratio	-	-	0.212
HCM Control Delay (s)	-	-	16.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	21	586	5	0	0	0	26	14	0	0	23	11
Future Volume (vph)	21	586	5	0	0	0	26	14	0	0	23	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999									0.956	
Flt Protected		0.998						0.968				
Satd. Flow (prot)	0	3499	0	0	0	0	0	1839	0	0	1816	0
Flt Permitted		0.998						0.968				
Satd. Flow (perm)	0	3499	0	0	0	0	0	1839	0	0	1816	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		448			786			194			202	
Travel Time (s)		10.2			17.9			4.4			4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	23	637	5	0	0	0	28	15	0	0	25	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	665	0	0	0	0	0	43	0	0	37	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 32.5%	ICU Level of Service A
Analysis Period (min) 15	

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	21	586	5	0	0	0	26	14	0	0	23	11
Future Volume (Veh/h)	21	586	5	0	0	0	26	14	0	0	23	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	637	5	0	0	0	28	15	0	0	25	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1014										
pX, platoon unblocked												
vC, conflicting volume	0			642			389	688	0	693	686	321
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			642			389	688	0	693	686	321
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			94	96	100	100	93	98
cM capacity (veh/h)	1636			952			506	367	1091	320	368	681

Direction, Lane #	NB 1	NB 2	NE 1	SW 1
Volume Total	342	324	43	37
Volume Left	23	0	28	0
Volume Right	0	5	0	12
cSH	1636	1700	447	432
Volume to Capacity	0.01	0.19	0.10	0.09
Queue Length 95th (ft)	1	0	8	7
Control Delay (s)	0.6	0.0	13.9	14.1
Lane LOS	A		B	B
Approach Delay (s)	0.3		13.9	14.1
Approach LOS			B	B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.5

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	21	586	5	0	0	0	26	14	0	0	23	11
Future Vol, veh/h	21	586	5	0	0	0	26	14	0	0	23	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	1083250688		-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	637	5	0	0	0	28	15	0	0	25	12

Major/Minor	Major1			Minor2		Minor1			
Conflicting Flow All	0	0	0	377	688	-	-	686	321
Stage 1	-	-	-	0	0	-	-	686	-
Stage 2	-	-	-	377	688	-	-	0	-
Critical Hdwy	4.1	-	-	7.5	6.5	-	-	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	2.2	-	-	3.5	4	-	-	4	3.3
Pot Cap-1 Maneuver	-	-	-	560	372	0	0	373	681
Stage 1	-	-	-	-	-	0	0	451	-
Stage 2	-	-	-	622	450	0	0	-	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	522	372	-	-	373	681
Mov Cap-2 Maneuver	-	-	-	522	372	-	-	373	-
Stage 1	-	-	-	-	-	-	-	451	-
Stage 2	-	-	-	577	450	-	-	-	-

Approach	NB	NE	SW
HCM Control Delay, s		13.7	14
HCM LOS		B	B

Minor Lane/Major Mvmt	NELn1	NBL	NBT	NBR	SWLn1
Capacity (veh/h)	457	-	-	-	437
HCM Lane V/C Ratio	0.095	-	-	-	0.085
HCM Control Delay (s)	13.7	-	-	-	14
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	10	7	5	2	0	9	1110	53	0	0	0
Future Volume (vph)	0	10	7	5	2	0	9	1110	53	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.943						0.993				
Flt Protected					0.966							
Satd. Flow (prot)	0	1792	0	0	1835	0	0	3515	0	0	0	0
Flt Permitted					0.966							
Satd. Flow (perm)	0	1792	0	0	1835	0	0	3515	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		327			323			339			315	
Travel Time (s)		7.4			7.3			7.7			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	2%
Adj. Flow (vph)	0	11	8	5	2	0	10	1207	58	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	7	0	0	1275	0	0	0	0
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Intersection Sign configuration not allowed in HCM analysis.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	0	10	7	5	2	0	9	1110	53	0	0	0
Future Vol, veh/h	0	10	7	5	2	0	9	1110	53	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	2	0	0	2
Mvmt Flow	0	11	8	5	2	0	10	1207	58	0	0	0

Major/Minor	Minor1			Minor2			Major1		
Conflicting Flow All	-	1256	633	629	1285	-	0	0	0
Stage 1	-	1256	-	0	0	-	-	-	-
Stage 2	-	0	-	629	1285	-	-	-	-
Critical Hdwy	-	6.5	6.9	7.5	6.5	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	2.2	-	-
Pot Cap-1 Maneuver	0	173	427	371	166	0	-	-	-
Stage 1	0	245	-	-	-	0	-	-	-
Stage 2	0	-	-	442	237	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	173	427	347	166	-	-	-	-
Mov Cap-2 Maneuver	-	173	-	347	166	-	-	-	-
Stage 1	-	245	-	-	-	-	-	-	-
Stage 2	-	-	-	415	237	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	22.1	19	
HCM LOS	C	C	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	229	265	-	-	-
HCM Lane V/C Ratio	0.081	0.029	-	-	-
HCM Control Delay (s)	22.1	19	-	-	-
HCM Lane LOS	C	C	-	-	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	42	28	0	0	0	0	704	100	330	410	0
Future Volume (vph)	23	42	28	0	0	0	0	704	100	330	410	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.960						0.981				
Flt Protected		0.988								0.950		
Satd. Flow (prot)	0	1786	0	0	0	0	0	3480	0	3400	3471	0
Flt Permitted		0.988								0.950		
Satd. Flow (perm)	0	1786	0	0	0	0	0	3480	0	3400	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26						24				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		366			109			518			268	
Travel Time (s)		8.3			2.5			11.8			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	2%	0%	3%	4%	0%
Adj. Flow (vph)	25	46	30	0	0	0	0	765	109	359	446	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	101	0	0	0	0	0	874	0	359	446	0
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		4						1		2 3	1 2	
Permitted Phases	4											
Detector Phase	4	4						1		2 3	1 2	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0				
Minimum Split (s)	10.0	10.0						23.5				
Total Split (s)	11.0	11.0						24.0				
Total Split (%)	16.9%	16.9%						36.9%				
Maximum Green (s)	6.0	6.0						18.5				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	2.0	2.0						2.5				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		5.0						5.5				
Lead/Lag	Lag	Lag						Lead				
Lead-Lag Optimize?	Yes	Yes						Yes				
Vehicle Extension (s)	3.0	3.0						3.0				
Recall Mode	None	None						None				
Walk Time (s)								8.0				
Flash Dont Walk (s)								9.0				
Pedestrian Calls (#/hr)								2				
Act Effct Green (s)		7.3						19.1		25.3	37.8	
Actuated g/C Ratio		0.11						0.29		0.39	0.58	
v/c Ratio		0.45						0.84		0.27	0.22	
Control Delay		27.8						30.7		15.3	7.8	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		27.8						30.7		15.3	7.8	
LOS		C						C		B	A	
Approach Delay		27.8						30.7			11.1	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	13.0	12.0
Total Split (s)	16.0	14.0
Total Split (%)	25%	22%
Maximum Green (s)	11.0	9.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	4.0
Flash Dont Walk (s)	3.0	3.0
Pedestrian Calls (#/hr)	45	45
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C						C			B	
Queue Length 50th (ft)		28						167		51	45	
Queue Length 95th (ft)		69						#268		81	70	
Internal Link Dist (ft)		286			29			438			188	
Turn Bay Length (ft)												
Base Capacity (vph)		225						1037		1451	2019	
Starvation Cap Reductn		0						0		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.45						0.84		0.25	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 50.2% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Dyer St/Memorial Boulevard & Crawford St Bridge

Lane Group	Ø2	Ø3
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	42	28	0	0	0	0	704	100	330	410	0
Future Volume (vph)	23	42	28	0	0	0	0	704	100	330	410	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						5.5		5.0	5.5	
Lane Util. Factor		1.00						0.95		0.97	0.95	
Frt		0.96						0.98		1.00	1.00	
Flt Protected		0.99						1.00		0.95	1.00	
Satd. Flow (prot)		1785						3482		3400	3471	
Flt Permitted		0.99						1.00		0.95	1.00	
Satd. Flow (perm)		1785						3482		3400	3471	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	46	30	0	0	0	0	765	109	359	446	0
RTOR Reduction (vph)	0	24	0	0	0	0	0	17	0	0	0	0
Lane Group Flow (vph)	0	77	0	0	0	0	0	857	0	359	446	0
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	2%	0%	3%	4%	0%
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		4						1		2 3	1 2	
Permitted Phases	4											
Actuated Green, G (s)		6.2						19.1		24.2	37.3	
Effective Green, g (s)		6.2						19.1		24.2	37.3	
Actuated g/C Ratio		0.10						0.29		0.37	0.57	
Clearance Time (s)		5.0						5.5				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		170						1023		1265	1991	
v/s Ratio Prot								c0.25		c0.11	0.13	
v/s Ratio Perm		0.04										
v/c Ratio		0.46						0.84		0.28	0.22	
Uniform Delay, d1		27.8						21.5		14.3	6.8	
Progression Factor		1.00						1.00		1.00	1.00	
Incremental Delay, d2		1.9						6.1		0.1	0.1	
Delay (s)		29.7						27.6		14.4	6.8	
Level of Service		C						C		B	A	
Approach Delay (s)		29.7			0.0			27.6			10.2	
Approach LOS		C			A			C			B	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	227	0	0	0	36	756
Future Volume (vph)	227	0	0	0	36	756
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					0.998
Satd. Flow (prot)	1770	0	0	0	0	1861
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	0	0	0	0	1861
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	213		448			507
Travel Time (s)	4.8		10.2			11.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%
Adj. Flow (vph)	247	0	0	0	39	822
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	0	0	0	0	861
Turn Type	Prot				Split	NA
Protected Phases	2				1	1
Permitted Phases						
Detector Phase	2				1	1
Switch Phase						
Minimum Initial (s)	5.0				5.0	5.0
Minimum Split (s)	22.0				22.5	22.5
Total Split (s)	22.0				68.0	68.0
Total Split (%)	24.4%				75.6%	75.6%
Maximum Green (s)	17.0				63.5	63.5
Yellow Time (s)	3.0				3.0	3.0
All-Red Time (s)	2.0				1.5	1.5
Lost Time Adjust (s)	0.0					0.0
Total Lost Time (s)	5.0					4.5
Lead/Lag	Lag				Lead	Lead
Lead-Lag Optimize?	Yes				Yes	Yes
Vehicle Extension (s)	3.0				3.0	3.0
Recall Mode	None				Max	Max
Walk Time (s)	7.0				7.0	7.0
Flash Dont Walk (s)	10.0				10.0	10.0
Pedestrian Calls (#/hr)	0				0	0
Act Effct Green (s)	15.7					65.2
Actuated g/C Ratio	0.17					0.72
v/c Ratio	0.80					0.64
Control Delay	55.9					9.6
Queue Delay	0.0					0.0
Total Delay	55.9					9.6
LOS	E					A
Approach Delay	55.9					9.6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	E					A
Queue Length 50th (ft)	134					229
Queue Length 95th (ft)	#242					343
Internal Link Dist (ft)	133		368			427
Turn Bay Length (ft)						
Base Capacity (vph)	333					1341
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.74					0.64

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 20.0 Intersection LOS: B
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: S Water St & Dollar St

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	227	0	0	0	36	756
Future Volume (vph)	227	0	0	0	36	756
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0					4.5
Lane Util. Factor	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1770					1860
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1770					1860
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	247	0	0	0	39	822
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	247	0	0	0	0	861
Heavy Vehicles (%)	2%	0%	0%	0%	0%	2%
Turn Type	Prot				Split	NA
Protected Phases	2				1	1
Permitted Phases						
Actuated Green, G (s)	15.7					65.1
Effective Green, g (s)	15.7					65.1
Actuated g/C Ratio	0.17					0.72
Clearance Time (s)	5.0					4.5
Vehicle Extension (s)	3.0					3.0
Lane Grp Cap (vph)	307					1340
v/s Ratio Prot	c0.14					c0.46
v/s Ratio Perm						
v/c Ratio	0.80					0.64
Uniform Delay, d1	35.8					6.6
Progression Factor	1.00					1.00
Incremental Delay, d2	14.1					2.4
Delay (s)	50.0					8.9
Level of Service	D					A
Approach Delay (s)	50.0		0.0			8.9
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	90.3	Sum of lost time (s)	9.5
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	734	590	10	501	0	0	0	0	96	778	119
Future Volume (vph)	0	734	590	10	501	0	0	0	0	96	778	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.970	0.850								0.982	
Flt Protected					0.999						0.995	
Satd. Flow (prot)	0	3288	1441	0	3496	0	0	0	0	0	3469	0
Flt Permitted					0.929						0.995	
Satd. Flow (perm)	0	3288	1441	0	3251	0	0	0	0	0	3469	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36	442								17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		890			256			459			448	
Travel Time (s)		20.2			5.8			10.4			10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	2%	11%	3%	0%	0%	0%	0%	0%	2%	1%
Adj. Flow (vph)	0	798	641	11	545	0	0	0	0	104	846	129
Shared Lane Traffic (%)			31%									
Lane Group Flow (vph)	0	997	442	0	556	0	0	0	0	0	1079	0
Turn Type		NA	Prot	Perm	NA					custom	NA	
Protected Phases		2	2		2					4	4	
Permitted Phases				2						4		
Detector Phase		2	2	2	2					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Minimum Split (s)		23.0	23.0	23.0	23.0					23.0	23.0	
Total Split (s)		38.0	38.0	38.0	38.0					32.0	32.0	
Total Split (%)		42.2%	42.2%	42.2%	42.2%					35.6%	35.6%	
Maximum Green (s)		33.0	33.0	33.0	33.0					27.0	27.0	
Yellow Time (s)		3.0	3.0	3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0						0.0	
Total Lost Time (s)		5.0	5.0		5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode		C-Max	C-Max	C-Max	C-Max					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		41.0	41.0		41.0						27.0	
Actuated g/C Ratio		0.46	0.46		0.46						0.30	
v/c Ratio		0.66	0.49		0.38						1.03	
Control Delay		23.2	4.2		19.1						66.4	
Queue Delay		0.0	0.0		0.5						0.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	20.0
Total Split (s)	20.0
Total Split (%)	22%
Maximum Green (s)	18.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	40
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		23.2	4.2		19.7						66.4	
LOS		C	A		B						E	
Approach Delay		17.3			19.7						66.4	
Approach LOS		B			B						E	
Queue Length 50th (ft)		267	0		125						~344	
Queue Length 95th (ft)		352	67		172						#472	
Internal Link Dist (ft)		810			176			379			368	
Turn Bay Length (ft)			200									
Base Capacity (vph)		1517	897		1481						1052	
Starvation Cap Reductn		0	0		511						0	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.66	0.49		0.57						1.03	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 35.0 Intersection LOS: C
Intersection Capacity Utilization 79.1% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: S Water St & Wickenden St

Lane Group	Ø9
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	734	590	10	501	0	0	0	0	96	778	119
Future Volume (vph)	0	734	590	10	501	0	0	0	0	96	778	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0						5.0	
Lane Util. Factor		0.91	0.91		0.95						0.95	
Frt		0.97	0.85		1.00						0.98	
Flt Protected		1.00	1.00		1.00						1.00	
Satd. Flow (prot)		3289	1441		3496						3470	
Flt Permitted		1.00	1.00		0.93						1.00	
Satd. Flow (perm)		3289	1441		3253						3470	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	798	641	11	545	0	0	0	0	104	846	129
RTOR Reduction (vph)	0	20	245	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	977	197	0	556	0	0	0	0	0	1067	0
Heavy Vehicles (%)	0%	2%	2%	11%	3%	0%	0%	0%	0%	0%	2%	1%
Turn Type		NA	Prot	Perm	NA					custom	NA	
Protected Phases		2	2		2					4	4	
Permitted Phases				2						4		
Actuated Green, G (s)		40.2	40.2		40.2						27.0	
Effective Green, g (s)		40.2	40.2		40.2						27.0	
Actuated g/C Ratio		0.45	0.45		0.45						0.30	
Clearance Time (s)		5.0	5.0		5.0						5.0	
Vehicle Extension (s)		3.0	3.0		3.0						3.0	
Lane Grp Cap (vph)		1469	643		1453						1041	
v/s Ratio Prot		c0.30	0.14								c0.31	
v/s Ratio Perm					0.17							
v/c Ratio		0.67	0.31		0.38						1.03	
Uniform Delay, d1		19.6	16.0		16.6						31.5	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		2.4	1.2		0.8						34.4	
Delay (s)		22.0	17.2		17.4						65.9	
Level of Service		C	B		B						E	
Approach Delay (s)		20.5			17.4			0.0			65.9	
Approach LOS		C			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	35.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	583	0	0	355	194	152	380	94	0	0	0
Future Volume (vph)	241	583	0	0	355	194	152	380	94	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.947				0.850			
Flt Protected		0.986						0.986				
Satd. Flow (prot)	0	3534	0	0	3310	0	0	3490	1615	0	0	0
Flt Permitted		0.625						0.986				
Satd. Flow (perm)	0	2240	0	0	3310	0	0	3490	1615	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					123				114			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		256			137			401			566	
Travel Time (s)		5.8			3.1			9.1			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	4%	2%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	262	634	0	0	386	211	165	413	102	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	896	0	0	597	0	0	578	102	0	0	0
Turn Type	custom	NA			NA		Split	NA	Prot			
Protected Phases	5	2 5 6			2 4 6		8	8	8			
Permitted Phases	2											
Detector Phase	5	2 5 6			2 4 6		8	8	8			
Switch Phase												
Minimum Initial (s)	5.0						5.0	5.0	5.0			
Minimum Split (s)	10.0						23.5	23.5	23.5			
Total Split (s)	11.0						26.0	26.0	26.0			
Total Split (%)	10.5%						24.8%	24.8%	24.8%			
Maximum Green (s)	6.0						20.5	20.5	20.5			
Yellow Time (s)	3.0						3.5	3.5	3.5			
All-Red Time (s)	2.0						2.0	2.0	2.0			
Lost Time Adjust (s)								0.0	0.0			
Total Lost Time (s)								5.5	5.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0						3.0	3.0	3.0			
Recall Mode	None						None	None	None			
Walk Time (s)							7.0	7.0	7.0			
Flash Dont Walk (s)							11.0	11.0	11.0			
Pedestrian Calls (#/hr)							0	0	0			
Act Effct Green (s)		51.8			55.4			21.2	21.2			
Actuated g/C Ratio		0.49			0.53			0.20	0.20			
v/c Ratio		0.71			0.33			0.82	0.25			
Control Delay		16.7			0.5			51.3	7.1			
Queue Delay		1.7			0.1			0.0	0.0			

Lane Group	Ø2	Ø4	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	4	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.0	22.5	23.0
Total Split (s)	42.0	26.0	42.0
Total Split (%)	40%	25%	40%
Maximum Green (s)	37.0	22.0	37.0
Yellow Time (s)	3.0	3.0	3.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		18.4			0.6			51.3	7.1			
LOS		B			A			D	A			
Approach Delay		18.4			0.6			44.7				
Approach LOS		B			A			D				
Queue Length 50th (ft)		110			0			198	0			
Queue Length 95th (ft)		182			0			#286	37			
Internal Link Dist (ft)		176			57			321			486	
Turn Bay Length (ft)									150			
Base Capacity (vph)		1263			2091			703	416			
Starvation Cap Reductn		207			598			0	0			
Spillback Cap Reductn		0			0			0	0			
Storage Cap Reductn		0			0			0	0			
Reduced v/c Ratio		0.85			0.40			0.82	0.25			

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 21.8 Intersection LOS: C
Intersection Capacity Utilization 67.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: S Main St & Wickenden St

Lane Group	Ø2	Ø4	Ø6
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	241	583	0	0	355	194	152	380	94	0	0	0
Future Volume (vph)	241	583	0	0	355	194	152	380	94	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.5	5.5			
Lane Util. Factor		0.95			0.95			0.95	1.00			
Frt		1.00			0.95			1.00	0.85			
Flt Protected		0.99			1.00			0.99	1.00			
Satd. Flow (prot)		3533			3310			3489	1615			
Flt Permitted		0.63			1.00			0.99	1.00			
Satd. Flow (perm)		2241			3310			3489	1615			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	262	634	0	0	386	211	165	413	102	0	0	0
RTOR Reduction (vph)	0	0	0	0	57	0	0	0	81	0	0	0
Lane Group Flow (vph)	0	896	0	0	540	0	0	578	21	0	0	0
Heavy Vehicles (%)	0%	1%	2%	0%	4%	2%	2%	2%	0%	0%	0%	0%
Turn Type	custom	NA			NA		Split	NA	Prot			
Protected Phases	5	2 5 6			2 4 6		8	8	8			
Permitted Phases	2											
Actuated Green, G (s)		51.7			56.4			21.2	21.2			
Effective Green, g (s)		51.7			56.4			21.2	21.2			
Actuated g/C Ratio		0.49			0.54			0.20	0.20			
Clearance Time (s)								5.5	5.5			
Vehicle Extension (s)								3.0	3.0			
Lane Grp Cap (vph)		1262			1777			704	326			
v/s Ratio Prot		c0.09			c0.16			c0.17	0.01			
v/s Ratio Perm		c0.26										
v/c Ratio		0.71			0.30			0.82	0.06			
Uniform Delay, d1		20.8			13.4			40.1	33.9			
Progression Factor		1.00			0.00			1.00	1.00			
Incremental Delay, d2		1.9			0.1			7.6	0.1			
Delay (s)		22.7			0.1			47.7	34.0			
Level of Service		C			A			D	C			
Approach Delay (s)		22.7			0.1			45.6			0.0	
Approach LOS		C			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	502	72	3	435	24	49	7	2	16	7	77
Future Volume (vph)	131	502	72	3	435	24	49	7	2	16	7	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.992			0.996			0.896	
Flt Protected		0.991						0.960			0.992	
Satd. Flow (prot)	0	3462	0	0	3444	0	0	1817	0	0	1689	0
Flt Permitted		0.716			0.952			0.551			0.949	
Satd. Flow (perm)	0	2501	0	0	3279	0	0	1043	0	0	1616	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			6			1			84	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			583			344			423	
Travel Time (s)		3.1			13.3			7.8			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	0%	4%	4%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	142	546	78	3	473	26	53	8	2	17	8	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	766	0	0	502	0	0	63	0	0	109	0
Turn Type	custom	NA		custom	NA		Perm	NA		Perm	NA	
Protected Phases	5 8	2 6 8			2 6			4			4	
Permitted Phases	8			6			4			4		
Detector Phase	5 8	2 6 8		6	2 6		4	4		4	4	
Switch Phase												
Minimum Initial (s)				5.0			5.0	5.0		5.0	5.0	
Minimum Split (s)				23.0			22.5	22.5		22.5	22.5	
Total Split (s)				42.0			26.0	26.0		26.0	26.0	
Total Split (%)				40.0%			24.8%	24.8%		24.8%	24.8%	
Maximum Green (s)				37.0			22.0	22.0		22.0	22.0	
Yellow Time (s)				3.0			3.0	3.0		3.0	3.0	
All-Red Time (s)				2.0			1.0	1.0		1.0	1.0	
Lost Time Adjust (s)								0.0			0.0	
Total Lost Time (s)								4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0			3.0	3.0		3.0	3.0	
Recall Mode				C-Max			None	None		None	None	
Walk Time (s)				7.0			7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				11.0			11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0			0	0		0	0	
Act Effct Green (s)		78.4			38.8			12.6			12.6	
Actuated g/C Ratio		0.75			0.37			0.12			0.12	
v/c Ratio		0.34			0.41			0.50			0.41	
Control Delay		1.4			26.1			54.5			17.7	
Queue Delay		0.5			0.0			0.0			0.0	
Total Delay		1.9			26.1			54.5			17.7	
LOS		A			C			D			B	
Approach Delay		1.9			26.1			54.5			17.7	

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	23.0	10.0	23.5
Total Split (s)	42.0	11.0	26.0
Total Split (%)	40%	10%	25%
Maximum Green (s)	37.0	6.0	20.5
Yellow Time (s)	3.0	3.0	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	None	None
Walk Time (s)	7.0		7.0
Flash Dont Walk (s)	11.0		11.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			C			D			B	
Queue Length 50th (ft)		13			132			40			15	
Queue Length 95th (ft)		26			180			78			62	
Internal Link Dist (ft)		57			503			264			343	
Turn Bay Length (ft)												
Base Capacity (vph)		2236			1216			219			404	
Starvation Cap Reductn		967			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.41			0.29			0.27	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 54.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Benefit St & Wickenden St

Lane Group	Ø2	Ø5	Ø8
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	502	72	3	435	24	49	7	2	16	7	77
Future Volume (vph)	131	502	72	3	435	24	49	7	2	16	7	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frt		0.98			0.99			1.00			0.90	
Flt Protected		0.99			1.00			0.96			0.99	
Satd. Flow (prot)		3460			3444			1815			1689	
Flt Permitted		0.72			0.95			0.55			0.95	
Satd. Flow (perm)		2501			3278			1043			1616	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	546	78	3	473	26	53	8	2	17	8	84
RTOR Reduction (vph)	0	6	0	0	4	0	0	1	0	0	74	0
Lane Group Flow (vph)	0	760	0	0	498	0	0	62	0	0	35	0
Heavy Vehicles (%)	2%	2%	0%	0%	4%	4%	0%	0%	0%	0%	0%	0%
Turn Type	custom	NA		custom	NA		Perm	NA		Perm	NA	
Protected Phases	5 8	2 6 8			2 6			4			4	
Permitted Phases	8			6			4			4		
Actuated Green, G (s)		77.9			38.8			12.6			12.6	
Effective Green, g (s)		77.9			38.8			12.6			12.6	
Actuated g/C Ratio		0.74			0.37			0.12			0.12	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)		2212			1211			125			193	
v/s Ratio Prot		c0.13										
v/s Ratio Perm		0.13			c0.15			c0.06			0.02	
v/c Ratio		0.34			0.41			0.50			0.18	
Uniform Delay, d1		4.7			24.6			43.2			41.6	
Progression Factor		0.31			1.00			1.00			1.00	
Incremental Delay, d2		0.1			1.0			3.1			0.5	
Delay (s)		1.6			25.6			46.3			42.0	
Level of Service		A			C			D			D	
Approach Delay (s)		1.6			25.6			46.3			42.0	
Approach LOS		A			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	28	0	4	57	0	0
Future Volume (vph)	28	0	4	57	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1805	0	0	1811	0	0
Flt Permitted	0.950			0.997		
Satd. Flow (perm)	1805	0	0	1811	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	323			374	363	
Travel Time (s)	7.3			8.5	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	14%	4%	0%	2%
Adj. Flow (vph)	30	0	4	62	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	66	0	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	0	4	57	0	0
Future Volume (Veh/h)	28	0	4	57	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	0	4	62	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					764	
pX, platoon unblocked						
vC, conflicting volume	70	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70	0	0			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	97	100	100			
cM capacity (veh/h)	937	1091	1548			

Direction, Lane #	EB 1	NB 1
Volume Total	30	66
Volume Left	30	4
Volume Right	0	0
cSH	937	1548
Volume to Capacity	0.03	0.00
Queue Length 95th (ft)	2	0
Control Delay (s)	9.0	0.5
Lane LOS	A	A
Approach Delay (s)	9.0	0.5
Approach LOS	A	

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	34	0	0	0	79	1300
Future Volume (vph)	34	0	0	0	79	1300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt						
Flt Protected	0.950					0.997
Satd. Flow (prot)	1641	0	0	0	0	3533
Flt Permitted	0.950					0.997
Satd. Flow (perm)	1641	0	0	0	0	3533
Link Speed (mph)	30		30			30
Link Distance (ft)	285		339			459
Travel Time (s)	6.5		7.7			10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	10%	0%	0%	0%	0%	2%
Adj. Flow (vph)	37	0	0	0	86	1413
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	0	0	1499
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	34	0	0	0	79	1300
Future Volume (Veh/h)	34	0	0	0	79	1300
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	0	0	0	86	1413
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						459
pX, platoon unblocked	0.73					
vC, conflicting volume	878	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	99	0			0	
tC, single (s)	7.0	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	94	100			95	
cM capacity (veh/h)	600	1091			1636	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	37	557	942
Volume Left	37	86	0
Volume Right	0	0	0
cSH	600	1636	1700
Volume to Capacity	0.06	0.05	0.55
Queue Length 95th (ft)	5	4	0
Control Delay (s)	11.4	1.6	0.0
Lane LOS	B	A	
Approach Delay (s)	11.4	0.6	
Approach LOS	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	101	0	11	521	0	0
Future Volume (vph)	101	0	11	521	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1770	0	0	1861	0	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1770	0	0	1861	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	285			363	401	
Travel Time (s)	6.5			8.3	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	110	0	12	566	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	110	0	0	578	0	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	101	0	11	521	0	0
Future Volume (Veh/h)	101	0	11	521	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	110	0	12	566	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					401	
pX, platoon unblocked						
vC, conflicting volume	590	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	590	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	76	100	99			
cM capacity (veh/h)	467	1085	1623			

Direction, Lane #	EB 1	NB 1
Volume Total	110	578
Volume Left	110	12
Volume Right	0	0
cSH	467	1623
Volume to Capacity	0.24	0.01
Queue Length 95th (ft)	23	1
Control Delay (s)	15.1	0.2
Lane LOS	C	A
Approach Delay (s)	15.1	0.2
Approach LOS	C	

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	54	0	177	660	0	0
Future Volume (vph)	54	0	177	660	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected	0.950			0.990		
Satd. Flow (prot)	1805	0	0	3470	0	0
Flt Permitted	0.950			0.990		
Satd. Flow (perm)	1805	0	0	3470	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	213			566	448	
Travel Time (s)	4.8			12.9	10.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	3%	3%	0%	0%
Adj. Flow (vph)	59	0	192	717	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	909	0	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.2%		ICU Level of Service C	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	0	177	660	0	0
Future Volume (Veh/h)	54	0	177	660	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	0	192	717	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				566		
pX, platoon unblocked	0.89					
vC, conflicting volume	742	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	467	0	0			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	100	88			
cM capacity (veh/h)	416	1091	1614			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	59	431	478
Volume Left	59	192	0
Volume Right	0	0	0
cSH	416	1614	1700
Volume to Capacity	0.14	0.12	0.28
Queue Length 95th (ft)	12	10	0
Control Delay (s)	15.1	3.9	0.0
Lane LOS	C	A	
Approach Delay (s)	15.1	1.9	
Approach LOS	C		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	56	662	118	0
Future Volume (vph)	0	0	56	662	118	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected				0.996	0.950	
Satd. Flow (prot)	0	0	0	1858	1787	0
Flt Permitted				0.996	0.950	
Satd. Flow (perm)	0	0	0	1858	1787	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	507			1634	194	
Travel Time (s)	11.5			37.1	4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Adj. Flow (vph)	0	0	61	720	128	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	781	128	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	0	0	56	662	118	0
Future Volume (Veh/h)	0	0	56	662	118	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	61	720	128	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	507					
pX, platoon unblocked						
vC, conflicting volume			0		842	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		842	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		60	100
cM capacity (veh/h)			1636		323	1091

Direction, Lane #	SB 1	SW 1
Volume Total	781	128
Volume Left	61	128
Volume Right	0	0
cSH	1636	323
Volume to Capacity	0.04	0.40
Queue Length 95th (ft)	3	46
Control Delay (s)	1.0	23.2
Lane LOS	A	C
Approach Delay (s)	1.0	23.2
Approach LOS		C

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	77	674	5	0	0	0	42	14	0	0	45	15
Future Volume (vph)	77	674	5	0	0	0	42	14	0	0	45	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999									0.967	
Flt Protected		0.995						0.964				
Satd. Flow (prot)	0	3495	0	0	0	0	0	1832	0	0	1837	0
Flt Permitted		0.995						0.964				
Satd. Flow (perm)	0	3495	0	0	0	0	0	1832	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		448			786			194			202	
Travel Time (s)		10.2			17.9			4.4			4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	84	733	5	0	0	0	46	15	0	0	49	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	822	0	0	0	0	0	61	0	0	65	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 37.4%	ICU Level of Service A
Analysis Period (min) 15	

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	77	674	5	0	0	0	42	14	0	0	45	15
Future Volume (Veh/h)	77	674	5	0	0	0	42	14	0	0	45	15
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	84	733	5	0	0	0	46	15	0	0	49	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1014										
pX, platoon unblocked												
vC, conflicting volume	0			738			575	906	0	911	904	369
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			738			575	906	0	911	904	369
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			86	94	100	100	81	97
cM capacity (veh/h)	1636			877			326	264	1091	214	265	634

Direction, Lane #	NB 1	NB 2	NE 1	SW 1
Volume Total	450	372	61	65
Volume Left	84	0	46	0
Volume Right	0	5	0	16
cSH	1636	1700	308	309
Volume to Capacity	0.05	0.22	0.20	0.21
Queue Length 95th (ft)	4	0	18	19
Control Delay (s)	1.8	0.0	19.5	19.7
Lane LOS	A		C	C
Approach Delay (s)	1.0		19.5	19.7
Approach LOS			C	C

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	10	7	6	5	0	17	1263	53	0	0	0
Future Volume (vph)	0	10	7	6	5	0	17	1263	53	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.943						0.994				
Flt Protected					0.972			0.999				
Satd. Flow (prot)	0	1792	0	0	1847	0	0	3515	0	0	0	0
Flt Permitted					0.972			0.999				
Satd. Flow (perm)	0	1792	0	0	1847	0	0	3515	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		327			323			339			315	
Travel Time (s)		7.4			7.3			7.7			7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	0	11	8	7	5	0	18	1373	58	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	12	0	0	1449	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	10	7	6	5	0	17	1263	53	0	0	0
Future Volume (Veh/h)	0	10	7	6	5	0	17	1263	53	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	11	8	7	5	0	18	1373	58	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								798				
pX, platoon unblocked	0.76	0.76	0.76	0.76	0.76					0.76		
vC, conflicting volume	1440	1438	716	736	1467	0	0			1431		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	960	957	11	38	994	0	0			947		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	94	99	99	97	100	99			100		
cM capacity (veh/h)	159	196	820	695	187	1091	1636			560		

Direction, Lane #	EB 1	WB 1	SE 1	SE 2
Volume Total	19	12	704	744
Volume Left	0	7	18	0
Volume Right	8	0	0	58
cSH	289	326	1636	1700
Volume to Capacity	0.07	0.04	0.01	0.44
Queue Length 95th (ft)	5	3	1	0
Control Delay (s)	18.3	16.5	0.3	0.0
Lane LOS	C	C	A	
Approach Delay (s)	18.3	16.5	0.2	
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	42	28	0	0	0	0	704	100	405	410	0
Future Volume (vph)	23	42	28	0	0	0	0	704	100	405	410	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.960						0.981				
Flt Protected		0.988								0.950		
Satd. Flow (prot)	0	1786	0	0	0	0	0	3480	0	3400	3471	0
Flt Permitted		0.988								0.950		
Satd. Flow (perm)	0	1786	0	0	0	0	0	3480	0	3400	3471	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26						24				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		366			109			518			268	
Travel Time (s)		8.3			2.5			11.8			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	2%	0%	3%	4%	0%
Adj. Flow (vph)	25	46	30	0	0	0	0	765	109	440	446	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	101	0	0	0	0	0	874	0	440	446	0
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		4						1		2 3	1 2	
Permitted Phases	4											
Detector Phase	4	4						1		2 3	1 2	
Switch Phase												
Minimum Initial (s)	5.0	5.0						5.0				
Minimum Split (s)	10.0	10.0						23.5				
Total Split (s)	11.0	11.0						24.0				
Total Split (%)	16.9%	16.9%						36.9%				
Maximum Green (s)	6.0	6.0						18.5				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	2.0	2.0						2.5				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		5.0						5.5				
Lead/Lag	Lag	Lag						Lead				
Lead-Lag Optimize?	Yes	Yes						Yes				
Vehicle Extension (s)	3.0	3.0						3.0				
Recall Mode	None	None						None				
Walk Time (s)								8.0				
Flash Dont Walk (s)								9.0				
Pedestrian Calls (#/hr)								2				
Act Effct Green (s)		7.5						19.2		25.4	38.0	
Actuated g/C Ratio		0.12						0.30		0.39	0.58	
v/c Ratio		0.44						0.84		0.33	0.22	
Control Delay		26.9						30.2		15.8	7.7	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		26.9						30.2		15.8	7.7	
LOS		C						C		B	A	
Approach Delay		26.9						30.2			11.7	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	13.0	12.0
Total Split (s)	16.0	14.0
Total Split (%)	25%	22%
Maximum Green (s)	11.5	9.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	None
Walk Time (s)	5.0	4.0
Flash Dont Walk (s)	3.0	3.0
Pedestrian Calls (#/hr)	45	45
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C						C			B	
Queue Length 50th (ft)		28						166		64	45	
Queue Length 95th (ft)		69						#268		98	70	
Internal Link Dist (ft)		286			29			438			188	
Turn Bay Length (ft)												
Base Capacity (vph)		232						1044		1482	2031	
Starvation Cap Reductn		0						0		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.44						0.84		0.30	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 51.9% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: Dyer St/Memorial Boulevard & Custom House Street/Crawford St Bridge

Lane Group	Ø2	Ø3
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	42	28	0	0	0	0	704	100	405	410	0
Future Volume (vph)	23	42	28	0	0	0	0	704	100	405	410	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						5.5		4.5	5.5	
Lane Util. Factor		1.00						0.95		0.97	0.95	
Frt		0.96						0.98		1.00	1.00	
Flt Protected		0.99						1.00		0.95	1.00	
Satd. Flow (prot)		1785						3482		3400	3471	
Flt Permitted		0.99						1.00		0.95	1.00	
Satd. Flow (perm)		1785						3482		3400	3471	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	46	30	0	0	0	0	765	109	440	446	0
RTOR Reduction (vph)	0	23	0	0	0	0	0	17	0	0	0	0
Lane Group Flow (vph)	0	78	0	0	0	0	0	857	0	440	446	0
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	2%	0%	3%	4%	0%
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		4						1		2 3	1 2	
Permitted Phases	4											
Actuated Green, G (s)		6.4						19.2		24.4	38.0	
Effective Green, g (s)		6.4						19.2		24.4	38.0	
Actuated g/C Ratio		0.10						0.30		0.38	0.58	
Clearance Time (s)		5.0						5.5				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		175						1028		1276	2029	
v/s Ratio Prot								c0.25		c0.13	0.13	
v/s Ratio Perm		0.04										
v/c Ratio		0.44						0.83		0.34	0.22	
Uniform Delay, d1		27.6						21.4		14.6	6.4	
Progression Factor		1.00						1.00		1.00	1.00	
Incremental Delay, d2		1.8						5.9		0.2	0.1	
Delay (s)		29.4						27.3		14.7	6.5	
Level of Service		C						C		B	A	
Approach Delay (s)		29.4			0.0			27.3			10.6	
Approach LOS		C			A			C			B	

Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Appendix F

Turning Movement Count (TMC) Data
Automatic Traffic Recorder (ATR) Data

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 1
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Tockwotton Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	1	50	3	0	0	0	0	0	1	1	0
7:15 AM	0	0	0	0	0	0	49	1	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	0	0	1	85	2	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	110	3	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	2	99	5	0	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	4	83	6	0	0	1	0	0	1	0	0
8:30 AM	0	0	0	0	0	1	66	2	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	5	80	9	0	0	0	0	0	1	1	0

	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	1	281	13	0	0	4	0	0	0	1	0
4:15 PM	0	0	0	0	0	2	298	10	0	0	2	2	0	1	1	0
4:30 PM	0	0	0	0	0	3	259	18	0	0	1	3	0	0	0	0
4:45 PM	0	0	0	0	0	2	244	10	0	0	2	1	0	0	2	0
5:00 PM	0	0	0	0	0	3	259	8	0	0	1	2	0	0	0	0
5:15 PM	0	0	0	0	0	2	213	22	0	0	2	0	0	2	1	0
5:30 PM	0	0	0	0	0	2	209	13	0	0	0	3	0	0	0	0
5:45 PM	0	0	0	0	0	2	152	16	0	0	0	1	0	2	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**7**	**377**	**16**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**0**
PHF	**0.00**				**0.88**				**0.25**				**0.75**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**14.3%**	**5.8%**	**18.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**8**	**1082**	**51**	**0**	**0**	**9**	**6**	**0**	**1**	**4**	**0**
PHF	**0.00**				**0.92**				**0.94**				**0.63**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**2.0%**	**2.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 1
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Tockwotton Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0

	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**1**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.00**				**0.75**				**0.00**				**0.00**			

PM PEAK HOUR 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.00**				**0.64**				**0.00**				**0.00**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 1
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Tockwotton Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	0	2	0	1	0	0	0	4	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	1	0	2	0	0	0	0	0	1	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	1	0	0	0	1	0	1	0	0	0	7	0	0	0	0
4:15 PM	0	2	0	0	0	3	0	0	0	0	0	2	0	0	0	0
4:30 PM	0	1	0	0	0	4	0	0	0	0	0	4	0	0	0	0
4:45 PM	0	0	0	2	0	1	1	1	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	4	0	1	0	0	0	1	0	0	0	0
5:15 PM	0	1	0	0	0	7	0	1	0	0	0	10	0	0	0	0
5:30 PM	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0
5:45 PM	0	2	0	0	0	3	0	0	0	0	0	6	0	0	0	1

AM PEAK HOUR[1] 7:30 AM to 8:30 AM	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	3	0	0	0	4	0	3	0	0	0	4	0	0	0	0

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Tockwotton Street Eastbound				Tockwotton Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	4	0	2	0	9	1	2	0	0	0	14	0	0	0	0

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 2
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Tockwotton Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	1	7	0	0	0	0	0	0	1	0	0	0	0	0	0
7:30 AM	0	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM	0	0	10	0	0	0	0	0	0	2	0	0	0	0	0	0
8:00 AM	0	0	27	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM	0	1	12	0	0	0	0	0	0	4	0	0	0	0	0	0
8:30 AM	0	0	11	0	0	0	0	0	0	2	0	0	0	0	0	0
8:45 AM	0	0	19	0	0	0	0	0	0	4	0	0	0	0	0	0

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	15	0	0	0	0	0	0	7	0	0	0	0	0	0
4:15 PM	0	2	15	0	0	0	0	0	0	4	0	0	0	0	0	0
4:30 PM	0	0	15	0	0	0	0	0	0	5	0	0	0	0	0	0
4:45 PM	0	1	7	0	0	0	0	0	0	4	0	0	0	0	0	0
5:00 PM	0	0	18	0	0	0	0	0	0	7	0	0	0	0	0	0
5:15 PM	0	1	6	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	15	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	1	11	0	0	0	0	0	0	1	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.65**				**0.00**				**0.69**				**0.00**			
HV %	**0.0%**	**0.0%**	**5.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**18.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:15 PM to 5:15 PM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**3**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.81**				**0.00**				**0.71**				**0.00**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 2
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Tockwotton Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.50**				**0.00**				**0.50**				**0.00**			

PM PEAK HOUR 4:00 PM to 5:00 PM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.25**				**0.00**				**0.00**				**0.00**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 2
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Tockwotton Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR[1] 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	1	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0

PM PEAK HOUR[1] 4:15 PM to 5:15 PM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 3
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Pike Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	1	52	0	0	0	0	0	0	2	0	0
7:15 AM	0	0	0	0	0	0	51	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	1	85	0	0	0	0	0	0	2	0	0
7:45 AM	0	0	0	0	0	2	116	0	0	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	0	2	104	0	0	0	0	0	0	6	0	0
8:15 AM	0	0	0	0	0	2	90	0	0	0	0	0	0	4	0	0
8:30 AM	0	0	0	0	0	2	69	0	0	0	0	0	0	4	0	0
8:45 AM	0	0	0	0	0	4	92	0	0	0	0	0	0	3	0	0

	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	1	296	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	4	303	0	0	0	0	0	0	4	0	0
4:30 PM	0	0	0	0	0	2	278	0	0	0	0	0	0	4	0	0
4:45 PM	0	0	0	0	0	3	256	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	0	0	0	2	265	0	0	0	0	0	0	2	0	0
5:15 PM	0	0	0	0	0	2	235	0	0	0	0	0	0	5	0	0
5:30 PM	0	0	0	0	0	3	225	0	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	1	172	0	0	0	0	0	0	2	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**7**	**395**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**
PHF	**0.00**				**0.85**				**0.00**				**0.54**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**28.6%**	**6.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**10**	**1133**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**
PHF	**0.00**				**0.93**				**0.00**				**0.63**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**10.0%**	**0.0%**	**0.0%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 3
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Pike Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	2	6	0	0	0	0	0	0	1	0	0

	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	0
4:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**2**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.00**				**0.66**				**0.00**				**0.00**			

PM PEAK HOUR 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
PHF	**0.00**				**0.66**				**0.00**				**0.25**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 3
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Pike Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	2	0	0	0	2	0	1	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	2	0	4	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	7	0	8	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	5	0	2	0	1	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	2	0	3	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR[1] 7:30 AM to 8:30 AM	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	3	0	2	0	4	0	2	0	0	0	0	0	0	0	5

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Eastbound				Pike Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	4	0	0	0	8	0	9	0	0	0	0	0	0	0	3

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 4
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Tockwotton Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	2	117	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	1	165	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	3	181	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM	0	1	178	0	0	0	0	0	0	4	0	0	0	0	0	0
8:00 AM	0	8	226	0	0	0	0	0	0	2	0	0	0	0	0	0
8:15 AM	0	4	228	0	0	0	0	0	0	2	0	0	0	0	0	0
8:30 AM	0	4	179	0	0	0	0	0	0	2	0	0	0	0	0	0
8:45 AM	0	3	174	0	0	0	0	0	0	3	0	0	0	0	0	0

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	150	0	0	0	0	0	0	1	0	0	0	0	0	0
4:15 PM	0	2	109	0	0	0	0	0	0	3	0	0	0	0	0	0
4:30 PM	0	4	106	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	92	0	0	0	0	0	0	2	0	0	0	0	0	0
5:00 PM	0	2	117	0	0	0	0	0	0	1	0	0	0	0	0	0
5:15 PM	0	4	106	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	119	0	0	0	0	0	0	5	0	0	0	0	0	0
5:45 PM	0	1	116	0	0	0	0	0	0	1	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**16**	**813**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.89**				**0.00**				**0.56**				**0.00**			
HV %	**0.0%**	**0.0%**	**3.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**55.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 5:00 PM to 6:00 PM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**7**	**458**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.98**				**0.00**				**0.40**				**0.00**			
HV %	**0.0%**	**14.3%**	**4.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 4
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Tockwotton Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0
8:00 AM	0	0	10	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	11	0	0	0	0	0	0	2	0	0	0	0	0	0

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.75**				**0.00**				**0.38**				**0.00**			

PM PEAK HOUR 5:00 PM to 6:00 PM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.71**				**0.00**				**0.00**				**0.00**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 4
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Tockwotton Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR[1] 7:30 AM to 8:30 AM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR[1] 5:00 PM to 6:00 PM	South Main Street Northbound				South Main Street Southbound				Tockwotton Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	7	0	0	0	0	0	0	0	4	0	0	0	0

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 5
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Wickenden Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	2	25	3	0	0	49	25	0	3	42	0
7:15 AM	0	0	0	0	0	10	24	3	0	0	78	27	0	0	69	0
7:30 AM	0	0	0	0	0	5	37	6	0	0	108	53	0	1	90	0
7:45 AM	0	0	0	0	0	8	40	7	0	0	169	70	0	1	120	0
8:00 AM	0	0	0	0	0	6	52	12	0	0	147	57	0	0	131	0
8:15 AM	0	0	0	0	0	9	38	10	0	0	161	49	0	1	123	0
8:30 AM	0	0	0	0	0	7	31	5	0	0	162	38	0	2	107	0
8:45 AM	0	0	0	0	0	6	41	12	0	0	140	51	0	2	108	0

	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	18	161	15	0	0	154	128	0	3	147	0
4:15 PM	0	0	0	0	0	10	166	15	0	0	162	140	0	0	122	0
4:30 PM	0	0	0	0	0	13	139	23	0	0	164	142	0	3	92	0
4:45 PM	0	0	0	0	0	8	129	21	0	0	149	121	0	3	91	0
5:00 PM	0	0	0	0	0	7	138	26	0	0	118	132	0	4	106	0
5:15 PM	0	0	0	0	0	13	120	20	0	0	148	118	0	2	94	0
5:30 PM	0	0	0	0	0	5	116	25	0	0	133	108	0	0	88	0
5:45 PM	0	0	0	0	0	6	105	16	0	0	145	60	0	5	87	0

AM PEAK HOUR 7:45 AM to 8:45 AM	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**30**	**161**	**34**	**0**	**0**	**639**	**214**	**0**	**4**	**481**	**0**
PHF	**0.00**				**0.80**				**0.89**				**0.93**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**6.7%**	**6.8%**	**0.0%**	**0.0%**	**0.0%**	**2.5%**	**6.5%**	**0.0%**	**0.0%**	**4.2%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**49**	**595**	**74**	**0**	**0**	**629**	**531**	**0**	**9**	**452**	**0**
PHF	**0.00**				**0.93**				**0.95**				**0.77**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.8%**	**1.4%**	**0.0%**	**0.0%**	**2.1%**	**2.4%**	**0.0%**	**11.1%**	**3.1%**	**0.0%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 5
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Wickenden Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	2	0	0	0	4	3	0	0	3	0
7:15 AM	0	0	0	0	0	1	2	0	0	0	7	6	0	0	3	0
7:30 AM	0	0	0	0	0	1	4	1	0	0	7	2	0	0	4	0
7:45 AM	0	0	0	0	0	0	4	0	0	0	3	5	0	0	7	0
8:00 AM	0	0	0	0	0	0	2	0	0	0	5	3	0	0	3	0
8:15 AM	0	0	0	0	0	0	2	0	0	0	3	5	0	0	5	0
8:30 AM	0	0	0	0	0	2	3	0	0	0	5	1	0	0	5	0
8:45 AM	0	0	0	0	0	0	3	0	0	0	8	5	0	0	4	0

	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	4	0	0	0	4	4	0	1	4	0
4:15 PM	0	0	0	0	0	0	1	1	0	0	4	6	0	0	3	0
4:30 PM	0	0	0	0	0	0	3	0	0	0	3	1	0	0	5	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	2	2	0	0	2	0
5:00 PM	0	0	0	0	0	0	2	0	0	0	3	0	0	0	2	0
5:15 PM	0	0	0	0	0	0	2	0	0	0	2	2	0	0	1	0
5:30 PM	0	0	0	0	0	0	3	0	0	0	3	1	0	0	1	0
5:45 PM	0	0	0	0	0	0	4	1	0	0	4	1	0	0	4	0

AM PEAK HOUR 7:15 AM to 8:15 AM	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**2**	**12**	**1**	**0**	**0**	**22**	**16**	**0**	**0**	**17**	**0**
PHF	**0.00**				**0.63**				**0.73**				**0.61**			

PM PEAK HOUR 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**13**	**13**	**0**	**1**	**14**	**0**
PHF	**0.00**				**0.75**				**0.65**				**0.75**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 5
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Wickenden Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	1	0	0	0	0	0	4	0	0	0	1	0	3	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	1	6	0	3	0	0
7:30 AM	0	0	0	1	0	0	0	2	1	2	0	3	0	2	1	0
7:45 AM	0	0	0	0	0	1	1	5	0	1	0	5	0	0	1	0
8:00 AM	0	2	0	0	0	2	0	6	0	0	0	6	0	1	1	1
8:15 AM	0	0	1	0	0	0	0	6	0	0	0	4	0	2	0	0
8:30 AM	0	2	0	0	1	0	0	7	0	0	0	4	0	3	1	1
8:45 AM	1	0	0	0	0	0	0	5	0	1	0	3	0	1	0	1

	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	1	0	0	1	0	12	0	2	0	7	0	0	0	0
4:15 PM	1	1	0	0	0	2	0	8	0	1	0	11	0	0	0	1
4:30 PM	0	0	1	0	1	3	0	9	0	3	0	11	1	0	0	5
4:45 PM	0	0	0	0	0	0	0	16	0	1	1	10	0	1	0	1
5:00 PM	0	0	0	0	1	3	0	7	0	0	2	15	0	0	0	2
5:15 PM	1	0	0	0	2	5	0	11	0	1	1	0	0	2	1	3
5:30 PM	0	0	0	0	3	2	0	9	0	0	0	7	0	0	0	2
5:45 PM	1	0	1	0	2	1	0	2	0	1	0	12	0	2	3	2

AM PEAK HOUR[1] 7:45 AM to 8:45 AM	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	4	1	0	1	3	1	24	0	1	0	19	0	6	3	2

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	1	1	2	0	1	6	0	45	0	7	1	39	1	1	0	7

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 6
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Wickenden Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	21	79	13	0	0	0	0	0	17	30	0	0	0	25	5
7:15 AM	0	32	117	15	0	0	0	0	0	26	66	0	0	0	40	14
7:30 AM	0	41	115	21	0	0	0	0	0	33	79	0	0	0	47	12
7:45 AM	0	47	101	24	0	0	0	0	0	53	123	0	0	0	74	23
8:00 AM	0	68	128	42	0	0	0	0	0	58	95	0	0	0	62	28
8:15 AM	0	66	129	35	0	0	0	0	0	66	102	0	0	0	56	15
8:30 AM	0	49	108	28	0	0	0	0	0	56	111	0	0	0	57	14
8:45 AM	0	60	96	29	0	0	0	0	0	47	102	0	0	0	54	25

	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	46	92	18	0	0	0	0	0	40	129	0	0	0	104	37
4:15 PM	0	33	67	15	0	0	0	0	0	42	128	0	0	0	85	24
4:30 PM	0	17	68	18	0	0	0	0	0	47	130	0	0	0	78	28
4:45 PM	0	23	60	11	0	0	0	0	0	41	115	0	0	0	71	37
5:00 PM	0	22	81	15	0	0	0	0	0	39	86	0	0	0	87	37
5:15 PM	0	18	73	14	0	0	0	0	0	50	116	0	0	0	79	20
5:30 PM	0	20	79	23	0	0	0	0	0	41	96	0	0	0	68	32
5:45 PM	0	22	78	16	0	0	0	0	0	51	97	0	0	0	67	29

AM PEAK HOUR 7:45 AM to 8:45 AM	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**230**	**466**	**129**	**0**	**0**	**0**	**0**	**0**	**233**	**431**	**0**	**0**	**0**	**249**	**80**
PHF	**0.87**				**0.00**				**0.94**				**0.85**			
HV %	**0.0%**	**3.0%**	**3.6%**	**3.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.4%**	**3.5%**	**0.0%**	**0.0%**	**0.0%**	**5.2%**	**5.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**119**	**287**	**62**	**0**	**0**	**0**	**0**	**0**	**170**	**502**	**0**	**0**	**0**	**338**	**126**
PHF	**0.75**				**0.00**				**0.95**				**0.82**			
HV %	**0.0%**	**1.7%**	**2.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.2%**	**2.4%**	**0.0%**	**0.0%**	**0.0%**	**4.1%**	**1.6%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 6
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Wickenden Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	2	0	0	0	0	0	0	1	3	0	0	0	2	1
7:15 AM	0	1	4	0	0	0	0	0	0	2	6	0	0	0	2	1
7:30 AM	0	2	4	0	0	0	0	0	0	1	8	0	0	0	5	1
7:45 AM	0	3	1	0	0	0	0	0	0	0	2	0	0	0	4	1
8:00 AM	0	0	6	4	0	0	0	0	0	1	4	0	0	0	2	2
8:15 AM	0	2	4	1	0	0	0	0	0	0	2	0	0	0	4	1
8:30 AM	0	2	6	0	0	0	0	0	0	0	7	0	0	0	3	0
8:45 AM	0	1	9	2	0	0	0	0	0	1	7	0	0	0	3	1

	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	2	3	0	0	0	0	0	0	0	4	0	0	0	3	1
4:15 PM	0	0	1	0	0	0	0	0	0	2	2	0	0	0	3	0
4:30 PM	0	0	2	0	0	0	0	0	0	0	3	0	0	0	6	1
4:45 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	2	0
5:00 PM	0	0	7	0	0	0	0	0	0	0	2	0	0	0	2	0
5:15 PM	0	0	3	0	0	0	0	0	0	0	3	0	0	0	2	0
5:30 PM	0	0	5	1	0	0	0	0	0	1	2	0	0	0	2	1
5:45 PM	0	0	4	0	0	0	0	0	0	1	3	0	0	0	6	0

AM PEAK HOUR 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**5**	**25**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**20**	**0**	**0**	**0**	**12**	**4**
PHF	**0.77**				**0.00**				**0.69**				**0.80**			

PM PEAK HOUR 5:00 PM to 6:00 PM	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**0**	**0**	**0**	**12**	**1**
PHF	**0.71**				**0.00**				**0.75**				**0.54**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 6
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Wickenden Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	1	0	0	0	6	0	0	0	0	0	1	0	0
7:15 AM	1	0	0	3	0	0	0	3	0	0	0	2	0	2	2	0
7:30 AM	2	1	0	2	0	0	0	4	0	1	0	1	0	1	0	1
7:45 AM	0	4	0	1	0	0	0	7	0	1	0	1	0	1	0	0
8:00 AM	1	0	0	1	0	0	0	7	0	0	0	2	0	0	0	1
8:15 AM	1	0	0	2	1	0	0	3	0	1	0	1	0	1	1	0
8:30 AM	0	0	0	1	0	0	0	7	0	1	0	1	0	4	1	0
8:45 AM	0	1	1	0	0	0	0	7	0	1	0	1	0	1	2	1

	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	5	0	0	0	16	0	3	0	4	0	0	1	0
4:15 PM	0	0	0	2	0	0	0	7	0	1	0	1	0	0	0	0
4:30 PM	0	1	0	4	0	0	0	12	0	5	0	4	0	0	1	0
4:45 PM	0	0	0	16	0	0	0	15	0	1	0	14	0	1	0	0
5:00 PM	0	0	0	3	0	0	0	10	0	0	0	4	0	0	0	0
5:15 PM	0	1	0	1	0	0	0	16	0	2	0	1	0	3	0	0
5:30 PM	0	0	0	2	0	0	0	8	0	3	0	2	0	1	0	0
5:45 PM	2	0	0	3	0	0	0	15	1	5	0	2	0	3	2	1

AM PEAK HOUR[1] 7:45 AM to 8:45 AM	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	2	4	0	5	1	0	0	24	0	3	0	5	0	6	2	1

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	South Main Street Northbound				South Main Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	27	0	0	0	50	0	10	0	23	0	1	2	0

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 7
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Dollar Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	3	26	0	0	0	0	0	0	4	0	0
7:15 AM	0	0	0	0	0	0	37	0	0	0	0	0	0	2	0	0
7:30 AM	0	0	0	0	0	0	38	0	0	0	0	0	0	8	0	0
7:45 AM	0	0	0	0	0	1	50	0	0	0	0	0	0	11	0	0
8:00 AM	0	0	0	0	0	1	57	0	0	0	0	0	0	14	0	0
8:15 AM	0	0	0	0	0	3	47	0	0	0	0	0	0	8	0	0
8:30 AM	0	0	0	0	0	2	39	0	0	0	0	0	0	4	0	0
8:45 AM	0	0	0	0	0	1	52	0	0	0	0	0	0	11	0	0

	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	5	177	0	0	0	0	0	0	18	0	0
4:15 PM	0	0	0	0	0	8	172	0	0	0	0	0	0	15	0	0
4:30 PM	0	0	0	0	0	2	157	0	0	0	0	0	0	18	0	0
4:45 PM	0	0	0	0	0	3	148	0	0	0	0	0	0	12	0	0
5:00 PM	0	0	0	0	0	3	150	0	0	0	0	0	0	18	0	0
5:15 PM	0	0	0	0	0	7	140	0	0	0	0	0	0	11	0	0
5:30 PM	0	0	0	0	0	2	132	0	0	0	0	0	0	19	0	0
5:45 PM	0	0	0	0	0	3	109	0	0	0	0	0	0	18	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**7**	**195**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**0**
PHF	**0.00**				**0.87**				**0.00**				**0.66**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**2.7%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**18**	**654**	**0**	**0**	**0**	**0**	**0**	**0**	**63**	**0**	**0**
PHF	**0.00**				**0.92**				**0.00**				**0.88**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.6%**	**0.0%**	**0.0%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 7
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Dollar Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0
8:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0

	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**
PHF	**0.00**				**0.75**				**0.00**				**0.50**			

PM PEAK HOUR 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
PHF	**0.00**				**0.92**				**0.00**				**0.25**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 7
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	Dollar Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
7:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	2	0	2	0	2	0	0	0	0	0	0	1	0
8:00 AM	0	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	1	0	0	1	0	0	0	0	0	0	1	1
8:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	4	0	4	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	2	0	4	0	3	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	7	0	4	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	2	1	2	0	1	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	3	1	4	0	6	0	0	0	0	0	0	0	0

AM PEAK HOUR[1] 8:00 AM to 9:00 AM	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	3	0	2	1	2	0	3	0	0	0	0	0	0	2	2

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Eastbound				Dollar Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	4	1	9	0	9	0	0	0	0	0	0	0	1

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 8
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Dollar Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Dollar Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	4	98	0	0	0	0	0	0	3	0	0	0	0	0	0
7:15 AM	0	2	151	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	8	156	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	11	150	0	0	0	0	0	0	1	0	0	0	0	0	0
8:00 AM	0	14	192	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM	0	8	192	0	0	0	0	0	0	2	0	0	0	0	0	0
8:30 AM	0	4	174	0	0	0	0	0	0	3	0	0	0	0	0	0
8:45 AM	0	11	153	0	0	0	0	0	0	1	0	0	0	0	0	0

	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Dollar Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	19	155	0	0	0	0	0	0	3	0	0	0	0	0	0
4:15 PM	0	14	123	0	0	0	0	0	0	10	0	0	0	0	0	0
4:30 PM	0	18	125	0	0	0	0	0	0	2	0	0	0	0	0	0
4:45 PM	0	12	129	0	0	0	0	0	0	3	0	0	0	0	0	0
5:00 PM	0	18	134	0	0	0	0	0	0	2	0	0	0	0	0	0
5:15 PM	0	11	124	0	0	0	0	0	0	8	0	0	0	0	0	0
5:30 PM	0	19	139	0	0	0	0	0	0	2	0	0	0	0	0	0
5:45 PM	0	18	143	0	0	0	0	0	0	3	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Dollar Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**37**	**711**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.91**				**0.00**				**0.58**				**0.00**			
HV %	**0.0%**	**2.7%**	**3.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 5:00 PM to 6:00 PM	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Dollar Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**66**	**540**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.94**				**0.00**				**0.47**				**0.00**			
HV %	**0.0%**	**3.0%**	**3.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 8
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Dollar Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Dollar Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0

	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Dollar Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Dollar Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.73**				**0.00**				**0.00**				**0.00**			

PM PEAK HOUR 5:00 PM to 6:00 PM	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Dollar Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**2**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.83**				**0.00**				**0.00**				**0.00**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 8
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	Dollar Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0
7:45 AM	1	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0
8:15 AM	1	0	0	0	0	1	0	0	0	0	1	4	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	1	0	0	8	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0

	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:30 PM	0	2	0	0	0	0	0	2	0	0	0	4	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	2	0	0	0	5	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:45 PM	0	1	0	2	0	0	0	0	1	0	0	7	0	0	0	0

AM PEAK HOUR[1] 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	2	3	0	0	0	1	0	1	1	0	1	17	0	0	0	0

PM PEAK HOUR[1] 5:00 PM to 6:00 PM	South Main Street Northbound				South Main Street Southbound				Dollar Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	2	0	0	0	2	1	0	0	24	0	0	0	0

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 9
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	James Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	4	25	0	0	0	0	0	0	5	0	0
7:15 AM	0	0	0	0	0	5	33	0	0	0	0	0	0	6	0	0
7:30 AM	0	0	0	0	0	1	32	0	0	0	0	0	0	7	0	0
7:45 AM	0	0	0	0	0	5	43	0	0	0	0	0	0	8	0	0
8:00 AM	0	0	0	0	0	9	48	0	0	0	0	0	0	13	0	0
8:15 AM	0	0	0	0	0	6	42	0	0	0	0	0	0	12	0	0
8:30 AM	0	0	0	0	0	11	38	0	0	0	0	0	0	6	0	0
8:45 AM	0	0	0	0	0	6	45	0	0	0	0	0	0	10	0	0

	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	7	168	0	0	0	0	0	0	14	0	0
4:15 PM	0	0	0	0	0	14	157	0	0	0	0	0	0	15	0	0
4:30 PM	0	0	0	0	0	7	133	0	0	0	0	0	0	22	0	0
4:45 PM	0	0	0	0	0	7	129	0	0	0	0	0	0	23	0	0
5:00 PM	0	0	0	0	0	6	133	0	0	0	0	0	0	22	0	0
5:15 PM	0	0	0	0	0	5	134	0	0	0	0	0	0	11	0	0
5:30 PM	0	0	0	0	0	14	134	0	0	0	0	0	0	10	0	0
5:45 PM	0	0	0	0	0	12	89	0	0	0	0	0	0	20	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**32**	**173**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**0**
PHF	**0.00**				**0.90**				**0.00**				**0.79**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**6.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**35**	**587**	**0**	**0**	**0**	**0**	**0**	**0**	**74**	**0**	**0**
PHF	**0.00**				**0.89**				**0.00**				**0.80**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**2.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.4%**	**0.0%**	**0.0%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 9
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	James Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0

	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
PHF	**0.00**				**0.92**				**0.00**				**0.25**			

PM PEAK HOUR 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
PHF	**0.00**				**0.75**				**0.00**				**0.25**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 9
Location:	Providence, RI
Street 1:	South Water Street
Street 2:	James Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	8	0	1	0	4	0	0	0	0	0	0	0	6
8:00 AM	0	2	0	6	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	8	0	0	0	6	0	0	0	0	0	0	0	3
8:30 AM	0	3	0	1	0	1	0	3	0	0	0	0	1	0	0	3
8:45 AM	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	5

	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	11	0	1	0	4	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	6	0	2	0	9	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	10	0	2	0	7	0	0	0	0	0	0	0	7
4:45 PM	0	0	0	12	0	3	0	10	0	0	0	0	0	0	0	11
5:00 PM	0	0	0	10	0	4	0	7	0	0	0	0	0	0	0	6
5:15 PM	0	0	0	14	0	4	0	8	0	0	0	0	0	0	0	8
5:30 PM	0	0	0	10	0	6	0	9	0	0	0	0	0	0	0	7
5:45 PM	0	0	0	11	0	2	0	9	0	0	0	0	0	0	0	6

AM PEAK HOUR[1] 8:00 AM to 9:00 AM	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	5	0	20	0	1	0	15	0	0	0	0	1	0	0	12

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	South Water Street Northbound				South Water Street Southbound				Eastbound				James Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	39	0	8	0	30	0	0	0	0	0	0	0	29

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 10
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	James Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	99	2	0	0	0	0	0	3	1	0	0	0	4	1
7:15 AM	0	2	150	0	0	0	0	0	0	2	5	0	0	0	3	1
7:30 AM	0	1	157	1	0	0	0	0	0	0	1	0	0	0	7	1
7:45 AM	0	2	150	0	0	0	0	0	0	3	1	0	0	0	5	5
8:00 AM	0	5	194	0	0	0	0	0	0	4	2	0	0	0	9	2
8:15 AM	0	8	187	0	0	0	0	0	0	3	3	0	0	0	4	3
8:30 AM	0	4	173	1	0	0	0	0	0	5	5	0	0	0	2	3
8:45 AM	0	3	151	0	0	0	0	0	0	5	0	0	0	0	7	2

	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	160	1	0	0	0	0	0	5	1	0	0	0	11	2
4:15 PM	0	3	137	1	0	0	0	0	0	9	6	0	0	0	12	3
4:30 PM	0	10	126	0	0	0	0	0	0	4	3	0	0	0	12	2
4:45 PM	0	10	134	0	0	0	0	0	0	5	2	0	0	0	13	0
5:00 PM	0	6	143	1	0	0	0	0	0	5	1	0	0	0	16	4
5:15 PM	0	4	135	2	0	0	0	0	0	3	2	0	0	0	7	4
5:30 PM	0	5	146	1	0	0	0	0	0	9	5	0	0	0	5	2
5:45 PM	0	5	147	0	0	0	0	0	0	8	5	0	0	0	15	4

AM PEAK HOUR 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**20**	**705**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**10**	**0**	**0**	**0**	**22**	**10**
PHF	**0.91**				**0.00**				**0.68**				**0.73**			
HV %	**0.0%**	**0.0%**	**4.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**5.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**10.0%**

PM PEAK HOUR 5:00 PM to 6:00 PM	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**20**	**571**	**4**	**0**	**0**	**0**	**0**	**0**	**25**	**13**	**0**	**0**	**0**	**43**	**14**
PHF	**0.98**				**0.00**				**0.68**				**0.71**			
HV %	**0.0%**	**0.0%**	**3.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 10
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	James Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	6	0	0	0	0	0	0	1	1	0	0	0	0	0
7:30 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0

	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
PHF	**0.66**				**0.00**				**0.25**				**0.25**			

PM PEAK HOUR 5:00 PM to 6:00 PM	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.75**				**0.00**				**0.00**				**0.00**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 10
Location:	Providence, RI
Street 1:	South Main Street
Street 2:	James Street
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	1	0	2	0	0	0	4	0	0	0	0	0	0	0	1
7:15 AM	0	3	0	1	0	0	0	0	0	1	0	3	0	0	0	4
7:30 AM	0	1	0	1	0	0	0	1	1	1	0	3	0	0	1	3
7:45 AM	0	4	0	6	0	0	0	0	0	0	0	10	0	0	0	2
8:00 AM	0	2	0	4	0	0	0	2	0	0	0	6	0	0	0	2
8:15 AM	0	1	0	9	0	1	0	1	0	0	0	7	0	0	0	10
8:30 AM	1	2	0	6	0	0	0	0	0	0	0	15	0	0	0	1
8:45 AM	0	2	0	3	0	0	0	1	0	0	0	4	0	1	0	5

	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	1	0	3	0	0	0	2	0	0	0	9	0	0	0	4
4:15 PM	0	0	0	9	0	0	0	6	0	0	0	3	0	0	0	2
4:30 PM	0	1	0	10	0	0	0	6	1	0	0	28	0	0	0	3
4:45 PM	0	0	0	10	0	0	0	3	0	0	0	17	0	0	1	5
5:00 PM	0	0	0	11	0	0	0	1	0	0	0	15	0	0	1	3
5:15 PM	0	0	0	6	0	0	0	3	0	1	0	8	0	0	1	3
5:30 PM	0	0	0	12	0	0	0	3	0	0	0	22	0	0	0	2
5:45 PM	0	2	0	8	0	0	0	2	0	0	0	4	0	0	0	6

AM PEAK HOUR[1] 8:00 AM to 9:00 AM	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	1	7	0	22	0	1	0	4	0	0	0	32	0	1	0	18

PM PEAK HOUR[1] 5:00 PM to 6:00 PM	South Main Street Northbound				South Main Street Southbound				James Street Eastbound				James Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	37	0	0	0	9	0	1	0	49	0	0	2	14

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 11
Location:	Providence, RI
Street 1:	Alves Way and Traverse Street
Street 2:	Bessie Way
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	1	0	4	0	0	0	1	1	1	0	0	0	2
7:15 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	2
7:30 AM	0	0	0	0	0	3	2	0	0	1	2	4	0	0	0	3
7:45 AM	0	0	2	0	0	5	1	0	0	0	4	1	0	1	0	5
8:00 AM	0	0	3	1	0	6	1	0	0	1	5	2	0	0	0	11
8:15 AM	0	0	1	0	0	4	1	0	0	0	3	1	0	1	0	2
8:30 AM	0	0	1	1	0	6	0	0	0	0	5	3	0	0	0	5
8:45 AM	0	0	4	0	0	3	7	0	0	1	6	3	0	0	0	6

	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	2	0	0	2	3	0	0	5	1	1	0	1	0	5
4:15 PM	0	0	3	0	0	2	2	0	0	0	0	2	0	1	0	4
4:30 PM	0	0	3	0	1	8	3	0	0	4	3	0	0	0	0	4
4:45 PM	0	0	1	0	0	3	2	0	0	2	1	1	0	0	0	1
5:00 PM	0	0	3	1	1	3	0	0	0	2	1	3	0	0	0	4
5:15 PM	0	0	1	1	0	0	2	0	0	0	2	3	0	0	0	4
5:30 PM	0	0	3	1	0	1	0	0	0	1	3	0	0	0	0	3
5:45 PM	0	0	4	0	0	2	2	0	0	0	3	0	0	0	0	4

AM PEAK HOUR 8:00 AM to 9:00 AM	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**9**	**2**	**0**	**19**	**9**	**0**	**0**	**2**	**19**	**9**	**0**	**1**	**0**	**24**
PHF	**0.69**				**0.70**				**0.75**				**0.57**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**55.6%**	**0.0%**	**0.0%**	**50.0%**	**5.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.2%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**9**	**0**	**1**	**15**	**10**	**0**	**0**	**11**	**5**	**4**	**0**	**2**	**0**	**14**
PHF	**0.75**				**0.54**				**0.71**				**0.67**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 11
Location:	Providence, RI
Street 1:	Alves Way and Traverse Street
Street 2:	Bessie Way
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0

	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**
PHF	**0.00**				**0.25**				**0.50**				**0.25**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.00**				**0.00**				**0.00**				**0.00**			

Client:	Katherine O'Shea, EIT
Project #:	915_006_FO
BTD #:	Location 11
Location:	Providence, RI
Street 1:	Alves Way and Traverse Street
Street 2:	Bessie Way
Count Date:	5/17/2022
Day of Week:	Tuesday
Weather:	Clouds & Sun, 70°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	4
7:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	4
8:00 AM	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	8
8:15 AM	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	4
8:30 AM	0	1	0	2	0	0	0	1	0	0	0	3	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1

	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	1	0	0	0	0	0	1	1	4	0	0	0	1
4:45 PM	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3
5:15 PM	0	1	0	2	0	1	0	0	0	0	0	1	0	0	0	3
5:30 PM	0	0	0	3	0	0	0	1	0	1	0	2	0	0	0	3
5:45 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	2

AM PEAK HOUR[1] 8:00 AM to 9:00 AM	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	4	0	0	0	5	0	0	0	7	0	0	0	15

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	Traverse Street Northbound				Traverse Street Southbound				Alves Way Eastbound				Alves Way Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	6	0	1	0	3	0	1	1	4	0	0	0	8

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea
Project #:	948_001_FO
BTD #:	Location 1
Location:	Providence, RI
Street 1:	Benefit Street
Street 2:	Wickenden Street
Count Date:	6/1/2022
Day of Week:	Wednesday
Weather:	Cloudy, 60°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	0	0	0	0	4	5	0	9	39	13	0	1	36	0
7:15 AM	0	2	1	1	0	3	4	2	0	19	43	10	0	1	41	1
7:30 AM	0	0	0	0	0	1	3	5	0	33	67	15	0	0	68	3
7:45 AM	0	2	0	0	0	2	2	18	0	43	99	7	0	0	70	4
8:00 AM	0	2	0	0	0	5	0	12	1	51	110	9	0	0	83	7
8:15 AM	0	1	0	1	0	4	0	14	1	47	100	6	0	1	77	5
8:30 AM	0	3	1	0	0	3	1	12	0	33	102	16	1	0	65	3
8:45 AM	0	3	0	1	0	6	0	12	0	34	97	8	0	1	61	6

	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	1	1	0	3	1	24	0	26	109	6	0	0	95	2
4:15 PM	0	2	3	1	0	1	1	23	0	40	132	8	0	2	97	2
4:30 PM	0	3	0	0	0	5	1	11	0	35	99	7	0	0	96	6
4:45 PM	0	2	2	0	0	2	2	24	1	30	103	3	0	0	90	10
5:00 PM	0	7	1	0	0	7	2	17	0	22	102	9	0	0	104	5
5:15 PM	0	4	1	0	0	3	0	15	0	31	104	5	0	0	89	5
5:30 PM	0	4	1	0	0	8	2	15	0	28	95	11	0	3	84	4
5:45 PM	0	2	2	2	0	6	2	13	1	27	86	9	0	1	67	6

AM PEAK HOUR 7:45 AM to 8:45 AM	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**8**	**1**	**1**	**0**	**14**	**3**	**56**	**2**	**174**	**411**	**38**	**1**	**1**	**295**	**19**
PHF	**0.63**				**0.83**				**0.91**				**0.88**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**7.1%**	**0.0%**	**5.4%**	**0.0%**	**2.3%**	**8.0%**	**0.0%**	**0.0%**	**0.0%**	**3.7%**	**5.3%**

PM PEAK HOUR 4:15 PM to 5:15 PM	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**14**	**6**	**1**	**0**	**15**	**6**	**75**	**1**	**127**	**436**	**27**	**0**	**2**	**387**	**23**
PHF	**0.66**				**0.86**				**0.82**				**0.94**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**2.4%**	**2.3%**	**0.0%**	**0.0%**	**0.0%**	**3.9%**	**4.3%**

Client:	Katherine O'Shea
Project #:	948_001_FO
BTD #:	Location 1
Location:	Providence, RI
Street 1:	Benefit Street
Street 2:	Wickenden Street
Count Date:	6/1/2022
Day of Week:	Wednesday
Weather:	Cloudy, 60°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0
7:45 AM	0	0	0	0	0	0	0	3	0	1	8	0	0	0	3	0
8:00 AM	0	0	0	0	0	1	0	0	0	2	8	0	0	0	3	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	9	0	0	0	2	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0
8:45 AM	0	0	0	0	0	1	0	2	0	0	9	0	0	0	5	0

	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	1	1	0	0	2	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	5	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	6	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0
5:30 PM	0	0	0	0	0	1	0	0	0	2	1	0	0	0	4	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**3**	**34**	**0**	**0**	**0**	**13**	**1**
PHF	**0.00**				**0.33**				**0.93**				**0.70**			

PM PEAK HOUR 4:15 PM to 5:15 PM	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**	**0**	**0**	**0**	**15**	**1**
PHF	**0.00**				**0.00**				**0.81**				**0.67**			

Client:	Katherine O'Shea
Project #:	948_001_FO
BTD #:	Location 1
Location:	Providence, RI
Street 1:	Benefit Street
Street 2:	Wickenden Street
Count Date:	6/1/2022
Day of Week:	Wednesday
Weather:	Cloudy, 60°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	4	0	0	1	0	0	2	0	2
7:30 AM	0	0	0	1	0	0	0	11	0	0	0	1	0	2	0	3
7:45 AM	0	0	0	0	0	0	0	8	0	0	0	0	0	2	0	0
8:00 AM	0	0	0	2	0	0	0	8	0	0	0	1	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	8	0	1	0	0	0	2	1	0
8:30 AM	0	0	0	3	0	1	1	11	0	1	0	0	0	3	0	2
8:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0

	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	8	0	3	0	0	0	1	0	1
4:15 PM	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	22	1	3	0	0	0	0	0	11
4:45 PM	0	0	0	2	0	0	0	16	0	3	0	0	0	1	0	4
5:00 PM	0	0	0	2	1	0	0	15	0	3	0	0	0	2	0	4
5:15 PM	0	0	0	2	0	0	0	16	0	1	1	0	0	2	0	5
5:30 PM	0	0	0	2	0	0	0	13	0	1	0	3	0	2	0	2
5:45 PM	0	0	0	2	0	0	0	8	0	2	1	1	0	1	0	9

AM PEAK HOUR[1] 7:45 AM to 8:45 AM	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	5	0	1	1	35	0	2	0	1	0	8	1	2

PM PEAK HOUR[1] 4:15 PM to 5:15 PM	Benefit Street Northbound				Benefit Street Southbound				Wickenden Street Eastbound				Wickenden Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	5	1	0	0	63	1	9	0	0	0	3	0	19

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Client:	Katherine O'Shea
Project #:	948_001_FO
BTD #:	Location 2
Location:	Providence, RI
Street 1:	Dyer Street/Memorial Blvd
Street 2:	S. Water Street/Custom House Street
Count Date:	6/1/2022
Day of Week:	Wednesday
Weather:	Cloudy, 60°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	1	0	34	3	0	18	62	0	0	1	6	2	0	0	0	0
7:15 AM	0	0	39	6	0	26	79	0	0	0	3	1	0	0	0	0
7:30 AM	1	0	53	1	0	39	102	0	0	0	4	3	0	0	0	0
7:45 AM	0	0	70	6	0	47	148	0	0	0	5	8	0	0	0	0
8:00 AM	5	0	79	9	0	47	141	0	0	1	5	9	0	0	0	0
8:15 AM	5	0	61	2	0	66	205	0	0	3	5	5	0	0	0	0
8:30 AM	3	0	73	5	0	56	167	0	0	0	4	6	0	0	0	0
8:45 AM	4	0	60	4	1	42	193	0	0	1	3	7	0	0	0	0

	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	172	30	0	75	82	0	0	9	16	3	0	0	0	0
4:15 PM	2	0	188	21	0	90	106	0	0	5	8	3	0	0	0	0
4:30 PM	0	0	164	29	0	73	102	0	0	6	8	8	0	0	0	0
4:45 PM	2	0	164	17	0	84	110	0	0	2	9	7	0	0	0	0
5:00 PM	0	0	153	20	0	90	99	0	0	9	12	3	0	0	0	0
5:15 PM	1	0	147	19	0	90	102	0	0	8	11	7	0	0	0	0
5:30 PM	0	0	102	10	0	93	92	0	0	1	14	3	0	0	0	0
5:45 PM	2	0	73	16	0	72	71	0	0	0	5	2	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	17	**0**	**273**	**20**	**1**	**211**	**706**	**0**	**0**	**5**	**17**	**27**	**0**	**0**	**0**	**0**
PHF	**0.83**				**0.85**				**0.82**				**0.00**			
HV %	**5.9%**	**0.0%**	**7.3%**	**5.0%**	**0.0%**	**6.6%**	**2.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**11.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	4	**0**	**688**	**97**	**0**	**322**	**400**	**0**	**0**	**22**	**41**	**21**	**0**	**0**	**0**	**0**
PHF	**0.93**				**0.92**				**0.75**				**0.00**			
HV %	**0.0%**	**0.0%**	**2.0%**	**0.0%**	**0.0%**	**3.4%**	**4.0%**	**0.0%**	**0.0%**	**0.0%**	**2.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Katherine O'Shea
Project #:	948_001_FO
BTD #:	Location 2
Location:	Providence, RI
Street 1:	Dyer Street/Memorial Blvd
Street 2:	S. Water Street/Custom House Street
Count Date:	6/1/2022
Day of Week:	Wednesday
Weather:	Cloudy, 60°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

HEAVY VEHICLES

	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	5	2	0	3	4	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	3	1	0	2	5	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	5	0	0	2	3	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	10	1	0	4	5	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	3	1	0	1	4	0	0	0	0	1	0	0	0	0
8:15 AM	0	0	5	0	0	6	2	0	0	0	0	2	0	0	0	0
8:30 AM	1	0	6	0	0	3	4	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	6	0	0	4	5	0	0	0	0	0	0	0	0	0

	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	3	0	0	2	4	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	5	0	0	3	5	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	4	0	0	4	3	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	1	0	2	4	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	4	0	0	4	3	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	0	0	5	4	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	1	1	0	1	4	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:45 AM to 8:45 AM	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	1	**0**	**24**	**2**	**0**	**14**	**15**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**
PHF	**0.61**				**0.81**				**0.38**				**0.00**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**14**	**0**	**0**	**11**	**16**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
PHF	**0.70**				**0.84**				**0.25**				**0.00**			

Client:	Katherine O'Shea
Project #:	948_001_FO
BTD #:	Location 2
Location:	Providence, RI
Street 1:	Dyer Street/Memorial Blvd
Street 2:	S. Water Street/Custom House Street
Count Date:	6/1/2022
Day of Week:	Wednesday
Weather:	Cloudy, 60°F

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

PEDESTRIANS & BICYCLES

	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	0
7:15 AM	0	0	0	6	1	0	0	0	0	0	0	11	0	0	0	3
7:30 AM	0	0	0	15	0	0	0	1	0	0	0	13	0	0	0	2
7:45 AM	0	0	0	13	0	0	0	0	0	0	0	11	0	0	0	2
8:00 AM	0	0	0	14	0	1	0	0	0	0	0	8	0	0	0	4
8:15 AM	0	0	0	13	0	0	0	1	0	1	0	10	0	0	0	3
8:30 AM	0	0	0	21	0	0	0	0	0	0	0	10	0	0	0	7
8:45 AM	0	0	0	13	0	0	0	0	0	2	0	8	0	0	0	4

	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	22	0	0	0	0	0	0	0	4	0	0	0	4
4:15 PM	0	0	0	8	1	0	0	0	0	0	0	11	0	0	0	0
4:30 PM	0	0	0	16	0	0	0	0	0	0	0	13	0	0	0	2
4:45 PM	0	0	0	10	0	0	0	0	0	0	0	5	0	0	0	0
5:00 PM	0	1	0	14	0	0	0	0	0	0	0	17	0	0	0	2
5:15 PM	0	0	1	10	0	0	0	0	0	0	0	13	0	0	0	2
5:30 PM	0	0	0	10	1	0	0	0	0	0	0	9	0	0	1	5
5:45 PM	0	0	0	11	0	0	0	0	0	0	0	11	0	0	0	3

AM PEAK HOUR[1] 8:00 AM to 9:00 AM	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	61	0	1	0	1	0	3	0	36	0	0	0	18

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	Dyer Street Northbound				Memorial Blvd Southbound				Custom House Street Eastbound				S. Water Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	56	1	0	0	0	0	0	0	33	0	0	0	6

[1] *NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.*

Volume Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Thursday, May 19, 2022

Time	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume	
1000	0	83	1	1	0	85	
1015	0	73	1	0	0	74	
1030	0	98	2	2	0	102	
1045	0	77	1	1	0	79	340
1100	0	81	1	0	0	82	
1115	0	83	2	1	0	86	
1130	0	87	0	0	1	88	
1145	0	71	2	4	1	78	334
1200	0	88	1	2	0	91	
1215	0	91	1	4	0	96	
1230	0	95	1	1	0	97	
1245	0	84	2	0	0	86	370
1300	0	77	1	0	0	78	
1315	0	87	1	1	0	89	
1330	0	67	2	1	0	70	
1345	0	100	0	1	1	102	339
1400	0	93	0	2	1	96	
1415	0	91	5	1	0	97	
1430	0	107	1	0	0	108	
1445	0	112	2	0	0	114	415
1500	0	108	2	1	0	111	
1515	0	103	1	2	0	106	
1530	0	131	5	1	0	137	
1545	0	104	2	1	2	109	463
1600	0	107	4	0	0	111	
1615	0	122	2	1	0	125	
1630	0	117	3	3	0	123	
1645	0	113	1	0	0	114	473
1700	0	95	2	0	0	97	
1715	0	112	3	1	1	117	
1730	0	119	4	2	1	126	
1745	0	109	2	1	1	113	453
1800	0	92	3	1	1	97	
1815	0	93	1	1	0	95	
1830	0	100	1	3	1	105	
1845	0	90	3	0	0	93	390
1900	0	75	2	1	0	78	
1915	0	52	0	0	0	52	
1930	0	46	3	0	0	49	
1945	0	54	0	0	0	54	233
2000	0	35	0	0	0	35	
2015	0	53	1	0	0	54	
2030	0	44	0	0	0	44	
2045	0	37	1	0	0	38	171
2100	0	36	1	0	0	37	
2115	0	29	0	0	0	29	
2130	0	33	0	0	0	33	
2145	0	29	2	2	0	33	132
2200	0	25	0	0	0	25	
2215	0	36	0	2	0	38	
2230	0	40	0	1	1	42	
2245	0	34	1	0	0	35	140
2300	0	24	0	0	0	24	
2315	0	25	0	0	1	26	
2330	0	23	1	0	0	24	
2345	0	20	0	1	0	21	95
Total	**0**	**4210**	**78**	**47**	**13**	**4348**	

6880

Volume Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978.745.1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Friday, May 20, 2022

Time	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume	
0000	0	30	0	1	1	32	
0015	0	13	0	0	0	13	
0030	0	12	1	0	0	13	
0045	0	7	0	0	0	7	65
0100	0	8	0	0	0	8	
0115	0	6	0	0	0	6	
0130	0	4	1	0	0	5	
0145	0	5	0	0	0	5	24
0200	0	6	0	0	1	7	
0215	0	3	0	0	0	3	
0230	0	3	0	0	0	3	
0245	0	3	0	1	0	4	17
0300	0	4	0	0	0	4	
0315	0	6	0	0	0	6	
0330	0	3	0	1	0	4	
0345	0	4	0	1	0	5	19
0400	0	4	0	2	0	6	
0415	0	4	0	1	1	6	
0430	0	13	0	0	1	14	
0445	0	18	0	0	1	19	45
0500	0	6	0	2	0	8	
0515	0	20	0	0	0	20	
0530	0	28	1	0	0	29	
0545	0	37	1	0	0	38	95
0600	0	36	1	1	2	40	
0615	0	56	2	2	0	60	
0630	1	82	1	2	0	86	
0645	0	93	4	0	0	97	283
0700	0	92	2	0	1	95	
0715	0	147	1	0	0	148	
0730	0	125	3	1	2	131	
0745	0	160	0	1	0	161	535
0800	0	139	3	0	0	142	
0815	0	165	1	1	0	167	
0830	0	136	2	2	0	140	
0845	0	140	2	2	0	144	593
0900	0	110	3	1	1	115	
0915	0	93	1	1	0	95	
0930	0	82	2	0	1	85	
0945	0	92	2	1	0	95	390
1000	0	72	0	2	0	74	
1015	0	90	2	1	0	93	
1030	0	81	1	2	0	84	
1045	0	87	1	3	1	92	343
1100	0	93	1	0	0	94	
1115	0	108	2	0	0	110	
1130	2	85	0	2	0	89	
1145	0	111	3	0	0	114	407
1200	1	51	1	3	0	56	
1215	1	95	0	2	0	98	
1230	1	102	2	1	0	106	
1245	1	103	2	1	0	107	367
1300	0	85	0	3	0	88	
1315	2	87	2	1	0	92	
1330	0	84	2	0	0	86	
1345	1	118	2	0	0	121	387
1400	0	110	1	3	0	114	
1415	0	126	5	0	0	131	
1430	2	103	0	0	0	105	
1445	2	104	3	1	0	110	460
1500	2	101	0	0	1	104	
1515	1	111	0	2	1	115	
1530	0	103	1	0	0	104	
1545	0	79	3	1	1	84	407
1600	0	84	0	0	0	84	
1615	0	69	2	0	0	71	
1630	0	89	3	1	0	93	
1645	0	101	0	1	2	104	352
1700	0	114	2	1	0	117	
1715	0	111	1	0	0	112	
1730	0	119	3	1	1	124	
1745	0	130	3	2	1	136	489
1800	1	115	1	0	1	118	
1815	0	132	3	2	0	137	
1830	0	178	1	2	1	182	
1845	2	143	3	2	0	150	587
1900	0	92	3	0	0	95	
1915	0	70	1	1	0	72	
1930	1	73	1	0	0	75	
1945	3	70	2	0	0	75	317
2000	0	66	0	0	0	66	
2015	1	64	1	1	0	67	
2030	0	56	0	0	0	56	
2045	0	70	1	0	0	71	260
2100	1	60	1	0	0	62	
2115	0	65	0	0	0	65	
2130	3	38	0	0	0	41	
2145	0	48	2	0	0	50	218
2200	0	44	0	0	0	44	
2215	0	43	0	0	0	43	
2230	0	47	0	0	0	47	
2245	0	33	1	0	0	34	168
2300	0	30	0	0	0	30	
2315	0	36	0	0	0	36	
2330	0	31	0	0	0	31	
2345	0	12	1	0	0	13	110
Total	**29**	**6717**	**104**	**66**	**22**	**6938**	

Volume Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp

BOSTON TRAFFIC DATA
PO BOX 17213, Framingham, MA 01701
Office: 978-745-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Saturday, May 21, 2022

Time	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume	
0000	0	19	0	0	0	19	
0015	0	15	0	0	0	15	
0030	0	10	1	0	0	11	
0045	0	10	0	0	0	10	55
0100	0	11	0	0	0	11	
0115	0	15	0	0	0	15	
0130	0	11	1	0	0	12	
0145	0	7	0	0	0	7	45
0200	0	7	0	0	0	7	
0215	0	4	0	0	0	4	
0230	0	3	0	0	0	3	
0245	0	7	0	0	0	7	21
0300	0	4	0	0	0	4	
0315	0	4	0	0	0	4	
0330	0	5	0	1	0	6	
0345	0	2	0	0	1	3	17
0400	0	4	0	0	0	4	
0415	0	0	0	1	0	1	
0430	0	6	0	1	1	8	
0445	0	4	0	0	1	5	18
0500	0	7	0	0	0	7	
0515	0	6	0	0	0	6	
0530	0	12	0	0	0	12	
0545	0	10	0	1	0	11	36
0600	0	14	0	1	0	15	
0615	0	22	0	1	0	23	
0630	0	29	1	1	0	31	
0645	0	32	0	1	0	33	102
0700	0	21	2	0	0	23	
0715	0	41	0	1	0	42	
0730	0	37	0	2	0	39	
0745	0	50	1	1	0	52	156
0800	0	29	1	0	0	30	
0815	0	32	1	0	0	33	
0830	0	45	2	0	0	47	
0845	0	65	0	2	0	67	177
0900	0	56	1	1	0	58	
0915	0	68	1	1	0	70	
0930	0	61	1	2	0	64	
0945	0	47	1	0	0	48	240
1000	0	71	2	0	0	73	
1015	0	60	0	0	0	60	
1030	0	71	1	0	0	72	
1045	1	78	1	0	0	80	285
1100	0	58	1	0	0	59	
1115	0	83	1	0	0	84	
1130	3	80	1	1	0	85	
1145	0	78	1	0	0	79	307
1200	0	95	1	0	1	97	
1215	1	73	1	0	0	75	
1230	0	74	1	1	0	76	
1245	0	79	1	1	0	81	329
1300	1	117	2	1	0	121	
1315	0	91	0	2	0	93	
1330	2	104	1	0	0	107	
1345	0	76	1	1	0	78	399
1400	0	77	0	0	0	77	
1415	1	97	2	1	0	101	
1430	0	98	2	1	0	101	
1445	1	86	0	0	0	87	366
1500	2	98	0	0	0	100	
1515	0	102	2	2	0	106	
1530	1	124	1	0	1	127	
1545	1	119	1	0	0	121	454
1600	0	86	4	0	0	90	
1615	1	100	0	1	0	102	
1630	0	115	1	0	0	116	
1645	4	108	1	0	0	113	421
1700	1	108	0	0	0	109	
1715	3	104	2	0	0	109	
1730	1	96	1	1	0	99	
1745	0	107	1	0	0	108	425
1800	1	102	2	1	0	106	
1815	1	135	1	0	0	137	
1830	0	131	1	1	0	133	
1845	1	109	1	0	0	111	487
1900	2	97	1	0	0	100	
1915	3	81	1	0	0	85	
1930	1	73	0	0	0	74	
1945	0	81	1	0	0	82	341
2000	0	85	1	0	0	86	
2015	0	49	0	0	0	49	
2030	2	69	1	0	0	72	
2045	0	53	0	0	0	53	260
2100	0	64	1	0	0	65	
2115	0	59	1	0	0	60	
2130	0	45	0	0	0	45	
2145	1	47	0	0	0	48	218
2200	6	67	2	0	0	75	
2215	0	56	0	0	0	56	
2230	0	40	0	0	0	40	
2245	1	41	1	0	0	43	214
2300	4	36	0	0	0	40	
2315	0	41	0	0	0	41	
2330	0	40	0	0	0	40	
2345	1	42	1	0	0	44	165
Total	**48**	**5388**	**64**	**33**	**5**	**5538**	

Volume Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-745-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Sunday, May 22, 2022

Time	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume	
0000	0	32	0	0	0	32	
0015	0	19	0	0	0	19	
0030	0	16	0	0	0	16	
0045	0	17	0	0	0	17	84
0100	0	22	1	0	0	23	
0115	0	7	0	0	0	7	
0130	0	13	0	0	0	13	
0145	0	15	0	0	0	15	58
0200	0	16	0	0	0	16	
0215	0	9	0	0	0	9	
0230	0	12	0	0	0	12	
0245	0	10	0	0	0	10	47
0300	0	2	0	0	0	2	
0315	0	7	0	0	0	7	
0330	0	3	0	0	0	3	
0345	0	2	0	0	0	2	14
0400	0	1	0	0	0	1	
0415	0	4	0	0	0	4	
0430	0	7	0	0	0	7	
0445	0	4	0	0	0	4	16
0500	0	3	0	0	0	3	
0515	0	3	0	0	0	3	
0530	0	7	0	0	0	7	
0545	0	6	0	0	0	6	19
0600	0	12	0	0	0	12	
0615	0	22	0	0	0	22	
0630	0	29	0	0	0	29	
0645	0	51	0	0	0	51	114
0700	0	21	0	0	0	21	
0715	1	22	1	0	0	24	
0730	0	19	1	1	0	21	
0745	0	34	1	1	0	36	102
0800	0	24	0	0	0	24	
0815	0	26	1	0	0	27	
0830	0	48	0	0	0	48	
0845	0	43	1	0	0	44	143
0900	0	28	1	0	0	29	
0915	1	53	1	1	0	56	
0930	0	40	0	0	0	40	
0945	0	51	0	0	0	51	176
1000	0	49	2	0	0	51	
1015	1	71	0	1	0	73	
1030	8	73	1	0	0	82	
1045	0	60	3	0	0	63	269
1100	3	69	0	0	0	72	
1115	1	66	0	1	0	68	
1130	1	62	1	2	0	66	
1145	1	85	1	0	0	87	293
1200	0	70	0	0	0	70	
1215	2	110	1	1	0	114	
1230	2	96	1	0	0	99	
1245	0	84	0	0	0	84	367
1300	1	77	1	0	0	79	
1315	0	68	1	0	0	69	
1330	1	93	0	0	0	94	
1345	1	89	2	0	0	92	334
1400	0	89	0	0	0	89	
1415	4	77	0	0	0	81	
1430	0	89	1	0	0	90	
1445	0	89	1	0	0	90	350
1500	2	84	0	0	0	86	
1515	0	76	1	0	0	77	
1530	0	88	1	0	0	89	
1545	3	73	0	0	0	76	328
1600	0	78	1	0	0	79	
1615	2	120	1	1	0	124	
1630	0	82	0	0	0	82	
1645	2	82	2	0	0	86	371
1700	0	77	0	0	0	77	
1715	2	77	0	0	0	79	
1730	0	90	0	0	0	90	
1745	1	119	2	0	0	122	368
1800	1	94	0	0	0	95	
1815	2	92	2	0	0	96	
1830	3	94	0	0	0	97	
1845	0	92	0	0	0	92	380
1900	3	65	1	0	0	69	
1915	0	73	1	0	0	74	
1930	1	65	0	0	0	66	
1945	1	43	0	0	0	44	253
2000	0	48	1	0	0	49	
2015	1	43	0	0	0	44	
2030	0	43	0	0	0	43	
2045	2	51	1	0	0	54	190
2100	0	34	0	0	0	34	
2115	0	27	0	0	0	27	
2130	0	27	0	0	0	27	
2145	1	34	1	0	0	36	124
2200	0	37	0	0	0	37	
2215	0	21	1	0	0	22	
2230	1	30	0	0	0	31	
2245	0	46	1	0	0	47	137
2300	0	23	0	0	0	23	
2315	0	14	0	0	0	14	
2330	1	7	0	0	0	8	
2345	1	10	1	0	0	12	57
Total	**58**	**4485**	**42**	**9**	**0**	**4594**	

Volume Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp

BOSTON TRAFFIC DATA
PO BOX 17213, Framingham, MA 01701
Office: 978.745.1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Monday, May 23, 2022

Time	WB Motorcycle	WB Automobile	WB Bus	WB Single-Unit Truck	WB Multi-Unit Truck	WB Total Volume	
0000	0	6	0	0	0	6	
0015	0	6	0	0	0	6	
0030	0	9	0	0	1	10	
0045	0	6	0	0	0	6	28
0100	0	4	0	0	1	5	
0115	0	7	0	0	0	7	
0130	0	5	0	0	1	6	
0145	0	4	0	0	0	4	22
0200	0	5	0	0	1	6	
0215	0	4	0	0	0	4	
0230	0	3	0	0	0	3	
0245	0	1	0	0	0	1	14
0300	0	5	0	0	0	5	
0315	0	3	0	1	0	4	
0330	0	4	0	2	0	6	
0345	0	7	0	1	0	8	23
0400	0	5	0	1	0	6	
0415	0	7	0	2	1	10	
0430	0	10	0	0	0	10	
0445	0	18	0	0	1	19	45
0500	0	11	0	0	0	11	
0515	0	23	0	0	0	23	
0530	0	33	1	0	0	34	
0545	0	43	1	0	0	44	112
0600	0	44	2	1	1	48	
0615	0	63	3	2	1	69	
0630	0	97	2	1	0	100	
0645	0	110	4	1	0	115	332
0700	0	100	2	1	0	103	
0715	0	135	1	0	0	136	
0730	0	160	4	0	1	165	
0745	1	171	0	1	1	174	578
0800	0	206	2	1	1	210	
0815	0	190	1	1	0	192	
0830	0	156	3	0	1	160	
0845	0	150	3	1	0	154	**716**
0900	0	130	2	0	0	132	
0915	0	93	2	0	1	96	
0930	0	99	2	2	0	103	
0945	0	87	2	1	0	90	421
1000	0	67	1	0	0	68	
1015	0	79	2	2	0	83	
1030	0	93	1	1	0	95	
1045	0	61	1	0	0	62	308
1100	1	94	2	1	0	98	
1115	0	75	3	0	0	78	
1130	0	59	0	1	0	60	
1145	1	79	2	1	1	84	320
1200	0	63	1	1	0	65	
1215	1	65	1	0	0	67	
1230	2	93	1	0	0	96	
1245	0	81	2	1	0	84	312
1300	3	88	1	0	0	92	
1315	0	77	2	2	0	81	
1330	0	85	1	1	0	87	
1345	1	98	2	2	0	103	363
1400	0	75	1	1	0	77	
1415	0	92	5	2	0	99	
1430	0	94	1	0	0	95	
1445	1	83	2	0	0	86	357
1500	0	115	2	0	0	117	
1515	1	77	2	1	1	82	
1530	1	92	2	0	1	96	
1545	3	91	2	1	1	98	393
1600	1	71	3	0	2	77	
1615	0	95	1	1	0	97	
1630	1	94	3	1	0	99	
1645	0	115	0	0	0	115	388
1700	0	107	3	2	0	112	
1715	1	131	3	0	0	135	
1730	0	117	3	1	1	122	
1745	0	89	1	0	1	91	**460**
1800	0	75	3	2	0	80	
1815	0	74	1	0	0	75	
1830	0	81	2	1	0	84	
1845	0	77	1	1	0	79	318
1900	0	75	3	1	0	79	
1915	2	67	1	0	0	70	
1930	3	69	2	0	0	74	
1945	0	60	1	2	0	63	286
2000	0	37	0	0	0	37	
2015	1	46	1	0	0	48	
2030	0	61	0	0	0	61	
2045	0	33	1	0	0	34	180
2100	0	37	1	0	0	38	
2115	0	40	0	0	0	40	
2130	0	28	0	0	0	28	
2145	0	36	3	0	0	39	145
2200	0	25	0	0	0	25	
2215	0	32	0	0	0	32	
2230	0	27	1	0	0	28	
2245	0	25	0	1	0	26	111
2300	0	14	0	0	0	14	
2315	0	25	0	0	0	25	
2330	0	8	1	0	0	9	
2345	0	10	0	0	0	10	58
Total	**25**	**6077**	**116**	**51**	**21**	**6290**	

Speed Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp
Dir Westbound
Tuesday, May 17, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	40	0	0	0	0	0	2	15	21	2	0	0	0	0	0	0	0
0100	22	0	0	0	0	0	1	8	12	1	0	0	0	0	0	0	0
0200	17	0	0	2	0	0	1	5	9	0	0	0	0	0	0	0	0
0300	24	0	0	0	1	1	3	11	6	2	0	0	0	0	0	0	0
0400	41	0	0	0	0	0	2	6	18	12	3	0	0	0	0	0	0
0500	119	0	0	0	0	0	2	14	52	40	8	2	1	0	0	0	0
0600	331	0	0	0	0	0	8	64	147	91	18	3	0	0	0	0	0
0700	615	0	0	0	0	0	13	118	278	182	24	0	0	0	0	0	0
0800	770	0	0	0	0	1	37	205	401	110	14	2	0	0	0	0	0
0900	436	0	0	0	0	0	7	111	200	98	16	4	0	0	0	0	0
1000	318	0	0	0	0	1	14	83	148	58	11	3	0	0	0	0	0
1100	316	0	0	0	0	1	12	75	164	56	7	1	0	0	0	0	0
1200	336	0	0	0	0	2	15	88	141	77	10	2	1	0	0	0	0
1300	306	0	0	0	1	2	15	79	136	63	9	1	0	0	0	0	0
1400	394	0	0	0	0	2	24	117	182	61	8	0	0	0	0	0	0
1500	605	0	0	0	1	3	85	288	200	24	4	0	0	0	0	0	0
1600	393	0	0	0	0	3	21	145	154	65	5	0	0	0	0	0	0
1700	407	0	0	0	0	0	15	103	196	77	14	1	1	0	0	0	0
1800	350	0	0	0	1	8	29	124	128	53	6	1	0	0	0	0	0
1900	241	0	0	0	0	3	9	57	101	61	8	2	0	0	0	0	0
2000	177	0	0	0	0	2	10	59	66	28	11	1	0	0	0	0	0
2100	134	0	0	0	0	0	9	49	54	18	3	1	0	0	0	0	0
2200	154	0	0	0	1	1	17	45	56	27	6	1	0	0	0	0	0
2300	56	0	0	0	0	0	3	17	24	9	2	1	0	0	0	0	0
Total	**6602**	**0**	**0**	**2**	**5**	**30**	**354**	**1886**	**2894**	**1215**	**187**	**26**	**3**	**0**	**0**	**0**	**0**
	100.00%	**0.00%**	**0.00%**	**0.03%**	**0.08%**	**0.45%**	**5.36%**	**28.57%**	**43.84%**	**18.40%**	**2.83%**	**0.39%**	**0.05%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 57.6 mph, Minimum = 13.2 mph, Mean = 36.7 mph
85% Speed = 41.10 mph, 95% Speed = 43.90 mph, Median = 36.74 mph
10 mph Pace = 32 - 42, Number in Pace = 4972 (76.19%)
Variance = 19.83, Standard Deviation = 4.45 mph

Speed Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp
Dir Westbound
Wednesday, May 18, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	48	0	0	2	0	2	7	13	17	6	1	0	0	0	0	0	0
0100	16	0	0	0	0	0	3	7	5	0	1	0	0	0	0	0	0
0200	12	0	0	0	0	0	1	7	4	0	0	0	0	0	0	0	0
0300	24	0	0	0	0	0	2	11	9	2	0	0	0	0	0	0	0
0400	51	0	0	0	0	3	6	10	13	15	3	1	0	0	0	0	0
0500	133	0	0	0	0	1	4	10	56	51	9	2	0	0	0	0	0
0600	372	0	0	0	0	0	14	70	166	101	19	2	0	0	0	0	0
0700	607	0	0	0	0	2	25	118	272	161	24	4	1	0	0	0	0
0800	755	0	0	0	2	6	28	225	374	114	6	0	0	0	0	0	0
0900	522	0	0	0	4	7	33	190	200	82	6	0	0	0	0	0	0
1000	329	0	0	0	0	0	15	90	142	67	12	3	0	0	0	0	0
1100	304	0	0	0	0	1	10	81	141	57	13	1	0	0	0	0	0
1200	307	0	0	0	0	0	8	74	142	78	3	2	0	0	0	0	0
1300	355	0	0	0	1	0	16	81	162	81	13	1	0	0	0	0	0
1400	417	0	0	0	0	0	17	101	192	84	22	1	0	0	0	0	0
1500	434	0	0	0	0	1	16	119	189	87	21	1	0	0	0	0	0
1600	491	0	0	0	0	1	26	179	201	70	14	0	0	0	0	0	0
1700	415	0	0	0	0	1	16	121	191	69	16	1	0	0	0	0	0
1800	363	0	0	0	0	0	24	110	151	68	9	1	0	0	0	0	0
1900	265	0	0	0	0	4	12	70	124	45	7	2	1	0	0	0	0
2000	205	0	0	0	0	4	20	66	79	30	5	1	0	0	0	0	0
2100	183	0	0	0	0	4	13	68	73	19	6	0	0	0	0	0	0
2200	126	0	0	0	1	5	12	30	45	28	4	1	0	0	0	0	0
2300	79	0	0	0	0	2	7	21	33	14	2	0	0	0	0	0	0
Total	**6813**	**0**	**0**	**2**	**8**	**44**	**335**	**1872**	**2981**	**1329**	**216**	**24**	**2**	**0**	**0**	**0**	**0**
	100.00%	**0.00%**	**0.00%**	**0.03%**	**0.12%**	**0.65%**	**4.92%**	**27.48%**	**43.75%**	**19.51%**	**3.17%**	**0.35%**	**0.03%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 59.0 mph, Minimum = 10.6 mph, Mean = 36.9 mph
85% Speed = 41.33 mph, 95% Speed = 44.29 mph, Median = 36.85 mph
10 mph Pace = 32 - 42, Number in Pace = 5177 (75.99%)
Variance = 20.16, Standard Deviation = 4.49 mph

Speed Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp
Dir Westbound
Thursday, May 19, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	38	0	0	0	0	1	1	18	11	7	0	0	0	0	0	0	0
0100	21	0	0	0	0	0	0	6	11	3	1	0	0	0	0	0	0
0200	17	0	0	0	3	1	2	5	4	0	2	0	0	0	0	0	0
0300	20	0	0	0	0	1	0	4	10	5	0	0	0	0	0	0	0
0400	45	0	0	0	0	0	1	9	20	10	5	0	0	0	0	0	0
0500	96	0	0	0	0	1	1	25	32	27	9	1	0	0	0	0	0
0600	305	0	0	0	0	1	10	87	138	61	7	1	0	0	0	0	0
0700	675	0	0	0	1	4	41	247	296	80	6	0	0	0	0	0	0
0800	805	0	0	0	0	7	64	357	309	61	6	1	0	0	0	0	0
0900	510	0	0	4	24	23	39	153	212	51	3	1	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**2532**	**0**	**0**	**4**	**28**	**39**	**159**	**911**	**1043**	**305**	**39**	**4**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.00%**	**0.00%**	**0.16%**	**1.11%**	**1.54%**	**6.28%**	**35.98%**	**41.19%**	**12.05%**	**1.54%**	**0.16%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 54.7 mph, Minimum = 14.2 mph, Mean = 35.4 mph
85% Speed = 39.82 mph, 95% Speed = 42.56 mph, Median = 35.46 mph
10 mph Pace = 31 - 41, Number in Pace = 1958 (77.64%)
Variance = 22.75, Standard Deviation = 4.77 mph

Volume Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Tuesday, May 17, 2022

Time	Total		EB		WB		Time	Total		EB		WB	
0000	12		12		0		1200	73		73		0	
0015	9		9		0		1215	91		91		0	
0030	10		10		0		1230	80		80		0	
0045	9	40	9	40	0	0	1245	92	336	92	336	0	0
0100	7		7		0		1300	79		79		0	
0115	5		5		0		1315	85		85		0	
0130	3		3		0		1330	71		71		0	
0145	7	22	7	22	0	0	1345	71	306	71	306	0	0
0200	5		5		0		1400	87		87		0	
0215	4		4		0		1415	97		97		0	
0230	5		5		0		1430	107		107		0	
0245	3	17	3	17	0	0	1445	103	394	103	394	0	0
0300	4		4		0		1500	144		144		0	
0315	2		2		0		1515	194		194		0	
0330	9		9		0		1530	128		128		0	
0345	9	24	9	24	0	0	1545	139	605	139	605	0	0
0400	4		4		0		1600	128		128		0	
0415	10		10		0		1615	91		91		0	
0430	10		10		0		1630	94		94		0	
0445	17	41	17	41	0	0	1645	80	393	80	393	0	0
0500	19		19		0		1700	93		93		0	
0515	22		22		0		1715	102		102		0	
0530	34		34		0		1730	105		105		0	
0545	44	119	44	119	0	0	1745	107	407	107	407	0	0
0600	38		38		0		1800	105		105		0	
0615	67		67		0		1815	92		92		0	
0630	94		94		0		1830	71		71		0	
0645	132	331	132	331	0	0	1845	82	350	82	350	0	0
0700	111		111		0		1900	63		63		0	
0715	161		161		0		1915	56		56		0	
0730	179		179		0		1930	69		69		0	
0745	164	615	164	615	0	0	1945	53	241	53	241	0	0
0800	206		206		0		2000	59		59		0	
0815	230		230		0		2015	43		43		0	
0830	167		167		0		2030	45		45		0	
0845	167	770	167	770	0	0	2045	30	177	30	177	0	0
0900	126		126		0		2100	28		28		0	
0915	114		114		0		2115	33		33		0	
0930	99		99		0		2130	38		38		0	
0945	97	436	97	436	0	0	2145	35	134	35	134	0	0
1000	72		72		0		2200	43		43		0	
1015	89		89		0		2215	37		37		0	
1030	86		86		0		2230	35		35		0	
1045	71	318	71	318	0	0	2245	39	154	39	154	0	0
1100	73		73		0		2300	19		19		0	
1115	75		75		0		2315	14		14		0	
1130	83		83		0		2330	14		14		0	
1145	85	316	85	316	0	0	2345	9	56	9	56	0	0
							Total	**6602**		**6602**		**0**	

Volume Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, May 18, 2022

Time	Total		EB		WB		Time	Total		EB		WB	
0000	13		13		0		1200	81		81		0	
0015	14		14		0		1215	75		75		0	
0030	13		13		0		1230	74		74		0	
0045	8	48	8	48	0	0	1245	77	307	77	307	0	0
0100	0		0		0		1300	89		89		0	
0115	0		0		0		1315	79		79		0	
0130	13		13		0		1330	92		92		0	
0145	3	16	3	16	0	0	1345	95	355	95	355	0	0
0200	4		4		0		1400	92		92		0	
0215	1		1		0		1415	103		103		0	
0230	4		4		0		1430	89		89		0	
0245	3	12	3	12	0	0	1445	133	417	133	417	0	0
0300	2		2		0		1500	98		98		0	
0315	7		7		0		1515	120		120		0	
0330	5		5		0		1530	96		96		0	
0345	10	24	10	24	0	0	1545	120	434	120	434	0	0
0400	4		4		0		1600	112		112		0	
0415	11		11		0		1615	130		130		0	
0430	9		9		0		1630	118		118		0	
0445	27	51	27	51	0	0	1645	131	491	131	491	0	0
0500	14		14		0		1700	79		79		0	
0515	24		24		0		1715	113		113		0	
0530	34		34		0		1730	115		115		0	
0545	61	133	61	133	0	0	1745	108	415	108	415	0	0
0600	55		55		0		1800	98		98		0	
0615	72		72		0		1815	114		114		0	
0630	111		111		0		1830	77		77		0	
0645	134	372	134	372	0	0	1845	74	363	74	363	0	0
0700	111		111		0		1900	69		69		0	
0715	163		163		0		1915	72		72		0	
0730	152		152		0		1930	68		68		0	
0745	181	607	181	607	0	0	1945	56	265	56	265	0	0
0800	174		174		0		2000	46		46		0	
0815	211		211		0		2015	58		58		0	
0830	187		187		0		2030	56		56		0	
0845	183	755	183	755	0	0	2045	45	205	45	205	0	0
0900	149		149		0		2100	47		47		0	
0915	134		134		0		2115	49		49		0	
0930	120		120		0		2130	35		35		0	
0945	119	522	119	522	0	0	2145	52	183	52	183	0	0
1000	93		93		0		2200	32		32		0	
1015	65		65		0		2215	23		23		0	
1030	79		79		0		2230	38		38		0	
1045	92	329	92	329	0	0	2245	33	126	33	126	0	0
1100	64		64		0		2300	22		22		0	
1115	71		71		0		2315	28		28		0	
1130	79		79		0		2330	16		16		0	
1145	90	304	90	304	0	0	2345	13	79	13	79	0	0
							Total	**6813**		**6813**		**0**	

Volume Report

Job 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Thursday, May 19, 2022

Time	Total		EB		WB		Time	Total		EB		WB	
0000	13		13		0		1200	0		0		0	
0015	5		5		0		1215	0		0		0	
0030	11		11		0		1230	0		0		0	
0045	9	38	9	38	0	0	1245	0	0	0	0	0	0
0100	6		6		0		1300	0		0		0	
0115	4		4		0		1315	0		0		0	
0130	2		2		0		1330	0		0		0	
0145	9	21	9	21	0	0	1345	0	0	0	0	0	0
0200	4		4		0		1400	0		0		0	
0215	4		4		0		1415	0		0		0	
0230	6		6		0		1430	0		0		0	
0245	3	17	3	17	0	0	1445	0	0	0	0	0	0
0300	5		5		0		1500	0		0		0	
0315	2		2		0		1515	0		0		0	
0330	7		7		0		1530	0		0		0	
0345	6	20	6	20	0	0	1545	0	0	0	0	0	0
0400	5		5		0		1600	0		0		0	
0415	8		8		0		1615	0		0		0	
0430	13		13		0		1630	0		0		0	
0445	19	45	19	45	0	0	1645	0	0	0	0	0	0
0500	9		9		0		1700	0		0		0	
0515	22		22		0		1715	0		0		0	
0530	24		24		0		1730	0		0		0	
0545	41	96	41	96	0	0	1745	0	0	0	0	0	0
0600	38		38		0		1800	0		0		0	
0615	62		62		0		1815	0		0		0	
0630	103		103		0		1830	0		0		0	
0645	102	305	102	305	0	0	1845	0	0	0	0	0	0
0700	112		112		0		1900	0		0		0	
0715	160		160		0		1915	0		0		0	
0730	191		191		0		1930	0		0		0	
0745	212	675	212	675	0	0	1945	0	0	0	0	0	0
0800	193		193		0		2000	0		0		0	
0815	232		232		0		2015	0		0		0	
0830	212		212		0		2030	0		0		0	
0845	168	805	168	805	0	0	2045	0	0	0	0	0	0
0900	163		163		0		2100	0		0		0	
0915	117		117		0		2115	0		0		0	
0930	116		116		0		2130	0		0		0	
0945	114	510	114	510	0	0	2145	0	0	0	0	0	0
1000	0		0		0		2200	0		0		0	
1015	0		0		0		2215	0		0		0	
1030	0		0		0		2230	0		0		0	
1045	0	0	0	0	0	0	2245	0	0	0	0	0	0
1100	0		0		0		2300	0		0		0	
1115	0		0		0		2315	0		0		0	
1130	0		0		0		2330	0		0		0	
1145	0	0	0	0	0	0	2345	0	0	0	0	0	0
							Total	**2532**		**2532**		**0**	

Classification Report

Job # 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp
Direction Westbound
Tuesday, May 17, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	40	0	34	4	1	1	0	0	0	0	0	0	0	0
0100	22	0	19	2	1	0	0	0	0	0	0	0	0	0
0200	17	2	13	1	1	0	0	0	0	0	0	0	0	0
0300	24	0	19	1	0	0	2	0	0	2	0	0	0	0
0400	41	0	31	7	1	0	1	0	0	1	0	0	0	0
0500	119	0	88	23	4	1	2	1	0	0	0	0	0	0
0600	331	1	256	55	11	6	2	0	0	0	0	0	0	0
0700	615	2	554	52	6	1	0	0	0	0	0	0	0	0
0800	770	1	702	43	16	4	3	0	0	1	0	0	0	0
0900	436	1	391	29	7	5	1	1	0	1	0	0	0	0
1000	318	1	281	26	5	4	1	0	0	0	0	0	0	0
1100	316	1	283	22	5	3	0	0	0	2	0	0	0	0
1200	336	2	295	26	6	5	2	0	0	0	0	0	0	0
1300	306	1	274	20	9	0	0	0	0	2	0	0	0	0
1400	394	1	341	38	11	0	2	1	0	0	0	0	0	0
1500	605	1	543	49	7	3	1	0	0	1	0	0	0	0
1600	393	1	373	12	5	1	0	0	0	1	0	0	0	0
1700	407	0	370	20	13	0	2	0	0	2	0	0	0	0
1800	350	0	318	17	12	2	0	0	0	1	0	0	0	0
1900	241	1	215	15	8	1	1	0	0	0	0	0	0	0
2000	177	4	161	9	2	1	0	0	0	0	0	0	0	0
2100	134	1	123	7	3	0	0	0	0	0	0	0	0	0
2200	154	0	144	9	1	0	0	0	0	0	0	0	0	0
2300	56	1	49	5	1	0	0	0	0	0	0	0	0	0
Total	**6602**	**22**	**5877**	**492**	**136**	**38**	**20**	**3**	**0**	**14**	**0**	**0**	**0**	**0**
	100.00%	**0.33%**	**89.02%**	**7.45%**	**2.06%**	**0.58%**	**0.30%**	**0.05%**	**0.00%**	**0.21%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job # 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp
Direction Westbound
Wednesday, May 18, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	48	0	37	5	2	1	3	0	0	0	0	0	0	0
0100	16	0	13	2	1	0	0	0	0	0	0	0	0	0
0200	12	0	8	2	0	0	0	0	0	2	0	0	0	0
0300	24	0	18	2	0	0	4	0	0	0	0	0	0	0
0400	51	1	35	9	2	0	0	0	0	3	1	0	0	0
0500	133	0	105	20	4	1	3	0	0	0	0	0	0	0
0600	372	0	289	68	11	1	3	0	0	0	0	0	0	0
0700	607	1	539	51	10	1	2	1	0	2	0	0	0	0
0800	755	1	683	54	12	1	1	2	0	1	0	0	0	0
0900	522	0	466	40	10	1	4	0	0	1	0	0	0	0
1000	329	1	286	33	5	1	0	0	0	3	0	0	0	0
1100	304	1	264	26	12	1	0	0	0	0	0	0	0	0
1200	307	2	262	32	8	2	1	0	0	0	0	0	0	0
1300	355	1	315	29	6	2	1	0	0	1	0	0	0	0
1400	417	1	365	33	15	3	0	0	0	0	0	0	0	0
1500	434	0	388	33	7	3	0	0	0	3	0	0	0	0
1600	491	3	439	37	9	2	0	1	0	0	0	0	0	0
1700	415	1	382	20	7	1	1	1	0	2	0	0	0	0
1800	363	1	337	9	14	1	0	0	0	1	0	0	0	0
1900	265	5	242	10	7	1	0	0	0	0	0	0	0	0
2000	205	2	189	11	2	0	0	1	0	0	0	0	0	0
2100	183	2	163	14	3	0	0	0	0	1	0	0	0	0
2200	126	0	111	11	3	0	0	0	0	1	0	0	0	0
2300	79	0	68	8	1	1	0	0	0	1	0	0	0	0
Total	**6813**	**23**	**6004**	**559**	**151**	**24**	**23**	**6**	**0**	**22**	**1**	**0**	**0**	**0**
	100.00%	**0.34%**	**88.13%**	**8.20%**	**2.22%**	**0.35%**	**0.34%**	**0.09%**	**0.00%**	**0.32%**	**0.01%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job # 915_006_FO_ATR 1
Area Providence, RI
Location I-195 West Exit 1C Off-Ramp
Direction Westbound
Thursday, May 19, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	38	0	35	2	1	0	0	0	0	0	0	0	0	0
0100	21	0	16	4	1	0	0	0	0	0	0	0	0	0
0200	17	0	12	3	1	0	0	0	0	1	0	0	0	0
0300	20	0	15	3	1	0	1	0	0	0	0	0	0	0
0400	45	0	35	6	1	0	1	0	0	2	0	0	0	0
0500	96	0	73	18	2	1	2	0	0	0	0	0	0	0
0600	305	0	234	56	11	3	0	0	0	1	0	0	0	0
0700	675	1	611	46	9	4	2	2	0	0	0	0	0	0
0800	805	0	747	44	8	3	2	1	0	0	0	0	0	0
0900	510	0	448	45	11	5	0	0	0	1	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**2532**	**1**	**2226**	**227**	**46**	**16**	**8**	**3**	**0**	**5**	**0**	**0**	**0**	**0**
	100.00%	**0.04%**	**87.91%**	**8.97%**	**1.82%**	**0.63%**	**0.32%**	**0.12%**	**0.00%**	**0.20%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Speed Report

Job 915_006_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Dir Northbound
Tuesday, May 17, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	99	0	0	0	4	27	43	21	4	0	0	0	0	0	0	0	0
0100	53	0	0	1	4	18	15	13	1	1	0	0	0	0	0	0	0
0200	28	0	0	0	2	4	11	7	3	1	0	0	0	0	0	0	0
0300	26	0	0	0	1	6	6	9	3	1	0	0	0	0	0	0	0
0400	44	0	0	0	2	10	18	10	4	0	0	0	0	0	0	0	0
0500	95	0	0	0	3	14	39	25	12	1	1	0	0	0	0	0	0
0600	254	0	0	3	3	41	85	80	35	6	1	0	0	0	0	0	0
0700	564	0	1	1	12	61	227	211	41	9	1	0	0	0	0	0	0
0800	721	0	4	9	18	116	362	194	17	1	0	0	0	0	0	0	0
0900	415	0	2	7	11	92	217	71	14	1	0	0	0	0	0	0	0
1000	364	0	0	4	12	114	180	48	5	1	0	0	0	0	0	0	0
1100	403	0	2	3	28	197	140	26	7	0	0	0	0	0	0	0	0
1200	444	0	1	10	75	192	134	30	2	0	0	0	0	0	0	0	0
1300	448	0	3	12	59	190	153	29	2	0	0	0	0	0	0	0	0
1400	556	0	6	6	77	253	181	30	3	0	0	0	0	0	0	0	0
1500	693	0	1	8	29	233	309	101	12	0	0	0	0	0	0	0	0
1600	585	0	2	10	38	225	242	59	7	2	0	0	0	0	0	0	0
1700	592	0	0	6	26	231	269	55	5	0	0	0	0	0	0	0	0
1800	460	0	0	5	31	163	205	51	3	2	0	0	0	0	0	0	0
1900	372	0	4	3	41	167	119	32	5	1	0	0	0	0	0	0	0
2000	286	0	2	8	38	128	88	16	5	1	0	0	0	0	0	0	0
2100	234	0	2	3	27	98	84	15	3	2	0	0	0	0	0	0	0
2200	207	0	2	3	14	78	82	26	1	1	0	0	0	0	0	0	0
2300	125	0	0	0	15	37	53	17	3	0	0	0	0	0	0	0	0
Total	**8068**	**0**	**32**	**102**	**570**	**2695**	**3262**	**1176**	**197**	**31**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.00%**	**0.40%**	**1.26%**	**7.06%**	**33.40%**	**40.43%**	**14.58%**	**2.44%**	**0.38%**	**0.04%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 47.7 mph, Minimum = 5.8 mph, Mean = 25.9 mph
85% Speed = 30.37 mph, 95% Speed = 33.45 mph, Median = 25.84 mph
10 mph Pace = 21 - 31, Number in Pace = 5932 (75.31%)
Variance = 22.03, Standard Deviation = 4.69 mph

Speed Report

Job 915_006_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Dir Southbound
Tuesday, May 17, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	86	0	0	5	17	33	25	4	2	0	0	0	0	0	0	0	0
0100	54	0	0	5	11	21	14	3	0	0	0	0	0	0	0	0	0
0200	37	0	0	4	7	13	7	5	1	0	0	0	0	0	0	0	0
0300	10	0	0	1	3	2	3	1	0	0	0	0	0	0	0	0	0
0400	15	0	0	2	1	7	2	2	1	0	0	0	0	0	0	0	0
0500	30	0	1	4	4	10	7	4	0	0	0	0	0	0	0	0	0
0600	76	0	0	4	2	27	28	15	0	0	0	0	0	0	0	0	0
0700	174	0	0	18	39	48	57	10	1	1	0	0	0	0	0	0	0
0800	231	0	0	28	41	89	64	7	2	0	0	0	0	0	0	0	0
0900	221	0	1	25	55	94	43	3	0	0	0	0	0	0	0	0	0
1000	220	0	2	33	76	81	27	1	0	0	0	0	0	0	0	0	0
1100	298	0	0	39	94	140	24	1	0	0	0	0	0	0	0	0	0
1200	373	0	4	70	168	120	10	1	0	0	0	0	0	0	0	0	0
1300	356	0	10	70	163	90	23	0	0	0	0	0	0	0	0	0	0
1400	433	0	5	107	193	111	17	0	0	0	0	0	0	0	0	0	0
1500	498	0	2	79	199	171	45	2	0	0	0	0	0	0	0	0	0
1600	692	0	15	182	310	161	24	0	0	0	0	0	0	0	0	0	0
1700	600	0	2	100	281	189	27	1	0	0	0	0	0	0	0	0	0
1800	417	0	2	62	160	161	30	0	2	0	0	0	0	0	0	0	0
1900	336	0	0	55	143	117	20	1	0	0	0	0	0	0	0	0	0
2000	257	0	1	44	102	97	13	0	0	0	0	0	0	0	0	0	0
2100	201	0	0	37	63	78	18	5	0	0	0	0	0	0	0	0	0
2200	210	0	1	16	61	92	37	3	0	0	0	0	0	0	0	0	0
2300	121	0	0	17	23	46	29	6	0	0	0	0	0	0	0	0	0
Total	**5946**	**0**	**46**	**1007**	**2216**	**1998**	**594**	**75**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.00%**	**0.77%**	**16.94%**	**37.27%**	**33.60%**	**9.99%**	**1.26%**	**0.15%**	**0.02%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 40.4 mph, Minimum = 5.5 mph, Mean = 19.4 mph
85% Speed = 23.99 mph, 95% Speed = 26.90 mph, Median = 19.35 mph
10 mph Pace = 14 - 24, Number in Pace = 4221 (73.29%)
Variance = 20.13, Standard Deviation = 4.49 mph

Speed Report

Job 915_006_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Dir Northbound
Wednesday, May 18, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	93	0	1	0	4	22	46	15	5	0	0	0	0	0	0	0	0
0100	50	0	0	1	4	11	24	8	2	0	0	0	0	0	0	0	0
0200	20	0	0	0	5	4	11	0	0	0	0	0	0	0	0	0	0
0300	22	0	0	0	1	4	14	3	0	0	0	0	0	0	0	0	0
0400	41	0	0	0	2	9	15	10	5	0	0	0	0	0	0	0	0
0500	109	0	1	0	3	10	47	34	12	1	1	0	0	0	0	0	0
0600	288	0	1	1	4	32	116	103	24	7	0	0	0	0	0	0	0
0700	590	0	0	4	9	95	271	175	33	3	0	0	0	0	0	0	0
0800	704	0	4	8	17	165	352	135	21	2	0	0	0	0	0	0	0
0900	527	0	1	4	19	165	242	91	5	0	0	0	0	0	0	0	0
1000	439	0	3	16	42	166	163	47	1	1	0	0	0	0	0	0	0
1100	406	0	1	2	38	147	167	43	6	2	0	0	0	0	0	0	0
1200	464	0	0	14	63	217	137	30	1	2	0	0	0	0	0	0	0
1300	426	1	8	17	62	163	144	28	3	0	0	0	0	0	0	0	0
1400	447	0	4	8	50	153	176	50	5	0	1	0	0	0	0	0	0
1500	633	0	0	6	42	208	291	76	9	1	0	0	0	0	0	0	0
1600	643	0	2	8	43	245	266	68	9	2	0	0	0	0	0	0	0
1700	558	0	0	3	29	162	275	81	8	0	0	0	0	0	0	0	0
1800	487	0	2	3	37	195	198	43	7	1	1	0	0	0	0	0	0
1900	385	0	5	11	52	162	116	33	3	2	1	0	0	0	0	0	0
2000	335	0	2	8	35	117	136	34	3	0	0	0	0	0	0	0	0
2100	260	0	2	2	16	99	108	29	4	0	0	0	0	0	0	0	0
2200	220	0	2	1	11	56	91	50	8	0	1	0	0	0	0	0	0
2300	154	0	0	1	8	33	70	30	10	1	1	0	0	0	0	0	0
Total	**8301**	**1**	**39**	**118**	**596**	**2640**	**3476**	**1216**	**184**	**25**	**6**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.01%**	**0.47%**	**1.42%**	**7.18%**	**31.80%**	**41.87%**	**14.65%**	**2.22%**	**0.30%**	**0.07%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 48.0 mph, Minimum = 4.3 mph, Mean = 25.9 mph
85% Speed = 30.48 mph, 95% Speed = 33.22 mph, Median = 25.95 mph
10 mph Pace = 21 - 31, Number in Pace = 6193 (74.61%)
Variance = 22.63, Standard Deviation = 4.76 mph

Speed Report

Job 915_006_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Dir Southbound
Wednesday, May 18, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	62	0	0	4	11	25	19	1	2	0	0	0	0	0	0	0	0
0100	40	0	0	3	8	20	5	3	1	0	0	0	0	0	0	0	0
0200	26	1	0	7	4	12	2	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	1	4	0	1	0	0	0	0	0	0	0	0
0500	37	0	0	5	5	11	7	9	0	0	0	0	0	0	0	0	0
0600	85	0	2	8	5	15	41	12	2	0	0	0	0	0	0	0	0
0700	180	0	1	21	41	58	47	10	2	0	0	0	0	0	0	0	0
0800	233	0	1	17	50	89	69	7	0	0	0	0	0	0	0	0	0
0900	236	0	0	6	38	125	63	4	0	0	0	0	0	0	0	0	0
1000	252	0	0	8	78	120	43	3	0	0	0	0	0	0	0	0	0
1100	311	0	0	14	110	149	37	1	0	0	0	0	0	0	0	0	0
1200	378	0	1	16	189	143	27	2	0	0	0	0	0	0	0	0	0
1300	367	0	1	19	151	154	41	1	0	0	0	0	0	0	0	0	0
1400	441	0	2	54	184	166	34	1	0	0	0	0	0	0	0	0	0
1500	470	0	5	106	143	167	44	4	1	0	0	0	0	0	0	0	0
1600	624	1	12	148	302	141	19	1	0	0	0	0	0	0	0	0	0
1700	635	1	41	190	268	111	22	2	0	0	0	0	0	0	0	0	0
1800	367	1	1	56	133	147	26	3	0	0	0	0	0	0	0	0	0
1900	340	0	2	46	133	121	36	2	0	0	0	0	0	0	0	0	0
2000	302	0	4	43	144	91	19	1	0	0	0	0	0	0	0	0	0
2100	270	0	8	44	124	87	6	1	0	0	0	0	0	0	0	0	0
2200	256	0	0	20	69	118	45	4	0	0	0	0	0	0	0	0	0
2300	166	0	0	17	34	72	37	5	1	0	0	0	0	0	0	0	0
Total	**6091**	**4**	**81**	**852**	**2227**	**2144**	**696**	**77**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.07%**	**1.33%**	**13.99%**	**36.56%**	**35.20%**	**11.43%**	**1.26%**	**0.16%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 39.8 mph, Minimum = 3.3 mph, Mean = 19.8 mph
85% Speed = 24.49 mph, 95% Speed = 27.35 mph, Median = 19.80 mph
10 mph Pace = 14 - 24, Number in Pace = 4390 (72.07%)
Variance = 21.47, Standard Deviation = 4.63 mph

Volume Report

Job 915_006_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Tuesday, May 17, 2022

Time	Total		NB				Time	Total		NB			
0000	30		30		0		1200	102		102		0	
0015	17		17		0		1215	114		114		0	
0030	27		27		0		1230	106		106		0	
0045	25	99	25	99	0	0	1245	122	444	122	444	0	0
0100	21		21		0		1300	103		103		0	
0115	9		9		0		1315	130		130		0	
0130	13		13		0		1330	113		113		0	
0145	10	53	10	53	0	0	1345	102	448	102	448	0	0
0200	5		5		0		1400	126		126		0	
0215	8		8		0		1415	137		137		0	
0230	8		8		0		1430	135		135		0	
0245	7	28	7	28	0	0	1445	158	556	158	556	0	0
0300	8		8		0		1500	167		167		0	
0315	3		3		0		1515	194		194		0	
0330	10		10		0		1530	161		161		0	
0345	5	26	5	26	0	0	1545	171	693	171	693	0	0
0400	3		3		0		1600	165		165		0	
0415	11		11		0		1615	135		135		0	
0430	14		14		0		1630	147		147		0	
0445	16	44	16	44	0	0	1645	138	585	138	585	0	0
0500	14		14		0		1700	157		157		0	
0515	15		15		0		1715	135		135		0	
0530	30		30		0		1730	150		150		0	
0545	36	95	36	95	0	0	1745	150	592	150	592	0	0
0600	33		33		0		1800	144		144		0	
0615	54		54		0		1815	113		113		0	
0630	75		75		0		1830	95		95		0	
0645	92	254	92	254	0	0	1845	108	460	108	460	0	0
0700	101		101		0		1900	106		106		0	
0715	148		148		0		1915	81		81		0	
0730	153		153		0		1930	99		99		0	
0745	162	564	162	564	0	0	1945	86	372	86	372	0	0
0800	201		201		0		2000	90		90		0	
0815	189		189		0		2015	71		71		0	
0830	168		168		0		2030	73		73		0	
0845	163	721	163	721	0	0	2045	52	286	52	286	0	0
0900	117		117		0		2100	52		52		0	
0915	106		106		0		2115	61		61		0	
0930	97		97		0		2130	58		58		0	
0945	95	415	95	415	0	0	2145	63	234	63	234	0	0
1000	90		90		0		2200	56		56		0	
1015	104		104		0		2215	55		55		0	
1030	85		85		0		2230	46		46		0	
1045	85	364	85	364	0	0	2245	50	207	50	207	0	0
1100	84		84		0		2300	34		34		0	
1115	104		104		0		2315	34		34		0	
1130	109		109		0		2330	28		28		0	
1145	106	403	106	403	0	0	2345	29	125	29	125	0	0
							Total	**8068**		**8068**		**0**	

Volume Report

Job 915_006_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Tuesday, May 17, 2022

Time	Total		SB				Time	Total		SB			
0000	32		32		0		1200	93		93		0	
0015	22		22		0		1215	105		105		0	
0030	11		11		0		1230	91		91		0	
0045	21	86	21	86	0	0	1245	84	373	84	373	0	0
0100	17		17		0		1300	90		90		0	
0115	12		12		0		1315	91		91		0	
0130	10		10		0		1330	81		81		0	
0145	15	54	15	54	0	0	1345	94	356	94	356	0	0
0200	14		14		0		1400	96		96		0	
0215	8		8		0		1415	109		109		0	
0230	8		8		0		1430	122		122		0	
0245	7	37	7	37	0	0	1445	106	433	106	433	0	0
0300	3		3		0		1500	122		122		0	
0315	2		2		0		1515	113		113		0	
0330	2		2		0		1530	119		119		0	
0345	3	10	3	10	0	0	1545	144	498	144	498	0	0
0400	4		4		0		1600	184		184		0	
0415	3		3		0		1615	176		176		0	
0430	6		6		0		1630	175		175		0	
0445	2	15	2	15	0	0	1645	157	692	157	692	0	0
0500	7		7		0		1700	168		168		0	
0515	1		1		0		1715	152		152		0	
0530	11		11		0		1730	151		151		0	
0545	11	30	11	30	0	0	1745	129	600	129	600	0	0
0600	9		9		0		1800	118		118		0	
0615	23		23		0		1815	105		105		0	
0630	16		16		0		1830	84		84		0	
0645	28	76	28	76	0	0	1845	110	417	110	417	0	0
0700	30		30		0		1900	78		78		0	
0715	39		39		0		1915	82		82		0	
0730	46		46		0		1930	95		95		0	
0745	59	174	59	174	0	0	1945	81	336	81	336	0	0
0800	71		71		0		2000	85		85		0	
0815	55		55		0		2015	61		61		0	
0830	43		43		0		2030	51		51		0	
0845	62	231	62	231	0	0	2045	60	257	60	257	0	0
0900	62		62		0		2100	59		59		0	
0915	41		41		0		2115	51		51		0	
0930	60		60		0		2130	49		49		0	
0945	58	221	58	221	0	0	2145	42	201	42	201	0	0
1000	60		60		0		2200	53		53		0	
1015	45		45		0		2215	50		50		0	
1030	54		54		0		2230	49		49		0	
1045	61	220	61	220	0	0	2245	58	210	58	210	0	0
1100	61		61		0		2300	41		41		0	
1115	63		63		0		2315	25		25		0	
1130	97		97		0		2330	24		24		0	
1145	77	298	77	298	0	0	2345	31	121	31	121	0	0
							Total	**5946**		**5946**		**0**	

Volume Report

Job 915_006_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, May 18, 2022

Time	Total		NB				Time	Total		NB			
0000	30		30		0		1200	109		109		0	
0015	28		28		0		1215	119		119		0	
0030	22		22		0		1230	134		134		0	
0045	13	93	13	93	0	0	1245	102	464	102	464	0	0
0100	13		13		0		1300	110		110		0	
0115	12		12		0		1315	105		105		0	
0130	13		13		0		1330	109		109		0	
0145	12	50	12	50	0	0	1345	102	426	102	426	0	0
0200	4		4		0		1400	136		136		0	
0215	5		5		0		1415	127		127		0	
0230	3		3		0		1430	127		127		0	
0245	8	20	8	20	0	0	1445	57	447	57	447	0	0
0300	9		9		0		1500	131		131		0	
0315	4		4		0		1515	153		153		0	
0330	5		5		0		1530	161		161		0	
0345	4	22	4	22	0	0	1545	188	633	188	633	0	0
0400	4		4		0		1600	159		159		0	
0415	9		9		0		1615	161		161		0	
0430	8		8		0		1630	167		167		0	
0445	20	41	20	41	0	0	1645	156	643	156	643	0	0
0500	12		12		0		1700	131		131		0	
0515	25		25		0		1715	150		150		0	
0530	29		29		0		1730	143		143		0	
0545	43	109	43	109	0	0	1745	134	558	134	558	0	0
0600	47		47		0		1800	128		128		0	
0615	57		57		0		1815	151		151		0	
0630	77		77		0		1830	115		115		0	
0645	107	288	107	288	0	0	1845	93	487	93	487	0	0
0700	114		114		0		1900	94		94		0	
0715	158		158		0		1915	107		107		0	
0730	157		157		0		1930	102		102		0	
0745	161	590	161	590	0	0	1945	82	385	82	385	0	0
0800	158		158		0		2000	83		83		0	
0815	203		203		0		2015	84		84		0	
0830	169		169		0		2030	87		87		0	
0845	174	704	174	704	0	0	2045	81	335	81	335	0	0
0900	139		139		0		2100	60		60		0	
0915	136		136		0		2115	75		75		0	
0930	128		128		0		2130	62		62		0	
0945	124	527	124	527	0	0	2145	63	260	63	260	0	0
1000	119		119		0		2200	51		51		0	
1015	103		103		0		2215	57		57		0	
1030	107		107		0		2230	55		55		0	
1045	110	439	110	439	0	0	2245	57	220	57	220	0	0
1100	79		79		0		2300	38		38		0	
1115	111		111		0		2315	37		37		0	
1130	111		111		0		2330	41		41		0	
1145	105	406	105	406	0	0	2345	38	154	38	154	0	0
							Total	**8301**		**8301**		**0**	

Volume Report

Job 915_006_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, May 18, 2022

Time	Total		SB				Time	Total		SB			
0000	16		16		0		1200	96		96		0	
0015	19		19		0		1215	103		103		0	
0030	16		16		0		1230	89		89		0	
0045	11	62	11	62	0	0	1245	90	378	90	378	0	0
0100	12		12		0		1300	83		83		0	
0115	8		8		0		1315	88		88		0	
0130	10		10		0		1330	101		101		0	
0145	10	40	10	40	0	0	1345	95	367	95	367	0	0
0200	11		11		0		1400	114		114		0	
0215	9		9		0		1415	113		113		0	
0230	3		3		0		1430	116		116		0	
0245	3	26	3	26	0	0	1445	98	441	98	441	0	0
0300	4		4		0		1500	126		126		0	
0315	0		0		0		1515	126		126		0	
0330	2		2		0		1530	118		118		0	
0345	1	7	1	7	0	0	1545	100	470	100	470	0	0
0400	0		0		0		1600	146		146		0	
0415	1		1		0		1615	153		153		0	
0430	3		3		0		1630	187		187		0	
0445	2	6	2	6	0	0	1645	138	624	138	624	0	0
0500	2		2		0		1700	181		181		0	
0515	9		9		0		1715	201		201		0	
0530	14		14		0		1730	144		144		0	
0545	12	37	12	37	0	0	1745	109	635	109	635	0	0
0600	14		14		0		1800	93		93		0	
0615	18		18		0		1815	110		110		0	
0630	23		23		0		1830	80		80		0	
0645	30	85	30	85	0	0	1845	84	367	84	367	0	0
0700	30		30		0		1900	80		80		0	
0715	47		47		0		1915	86		86		0	
0730	53		53		0		1930	98		98		0	
0745	50	180	50	180	0	0	1945	76	340	76	340	0	0
0800	64		64		0		2000	80		80		0	
0815	62		62		0		2015	80		80		0	
0830	55		55		0		2030	74		74		0	
0845	52	233	52	233	0	0	2045	68	302	68	302	0	0
0900	59		59		0		2100	57		57		0	
0915	51		51		0		2115	74		74		0	
0930	48		48		0		2130	69		69		0	
0945	78	236	78	236	0	0	2145	70	270	70	270	0	0
1000	53		53		0		2200	85		85		0	
1015	64		64		0		2215	76		76		0	
1030	73		73		0		2230	52		52		0	
1045	62	252	62	252	0	0	2245	43	256	43	256	0	0
1100	75		75		0		2300	42		42		0	
1115	72		72		0		2315	41		41		0	
1130	82		82		0		2330	47		47		0	
1145	82	311	82	311	0	0	2345	36	166	36	166	0	0
							Total	**6091**		**6091**		**0**	

Classification Report

Job # 915_006_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Direction Northbound
Tuesday, May 17, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	99	1	93	4	1	0	0	0	0	0	0	0	0	0
0100	53	0	50	2	1	0	0	0	0	0	0	0	0	0
0200	28	1	23	4	0	0	0	0	0	0	0	0	0	0
0300	26	0	22	3	0	0	1	0	0	0	0	0	0	0
0400	44	0	33	8	1	0	2	0	0	0	0	0	0	0
0500	95	0	78	10	3	1	2	1	0	0	0	0	0	0
0600	254	1	199	35	11	3	1	1	3	0	0	0	0	0
0700	564	4	488	56	6	1	1	5	3	0	0	0	0	0
0800	721	5	644	44	13	4	3	7	1	0	0	0	0	0
0900	415	2	367	28	7	6	2	2	0	0	1	0	0	0
1000	364	4	315	35	6	4	0	0	0	0	0	0	0	0
1100	403	6	339	39	7	8	0	2	0	2	0	0	0	0
1200	444	6	397	26	9	0	3	2	0	1	0	0	0	0
1300	448	6	392	31	9	5	0	3	0	2	0	0	0	0
1400	556	4	480	56	9	3	1	2	0	1	0	0	0	0
1500	693	7	605	58	6	6	0	8	2	1	0	0	0	0
1600	585	4	539	27	7	2	0	3	1	2	0	0	0	0
1700	592	5	545	23	13	0	1	2	1	1	1	0	0	0
1800	460	3	423	20	7	2	1	3	0	1	0	0	0	0
1900	372	8	332	22	5	1	1	2	1	0	0	0	0	0
2000	286	6	264	12	3	0	1	0	0	0	0	0	0	0
2100	234	2	218	9	3	0	1	0	0	1	0	0	0	0
2200	207	4	199	3	1	0	0	0	0	0	0	0	0	0
2300	125	1	116	6	1	0	0	1	0	0	0	0	0	0
Total	**8068**	**80**	**7161**	**561**	**129**	**46**	**21**	**44**	**12**	**12**	**2**	**0**	**0**	**0**
	100.00%	**0.99%**	**88.76%**	**6.95%**	**1.60%**	**0.57%**	**0.26%**	**0.55%**	**0.15%**	**0.15%**	**0.02%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job # 915_006_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Direction Northbound
Wednesday, May 18, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	93	2	84	3	1	0	3	0	0	0	0	0	0	0
0100	50	0	42	6	1	0	0	1	0	0	0	0	0	0
0200	20	1	18	1	0	0	0	0	0	0	0	0	0	0
0300	22	0	19	0	0	0	1	0	0	2	0	0	0	0
0400	41	1	31	3	1	1	2	0	0	0	2	0	0	0
0500	109	1	88	13	3	0	3	0	1	0	0	0	0	0
0600	288	1	223	51	6	2	4	0	0	1	0	0	0	0
0700	590	7	511	46	9	5	2	8	0	2	0	0	0	0
0800	704	4	628	50	9	3	1	6	1	1	0	0	0	1
0900	527	4	464	39	10	3	4	1	0	2	0	0	0	0
1000	439	4	377	42	6	4	2	1	0	3	0	0	0	0
1100	406	2	357	35	10	1	1	0	0	0	0	0	0	0
1200	464	4	404	42	6	4	3	0	1	0	0	0	0	0
1300	426	11	369	29	7	3	0	5	1	0	0	0	0	1
1400	447	8	391	30	10	2	1	4	1	0	0	0	0	0
1500	633	8	564	45	5	4	1	3	1	2	0	0	0	0
1600	643	11	577	37	9	3	0	4	2	0	0	0	0	0
1700	558	8	507	25	6	0	2	8	0	2	0	0	0	0
1800	487	10	438	21	12	2	0	2	1	1	0	0	0	0
1900	385	9	353	11	6	1	1	4	0	0	0	0	0	0
2000	335	3	312	16	2	0	0	2	0	0	0	0	0	0
2100	260	3	236	18	3	0	0	0	0	0	0	0	0	0
2200	220	2	206	12	0	0	0	0	0	0	0	0	0	0
2300	154	1	140	10	1	1	1	0	0	0	0	0	0	0
Total	**8301**	**105**	**7339**	**585**	**123**	**39**	**32**	**49**	**9**	**16**	**2**	**0**	**0**	**2**
	100.00%	**1.26%**	**88.41%**	**7.05%**	**1.48%**	**0.47%**	**0.39%**	**0.59%**	**0.11%**	**0.19%**	**0.02%**	**0.00%**	**0.00%**	**0.02%**

Classification Report

Job # 915_006_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Direction Southbound
Tuesday, May 17, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	86	0	82	2	1	0	0	0	0	1	0	0	0	0
0100	54	0	46	8	0	0	0	0	0	0	0	0	0	0
0200	37	0	32	5	0	0	0	0	0	0	0	0	0	0
0300	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0400	15	0	9	1	1	1	3	0	0	0	0	0	0	0
0500	30	0	27	1	2	0	0	0	0	0	0	0	0	0
0600	76	0	59	7	7	2	1	0	0	0	0	0	0	0
0700	174	1	149	14	8	2	0	0	0	0	0	0	0	0
0800	231	0	204	18	7	2	0	0	0	0	0	0	0	0
0900	221	3	181	23	6	3	3	0	1	1	0	0	0	0
1000	220	1	195	16	2	3	3	0	0	0	0	0	0	0
1100	298	1	260	28	6	1	1	0	0	1	0	0	0	0
1200	373	1	332	31	6	3	0	0	0	0	0	0	0	0
1300	356	2	320	23	7	2	1	0	0	1	0	0	0	0
1400	433	3	384	36	5	3	1	1	0	0	0	0	0	0
1500	498	4	439	48	2	1	4	0	0	0	0	0	0	0
1600	692	4	634	44	4	1	4	0	0	1	0	0	0	0
1700	600	4	559	27	5	1	3	0	0	0	0	0	0	1
1800	417	4	389	18	1	0	4	1	0	0	0	0	0	0
1900	336	1	324	6	4	0	1	0	0	0	0	0	0	0
2000	257	3	239	10	2	3	0	0	0	0	0	0	0	0
2100	201	5	178	16	2	0	0	0	0	0	0	0	0	0
2200	210	3	196	9	2	0	0	0	0	0	0	0	0	0
2300	121	1	116	2	1	0	0	0	0	1	0	0	0	0
Total	**5946**	**41**	**5362**	**395**	**81**	**28**	**29**	**2**	**1**	**6**	**0**	**0**	**0**	**1**
	100.00%	**0.69%**	**90.18%**	**6.64%**	**1.36%**	**0.47%**	**0.49%**	**0.03%**	**0.02%**	**0.10%**	**0.00%**	**0.00%**	**0.00%**	**0.02%**

Classification Report

Job # 915_006_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Direction Southbound
Wednesday, May 18, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	62	0	58	3	1	0	0	0	0	0	0	0	0	0
0100	40	0	37	3	0	0	0	0	0	0	0	0	0	0
0200	26	0	23	3	0	0	0	0	0	0	0	0	0	0
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	3	3	0	0	0	0	0	0	0	0	0	0
0500	37	0	27	3	3	0	4	0	0	0	0	0	0	0
0600	85	0	65	10	7	1	2	0	0	0	0	0	0	0
0700	180	0	153	16	10	0	1	0	0	0	0	0	0	0
0800	233	1	207	15	2	3	5	0	0	0	0	0	0	0
0900	236	2	198	22	8	2	4	0	0	0	0	0	0	0
1000	252	1	213	24	9	2	2	0	0	1	0	0	0	0
1100	311	8	256	37	8	2	0	0	0	0	0	0	0	0
1200	378	3	326	36	6	3	2	1	0	1	0	0	0	0
1300	367	2	326	28	4	4	3	0	0	0	0	0	0	0
1400	441	3	377	51	7	1	1	0	0	1	0	0	0	0
1500	470	7	409	48	4	1	1	0	0	0	0	0	0	0
1600	624	11	577	27	3	1	2	2	0	1	0	0	0	0
1700	635	7	592	30	4	1	1	0	0	0	0	0	0	0
1800	367	3	336	22	4	1	1	0	0	0	0	0	0	0
1900	340	10	313	12	3	1	0	1	0	0	0	0	0	0
2000	302	1	290	9	2	0	0	0	0	0	0	0	0	0
2100	270	6	251	8	2	0	0	2	0	0	0	0	0	1
2200	256	0	242	12	2	0	0	0	0	0	0	0	0	0
2300	166	0	153	11	1	1	0	0	0	0	0	0	0	0
Total	**6091**	**65**	**5439**	**433**	**90**	**24**	**29**	**6**	**0**	**4**	**0**	**0**	**0**	**1**
	100.00%	**1.07%**	**89.30%**	**7.11%**	**1.48%**	**0.39%**	**0.48%**	**0.10%**	**0.00%**	**0.07%**	**0.00%**	**0.00%**	**0.00%**	**0.02%**

Bicycles & Pedestrian Volume Report

Job 915_006_FO_ATR 4
Area Providence, RI
Location South Water Street, between James Street & Dollar Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Tuesday, May 17, 2022

Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk		Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk	
0000	0		0		1		5		1200	4		2		4		19	
0015	0		0		0		5		1215	2		3		3		54	
0030	0		1		5		3		1230	1		1		5		45	
0045	0	0	0	1	1	7	0	13	1245	3	10	0	6	2	14	39	157
0100	0		0		0		4		1300	1		3		11		44	
0115	0		0		1		4		1315	1		7		7		50	
0130	0		0		0		0		1330	1		0		5		38	
0145	0	0	0	0	0	1	2	10	1345	0	3	2	12	6	29	44	176
0200	0		0		0		0		1400	2		1		2		34	
0215	0		0		0		0		1415	0		2		5		27	
0230	0		1		0		0		1430	1		2		7		31	
0245	0	0	0	1	0	0	0	0	1445	2	5	2	7	5	19	17	109
0300	0		0		0		0		1500	0		3		5		26	
0315	0		0		0		0		1515	1		1		5		22	
0330	0		0		2		0		1530	0		1		2		19	
0345	0	0	0	0	0	2	2	2	1545	1	2	1	6	1	13	41	108
0400	0		0		0		0		1600	1		1		15		30	
0415	0		0		0		0		1615	0		2		3		25	
0430	0		0		0		0		1630	0		4		5		33	
0445	0	0	0	0	0	0	1	1	1645	0	1	2	9	2	25	43	131
0500	0		0		0		0		1700	0		5		5		38	
0515	0		1		0		2		1715	1		6		10		32	
0530	0		0		0		0		1730	1		5		8		40	
0545	0	0	0	1	0	0	3	5	1745	2	4	5	21	8	31	42	152
0600	4		0		0		6		1800	1		6		18		45	
0615	0		2		0		11		1815	4		3		6		42	
0630	0		0		1		9		1830	1		7		17		46	
0645	0	4	0	2	0	1	5	31	1845	3	9	4	20	11	52	29	162
0700	0		1		1		15		1900	0		6		5		27	
0715	0		0		0		11		1915	3		6		8		21	
0730	3		0		2		15		1930	1		1		3		37	
0745	0	3	1	2	4	7	14	55	1945	2	6	2	15	15	31	33	118
0800	3		2		2		13		2000	2		3		9		24	
0815	1		1		3		10		2015	0		1		8		29	
0830	3		2		2		15		2030	0		1		2		26	
0845	0	7	0	5	5	12	13	51	2045	0	2	0	5	0	19	16	95
0900	2		4		9		9		2100	0		2		10		12	
0915	3		0		3		20		2115	0		0		9		20	
0930	0		5		3		11		2130	0		1		4		10	
0945	1	6	2	11	2	17	17	57	2145	1	1	3	6	5	28	12	54
1000	0		3		1		14		2200	0		0		2		9	
1015	2		3		6		8		2215	2		0		3		10	
1030	1		1		3		20		2230	0		1		0		8	
1045	0	3	1	8	3	13	23	65	2245	0	2	0	1	4	9	9	36
1100	1		3		0		28		2300	0		0		0		5	
1115	2		4		2		24		2315	0		0		0		3	
1130	5		1		3		21		2330	0		0		0		0	
1145	2	10	1	9	6	11	31	104	2345	0	0	1	1	0	0	1	9
									Total	**78**		**149**		**341**		**1701**	

Bicycles & Pedestrian Volume Report

Job 915_006_FO_ATR 4
Area Providence, RI
Location South Water Street, between James Street & Dollar Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, May 18, 2022

Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk		Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk	
0000	0		0		0		6		1200	2		2		5		25	
0015	0		0		1		2		1215	3		2		7		32	
0030	0		0		4		0		1230	3		5		4		28	
0045	1	1	0	0	0	5	0	8	1245	0	8	2	11	3	19	27	112
0100	0		0		0		0		1300	1		3		17		34	
0115	0		0		0		2		1315	2		4		9		26	
0130	0		0		0		0		1330	3		1		4		26	
0145	1	1	0	0	2	2	2	4	1345	3	9	2	10	11	41	18	104
0200	0		0		0		2		1400	0		1		5		37	
0215	0		0		0		0		1415	5		1		1		30	
0230	0		0		0		0		1430	1		5		3		28	
0245	0	0	0	0	0	0	0	2	1445	0	6	5	12	5	14	20	115
0300	0		0		0		0		1500	3		5		5		13	
0315	0		0		0		0		1515	2		4		2		18	
0330	0		0		0		0		1530	2		6		7		14	
0345	0	0	1	1	0	0	0	0	1545	1	8	1	16	6	20	6	51
0400	0		0		0		0		1600	0		10		3		21	
0415	0		0		0		0		1615	2		10		7		29	
0430	0		0		0		1		1630	2		5		16		20	
0445	0	0	0	0	0	0	0	1	1645	1	5	6	31	5	31	24	94
0500	0		0		0		2		1700	3		7		6		22	
0515	0		1		0		0		1715	2		5		6		38	
0530	0		0		0		2		1730	2		4		9		49	
0545	0	0	0	1	1	1	3	7	1745	2	9	9	25	9	30	38	147
0600	0		0		1		2		1800	1		4		8		26	
0615	0		1		0		5		1815	2		3		12		51	
0630	0		2		0		3		1830	5		2		6		28	
0645	0	0	1	4	0	1	9	19	1845	5	13	3	12	8	34	32	137
0700	1		0		0		14		1900	0		4		13		40	
0715	1		1		2		14		1915	4		4		7		32	
0730	1		0		4		9		1930	2		2		4		36	
0745	1	4	0	1	5	11	16	53	1945	2	8	2	12	14	38	29	137
0800	4		2		2		14		2000	1		1		14		26	
0815	0		0		4		27		2015	1		0		7		18	
0830	2		1		4		20		2030	1		1		11		18	
0845	4	10	3	6	1	11	26	87	2045	0	3	3	5	5	37	17	79
0900	2		5		2		14		2100	1		2		1		14	
0915	1		2		3		7		2115	1		2		4		20	
0930	1		4		0		20		2130	2		1		5		14	
0945	2	6	0	11	3	8	12	53	2145	1	5	1	6	1	11	17	65
1000	0		1		5		11		2200	0		2		2		19	
1015	0		0		0		11		2215	3		2		1		5	
1030	0		2		4		6		2230	0		0		1		18	
1045	1	1	3	6	4	13	14	42	2245	0	3	0	4	0	4	9	51
1100	3		1		3		16		2300	0		1		4		9	
1115	2		1		7		25		2315	1		0		0		3	
1130	1		4		5		24		2330	1		0		1		1	
1145	0	6	2	8	2	17	22	87	2345	0	2	0	1	0	5	0	13
	2		2		5		23		**Total**	**108**		**183**		**353**		**1468**	

Speed Report

Job 948_001_FO_ATR
Area Providence, RI
Location Benefit Street, between Transit Street & Williams Street
Dir Northbound
Wednesday, June 1, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	14	0	0	0	2	4	7	1	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	1	4	7	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	6	11	7	0	0	1	0	0	0	0	0	0	0
0600	44	0	0	3	8	15	16	2	0	0	0	0	0	0	0	0	0
0700	118	0	2	9	23	61	22	1	0	0	0	0	0	0	0	0	0
0800	188	0	11	31	73	63	10	0	0	0	0	0	0	0	0	0	0
0900	127	0	3	17	54	48	5	0	0	0	0	0	0	0	0	0	0
1000	102	0	4	14	61	18	5	0	0	0	0	0	0	0	0	0	0
1100	116	0	5	22	39	43	6	1	0	0	0	0	0	0	0	0	0
1200	123	0	2	22	51	43	5	0	0	0	0	0	0	0	0	0	0
1300	105	0	4	24	46	26	5	0	0	0	0	0	0	0	0	0	0
1400	132	0	7	26	54	41	3	1	0	0	0	0	0	0	0	0	0
1500	166	0	5	31	69	45	14	2	0	0	0	0	0	0	0	0	0
1600	175	0	13	42	74	39	6	1	0	0	0	0	0	0	0	0	0
1700	141	0	11	35	55	37	3	0	0	0	0	0	0	0	0	0	0
1800	102	1	8	29	45	18	1	0	0	0	0	0	0	0	0	0	0
1900	94	0	9	26	48	11	0	0	0	0	0	0	0	0	0	0	0
2000	70	0	8	15	28	17	1	1	0	0	0	0	0	0	0	0	0
2100	45	0	3	11	18	11	2	0	0	0	0	0	0	0	0	0	0
2200	53	0	2	11	13	18	6	3	0	0	0	0	0	0	0	0	0
2300	30	0	1	1	9	15	3	1	0	0	0	0	0	0	0	0	0
Total	**1992**	**1**	**98**	**370**	**780**	**592**	**136**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.05%**	**4.92%**	**18.57%**	**39.16%**	**29.72%**	**6.83%**	**0.70%**	**0.00%**	**0.05%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 42.9 mph, Minimum = 4.8 mph, Mean = 18.3 mph
85% Speed = 23.01 mph, 95% Speed = 25.88 mph, Median = 18.62 mph
10 mph Pace = 13 - 23, Number in Pace = 1421 (72.39%)
Variance = 22.77, Standard Deviation = 4.77 mph

Speed Report

Job 948_001_FO_ATR
Area Providence, RI
Location Benefit Street, between Transit Street & Williams Street
Dir Northbound
Thursday, June 2, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	10	0	0	1	2	4	3	0	0	0	0	0	0	0	0	0	0
0100	13	0	2	0	4	4	3	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	12	0	0	0	4	6	1	0	1	0	0	0	0	0	0	0	0
0600	47	0	0	2	4	16	19	5	1	0	0	0	0	0	0	0	0
0700	119	0	5	13	35	42	20	4	0	0	0	0	0	0	0	0	0
0800	161	0	5	17	45	73	17	4	0	0	0	0	0	0	0	0	0
0900	97	0	0	15	43	33	5	1	0	0	0	0	0	0	0	0	0
1000	93	0	4	17	42	25	4	1	0	0	0	0	0	0	0	0	0
1100	101	0	4	9	42	39	7	0	0	0	0	0	0	0	0	0	0
1200	128	0	2	11	53	51	9	2	0	0	0	0	0	0	0	0	0
1300	112	0	4	24	56	23	4	0	1	0	0	0	0	0	0	0	0
1400	119	0	3	15	52	43	6	0	0	0	0	0	0	0	0	0	0
1500	143	0	4	22	53	45	17	2	0	0	0	0	0	0	0	0	0
1600	149	1	3	33	60	44	8	0	0	0	0	0	0	0	0	0	0
1700	138	0	5	20	62	44	6	0	1	0	0	0	0	0	0	0	0
1800	96	0	3	15	30	39	9	0	0	0	0	0	0	0	0	0	0
1900	71	0	2	13	29	21	6	0	0	0	0	0	0	0	0	0	0
2000	69	0	2	7	28	28	4	0	0	0	0	0	0	0	0	0	0
2100	38	0	0	7	15	16	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	6	15	15	8	4	1	0	0	0	0	0	0	0	0
2300	28	0	0	4	9	10	4	1	0	0	0	0	0	0	0	0	0
Total	**1800**	**1**	**48**	**252**	**685**	**623**	**162**	**24**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.06%**	**2.67%**	**14.00%**	**38.06%**	**34.61%**	**9.00%**	**1.33%**	**0.28%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 39.4 mph, Minimum = 4.8 mph, Mean = 19.4 mph
85% Speed = 24.15 mph, 95% Speed = 27.01 mph, Median = 19.52 mph
10 mph Pace = 15 - 25, Number in Pace = 1325 (73.61%)
Variance = 22.25, Standard Deviation = 4.72 mph

Speed Report

Job 948_001_FO_ATR
Area Providence, RI
Location Benefit Street, between Transit Street & Williams Street
Dir Southbound
Wednesday, June 1, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	18	0	0	1	4	9	4	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0
0600	27	0	0	2	6	14	5	0	0	0	0	0	0	0	0	0	0
0700	71	0	0	13	26	24	6	2	0	0	0	0	0	0	0	0	0
0800	110	0	4	20	52	32	2	0	0	0	0	0	0	0	0	0	0
0900	94	0	1	14	43	32	4	0	0	0	0	0	0	0	0	0	0
1000	106	1	0	16	57	29	3	0	0	0	0	0	0	0	0	0	0
1100	83	0	1	12	47	22	1	0	0	0	0	0	0	0	0	0	0
1200	130	0	0	29	67	30	4	0	0	0	0	0	0	0	0	0	0
1300	151	0	5	55	70	20	1	0	0	0	0	0	0	0	0	0	0
1400	136	1	4	20	68	41	1	1	0	0	0	0	0	0	0	0	0
1500	172	0	9	43	88	29	3	0	0	0	0	0	0	0	0	0	0
1600	164	0	5	41	79	32	6	1	0	0	0	0	0	0	0	0	0
1700	161	1	9	33	93	25	0	0	0	0	0	0	0	0	0	0	0
1800	136	0	13	43	61	16	3	0	0	0	0	0	0	0	0	0	0
1900	87	1	4	32	33	16	0	0	1	0	0	0	0	0	0	0	0
2000	93	0	8	22	40	21	1	1	0	0	0	0	0	0	0	0	0
2100	83	0	0	8	41	31	3	0	0	0	0	0	0	0	0	0	0
2200	49	0	2	10	14	18	5	0	0	0	0	0	0	0	0	0	0
2300	36	0	0	3	13	15	3	1	1	0	0	0	0	0	0	0	0
Total	**1937**	**4**	**66**	**422**	**912**	**466**	**58**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.21%**	**3.41%**	**21.79%**	**47.08%**	**24.06%**	**2.99%**	**0.36%**	**0.10%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 38.5 mph, Minimum = 1.6 mph, Mean = 17.5 mph
85% Speed = 21.47 mph, 95% Speed = 24.15 mph, Median = 17.62 mph
10 mph Pace = 13 - 23, Number in Pace = 1507 (79.19%)
Variance = 17.20, Standard Deviation = 4.15 mph

Speed Report

Job 948_001_FO_ATR
Area Providence, RI
Location Benefit Street, between Transit Street & Williams Street
Dir Southbound
Thursday, June 2, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	16	0	0	5	5	5	0	0	1	0	0	0	0	0	0	0	0
0100	12	0	0	3	8	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	2	6	11	3	1	0	0	0	0	0	0	0	0	0
0700	57	0	0	5	30	17	5	0	0	0	0	0	0	0	0	0	0
0800	86	0	2	11	35	29	9	0	0	0	0	0	0	0	0	0	0
0900	79	0	0	7	45	22	5	0	0	0	0	0	0	0	0	0	0
1000	95	0	6	11	50	25	3	0	0	0	0	0	0	0	0	0	0
1100	106	0	2	10	44	44	5	0	1	0	0	0	0	0	0	0	0
1200	160	0	4	14	77	54	10	1	0	0	0	0	0	0	0	0	0
1300	143	0	3	17	72	47	3	1	0	0	0	0	0	0	0	0	0
1400	141	0	2	25	75	35	4	0	0	0	0	0	0	0	0	0	0
1500	156	0	1	31	79	35	9	1	0	0	0	0	0	0	0	0	0
1600	198	0	2	32	117	43	4	0	0	0	0	0	0	0	0	0	0
1700	173	0	7	34	90	37	5	0	0	0	0	0	0	0	0	0	0
1800	121	0	4	20	53	41	3	0	0	0	0	0	0	0	0	0	0
1900	124	0	1	25	55	38	5	0	0	0	0	0	0	0	0	0	0
2000	95	0	0	19	47	23	6	0	0	0	0	0	0	0	0	0	0
2100	68	0	2	6	26	29	2	3	0	0	0	0	0	0	0	0	0
2200	50	0	0	6	13	23	6	2	0	0	0	0	0	0	0	0	0
2300	27	0	0	3	7	9	5	2	1	0	0	0	0	0	0	0	0
Total	**1949**	**0**	**36**	**289**	**940**	**576**	**94**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.00%**	**1.85%**	**14.83%**	**48.23%**	**29.55%**	**4.82%**	**0.56%**	**0.15%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 37.5 mph, Minimum = 5.2 mph, Mean = 18.6 mph
85% Speed = 22.57 mph, 95% Speed = 25.33 mph, Median = 18.51 mph
10 mph Pace = 14 - 24, Number in Pace = 1577 (80.91%)
Variance = 16.49, Standard Deviation = 4.06 mph

Volume Report

Job 948_001_FO_ATR
Area Providence, RI
Location Benefit Street, between Transit Street & Williams Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, June 1, 2022

Time	Total		NB		SB		Time	Total		NB		SB	
0000	11		5		6		1200	71		35		36	
0015	7		3		4		1215	65		26		39	
0030	9		4		5		1230	57		26		31	
0045	5	32	2	14	3	18	1245	60	253	36	123	24	130
0100	7		3		4		1300	62		25		37	
0115	7		4		3		1315	59		22		37	
0130	5		3		2		1330	66		23		43	
0145	5	24	2	12	3	12	1345	69	256	35	105	34	151
0200	2		1		1		1400	57		30		27	
0215	1		0		1		1415	75		38		37	
0230	1		1		0		1430	59		26		33	
0245	2	6	1	3	1	3	1445	77	268	38	132	39	136
0300	1		0		1		1500	95		39		56	
0315	1		1		0		1515	73		38		35	
0330	2		0		2		1530	93		48		45	
0345	3	7	1	2	2	5	1545	77	338	41	166	36	172
0400	2		1		1		1600	82		32		50	
0415	3		2		1		1615	106		60		46	
0430	2		1		1		1630	68		38		30	
0445	2	9	1	5	1	4	1645	83	339	45	175	38	164
0500	5		3		2		1700	64		26		38	
0515	5		5		0		1715	76		38		38	
0530	9		8		1		1730	77		30		47	
0545	12	31	9	25	3	6	1745	85	302	47	141	38	161
0600	12		9		3		1800	52		21		31	
0615	14		8		6		1815	55		26		29	
0630	17		11		6		1830	69		29		40	
0645	28	71	16	44	12	27	1845	62	238	26	102	36	136
0700	22		9		13		1900	57		34		23	
0715	30		18		12		1915	33		20		13	
0730	59		43		16		1930	47		18		29	
0745	78	189	48	118	30	71	1945	44	181	22	94	22	87
0800	78		58		20		2000	44		21		23	
0815	78		47		31		2015	38		17		21	
0830	67		39		28		2030	41		17		24	
0845	75	298	44	188	31	110	2045	40	163	15	70	25	93
0900	52		31		21		2100	43		16		27	
0915	53		35		18		2115	36		12		24	
0930	56		34		22		2130	28		11		17	
0945	60	221	27	127	33	94	2145	21	128	6	45	15	83
1000	48		24		24		2200	19		12		7	
1015	58		29		29		2215	27		9		18	
1030	47		22		25		2230	24		12		12	
1045	55	208	27	102	28	106	2245	32	102	20	53	12	49
1100	46		26		20		2300	24		8		16	
1115	38		22		16		2315	10		7		3	
1130	44		31		13		2330	11		5		6	
1145	71	199	37	116	34	83	2345	21	66	10	30	11	36
							Total	**3929**		**1992**		**1937**	

Volume Report

Job 948_001_FO_ATR
Area Providence, RI
Location Benefit Street, between Transit Street & Williams Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Thursday, June 2, 2022

Time	Total		NB		SB		Time	Total		NB		SB	
0000	9		5		4		1200	67		30		37	
0015	3		1		2		1215	72		26		46	
0030	7		1		6		1230	69		36		33	
0045	7	26	3	10	4	16	1245	80	288	36	128	44	160
0100	9		5		4		1300	81		29		52	
0115	5		2		3		1315	63		28		35	
0130	6		4		2		1330	49		27		22	
0145	5	25	2	13	3	12	1345	62	255	28	112	34	143
0200	1		1		0		1400	62		25		37	
0215	1		0		1		1415	66		35		31	
0230	1		0		1		1430	62		27		35	
0245	1	4	0	1	1	3	1445	70	260	32	119	38	141
0300	1		1		0		1500	76		29		47	
0315	1		0		1		1515	77		30		47	
0330	1		0		1		1530	81		48		33	
0345	2	5	0	1	2	4	1545	65	299	36	143	29	156
0400	4		2		2		1600	105		51		54	
0415	1		1		0		1615	109		38		71	
0430	1		1		0		1630	73		33		40	
0445	2	8	1	5	1	3	1645	60	347	27	149	33	198
0500	1		1		0		1700	98		40		58	
0515	3		3		0		1715	76		33		43	
0530	6		3		3		1730	64		33		31	
0545	11	21	5	12	6	9	1745	73	311	32	138	41	173
0600	10		8		2		1800	54		22		32	
0615	9		6		3		1815	55		28		27	
0630	20		15		5		1830	59		24		35	
0645	31	70	18	47	13	23	1845	49	217	22	96	27	121
0700	20		12		8		1900	53		25		28	
0715	33		22		11		1915	62		19		43	
0730	47		37		10		1930	47		17		30	
0745	76	176	48	119	28	57	1945	33	195	10	71	23	124
0800	71		45		26		2000	38		14		24	
0815	49		36		13		2015	41		17		24	
0830	66		49		17		2030	45		20		25	
0845	61	247	31	161	30	86	2045	40	164	18	69	22	95
0900	44		25		19		2100	33		12		21	
0915	38		20		18		2115	20		7		13	
0930	51		28		23		2130	28		10		18	
0945	43	176	24	97	19	79	2145	25	106	9	38	16	68
1000	47		26		21		2200	30		15		15	
1015	52		30		22		2215	22		9		13	
1030	43		17		26		2230	19		10		9	
1045	46	188	20	93	26	95	2245	28	99	15	49	13	50
1100	46		21		25		2300	23		10		13	
1115	42		22		20		2315	18		13		5	
1130	58		30		28		2330	8		3		5	
1145	61	207	28	101	33	106	2345	6	55	2	28	4	27
							Total	**3749**		**1800**		**1949**	

Classification Report

Job # 948_001_FO_ATR
Area Providence, RI
Location Benefit Street, between Transit Street & Williams Street
Direction Northbound
Wednesday, June 1, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0100	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	0	0	1	0	0	0	0	0	0	0	0
0500	25	0	20	5	0	0	0	0	0	0	0	0	0	0
0600	44	0	32	11	0	0	1	0	0	0	0	0	0	0
0700	118	1	109	7	1	0	0	0	0	0	0	0	0	0
0800	188	2	169	12	3	1	0	1	0	0	0	0	0	0
0900	127	2	116	7	1	1	0	0	0	0	0	0	0	0
1000	102	2	83	12	4	0	1	0	0	0	0	0	0	0
1100	116	1	108	7	0	0	0	0	0	0	0	0	0	0
1200	123	1	110	11	0	1	0	0	0	0	0	0	0	0
1300	105	2	90	13	0	0	0	0	0	0	0	0	0	0
1400	132	1	117	12	0	1	0	1	0	0	0	0	0	0
1500	166	5	150	10	1	0	0	0	0	0	0	0	0	0
1600	175	0	166	8	0	1	0	0	0	0	0	0	0	0
1700	141	1	134	6	0	0	0	0	0	0	0	0	0	0
1800	102	0	98	4	0	0	0	0	0	0	0	0	0	0
1900	94	0	90	4	0	0	0	0	0	0	0	0	0	0
2000	70	2	66	1	0	0	0	1	0	0	0	0	0	0
2100	45	5	39	1	0	0	0	0	0	0	0	0	0	0
2200	53	3	45	5	0	0	0	0	0	0	0	0	0	0
2300	30	1	28	1	0	0	0	0	0	0	0	0	0	0
Total	**1992**	**30**	**1802**	**139**	**10**	**6**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**1.51%**	**90.46%**	**6.98%**	**0.50%**	**0.30%**	**0.10%**	**0.15%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job # 948_001_FO_ATR
Area Providence, RI
Location Benefit Street, between Transit Street & Williams Street
Direction Northbound
Thursday, June 2, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	13	1	11	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0600	47	0	35	11	0	1	0	0	0	0	0	0	0	0
0700	119	3	105	10	0	1	0	0	0	0	0	0	0	0
0800	161	2	144	12	2	1	0	0	0	0	0	0	0	0
0900	97	0	87	9	0	1	0	0	0	0	0	0	0	0
1000	93	1	85	6	1	0	0	0	0	0	0	0	0	0
1100	101	2	92	7	0	0	0	0	0	0	0	0	0	0
1200	128	1	112	14	1	0	0	0	0	0	0	0	0	0
1300	112	1	102	7	1	1	0	0	0	0	0	0	0	0
1400	119	2	111	6	0	0	0	0	0	0	0	0	0	0
1500	143	3	131	9	0	0	0	0	0	0	0	0	0	0
1600	149	1	140	6	0	1	1	0	0	0	0	0	0	0
1700	138	2	129	7	0	0	0	0	0	0	0	0	0	0
1800	96	1	91	3	0	1	0	0	0	0	0	0	0	0
1900	71	0	69	2	0	0	0	0	0	0	0	0	0	0
2000	69	0	68	1	0	0	0	0	0	0	0	0	0	0
2100	38	0	37	1	0	0	0	0	0	0	0	0	0	0
2200	49	0	47	2	0	0	0	0	0	0	0	0	0	0
2300	28	0	28	0	0	0	0	0	0	0	0	0	0	0
Total	**1800**	**20**	**1650**	**117**	**5**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**1.11%**	**91.67%**	**6.50%**	**0.28%**	**0.39%**	**0.06%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job # 948_001_FO_ATR
Area Providence, RI
Location Benefit Street, between Transit Street & Williams Street
Direction Southbound
Wednesday, June 1, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	18	0	16	2	0	0	0	0	0	0	0	0	0	0
0100	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	6	1	5	0	0	0	0	0	0	0	0	0	0	0
0600	27	1	23	3	0	0	0	0	0	0	0	0	0	0
0700	71	1	61	4	3	2	0	0	0	0	0	0	0	0
0800	110	2	100	5	3	0	0	0	0	0	0	0	0	0
0900	94	2	84	7	0	1	0	0	0	0	0	0	0	0
1000	106	1	88	14	2	1	0	0	0	0	0	0	0	0
1100	83	0	74	6	0	1	1	1	0	0	0	0	0	0
1200	130	2	115	13	0	0	0	0	0	0	0	0	0	0
1300	151	2	128	17	1	2	1	0	0	0	0	0	0	0
1400	136	3	119	9	1	3	1	0	0	0	0	0	0	0
1500	172	1	154	14	0	1	1	1	0	0	0	0	0	0
1600	164	1	155	7	0	0	1	0	0	0	0	0	0	0
1700	161	1	151	7	1	1	0	0	0	0	0	0	0	0
1800	136	4	119	13	0	0	0	0	0	0	0	0	0	0
1900	87	2	83	2	0	0	0	0	0	0	0	0	0	0
2000	93	4	83	6	0	0	0	0	0	0	0	0	0	0
2100	83	1	76	6	0	0	0	0	0	0	0	0	0	0
2200	49	0	43	6	0	0	0	0	0	0	0	0	0	0
2300	36	3	31	2	0	0	0	0	0	0	0	0	0	0
Total	**1937**	**32**	**1731**	**144**	**11**	**12**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**1.65%**	**89.36%**	**7.43%**	**0.57%**	**0.62%**	**0.26%**	**0.10%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job # 948_001_FO_ATR
Area Providence, RI
Location Benefit Street, between Transit Street & Williams Street
Direction Southbound
Thursday, June 2, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	16	0	13	2	0	0	0	1	0	0	0	0	0	0
0100	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	0	0	0	1	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	22	1	0	0	0	0	0	0	0	0	0	0
0700	57	0	53	2	2	0	0	0	0	0	0	0	0	0
0800	86	2	76	4	3	1	0	0	0	0	0	0	0	0
0900	79	1	74	1	0	1	2	0	0	0	0	0	0	0
1000	95	3	82	10	0	0	0	0	0	0	0	0	0	0
1100	106	2	94	9	1	0	0	0	0	0	0	0	0	0
1200	160	2	145	12	0	0	1	0	0	0	0	0	0	0
1300	143	1	131	10	0	1	0	0	0	0	0	0	0	0
1400	141	0	130	10	0	1	0	0	0	0	0	0	0	0
1500	156	1	139	13	0	2	0	1	0	0	0	0	0	0
1600	198	4	185	8	0	1	0	0	0	0	0	0	0	0
1700	173	5	165	3	0	0	0	0	0	0	0	0	0	0
1800	121	4	111	4	0	1	1	0	0	0	0	0	0	0
1900	124	3	119	2	0	0	0	0	0	0	0	0	0	0
2000	95	0	91	4	0	0	0	0	0	0	0	0	0	0
2100	68	3	63	2	0	0	0	0	0	0	0	0	0	0
2200	50	0	45	4	0	0	1	0	0	0	0	0	0	0
2300	27	0	26	0	0	1	0	0	0	0	0	0	0	0
Total	**1949**	**31**	**1791**	**104**	**6**	**9**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**1.59%**	**91.89%**	**5.34%**	**0.31%**	**0.46%**	**0.31%**	**0.10%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Speed Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Dir Northbound
Wednesday, June 22, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	90	0	0	0	5	27	35	19	4	0	0	0	0	0	0	0	0
0100	59	0	0	1	3	17	29	9	0	0	0	0	0	0	0	0	0
0200	29	0	0	0	2	5	16	4	1	1	0	0	0	0	0	0	0
0300	25	0	0	0	0	2	13	8	1	1	0	0	0	0	0	0	0
0400	56	0	0	1	1	5	17	24	8	0	0	0	0	0	0	0	0
0500	124	0	0	2	1	16	41	50	13	1	0	0	0	0	0	0	0
0600	271	0	0	2	2	30	117	92	23	4	1	0	0	0	0	0	0
0700	582	0	2	13	27	97	268	159	13	3	0	0	0	0	0	0	0
0800	684	1	6	8	24	190	329	118	7	1	0	0	0	0	0	0	0
0900	469	0	2	6	13	114	209	112	13	0	0	0	0	0	0	0	0
1000	421	0	1	3	9	116	215	67	8	2	0	0	0	0	0	0	0
1100	437	0	1	1	47	178	165	41	4	0	0	0	0	0	0	0	0
1200	507	0	1	2	46	238	163	50	6	1	0	0	0	0	0	0	0
1300	495	0	1	12	52	220	167	39	4	0	0	0	0	0	0	0	0
1400	571	0	1	2	31	195	251	76	12	3	0	0	0	0	0	0	0
1500	658	0	0	5	38	198	319	83	12	2	1	0	0	0	0	0	0
1600	643	0	1	4	22	211	303	90	11	1	0	0	0	0	0	0	0
1700	595	0	2	6	24	172	276	104	9	2	0	0	0	0	0	0	0
1800	473	0	1	7	42	146	197	69	9	1	1	0	0	0	0	0	0
1900	406	0	3	16	63	172	118	26	7	1	0	0	0	0	0	0	0
2000	380	0	1	7	54	172	107	29	8	2	0	0	0	0	0	0	0
2100	306	0	4	5	33	130	111	21	2	0	0	0	0	0	0	0	0
2200	238	0	1	6	13	72	108	30	8	0	0	0	0	0	0	0	0
2300	156	0	0	2	5	50	60	33	6	0	0	0	0	0	0	0	0
Total	**8675**	**1**	**28**	**111**	**557**	**2773**	**3634**	**1353**	**189**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.01%**	**0.32%**	**1.28%**	**6.42%**	**31.97%**	**41.89%**	**15.60%**	**2.18%**	**0.30%**	**0.03%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 47.0 mph, Minimum = 4.3 mph, Mean = 26.1 mph
85% Speed = 30.59 mph, 95% Speed = 33.33 mph, Median = 26.06 mph
10 mph Pace = 21 - 31, Number in Pace = 6553 (75.54%)
Variance = 21.38, Standard Deviation = 4.62 mph

Speed Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Dir Northbound
Thursday, June 23, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	74	0	1	2	4	17	34	9	7	0	0	0	0	0	0	0	0
0100	54	0	0	1	3	14	28	8	0	0	0	0	0	0	0	0	0
0200	23	0	0	0	1	7	11	4	0	0	0	0	0	0	0	0	0
0300	24	0	0	0	1	6	12	4	1	0	0	0	0	0	0	0	0
0400	36	0	1	0	1	5	13	12	4	0	0	0	0	0	0	0	0
0500	114	0	0	0	2	10	51	41	10	0	0	0	0	0	0	0	0
0600	267	0	0	3	5	29	113	99	18	0	0	0	0	0	0	0	0
0700	601	0	2	9	16	146	280	123	25	0	0	0	0	0	0	0	0
0800	706	0	4	5	27	223	344	93	9	1	0	0	0	0	0	0	0
0900	445	0	3	5	26	127	212	65	7	0	0	0	0	0	0	0	0
1000	421	0	1	4	37	196	148	32	3	0	0	0	0	0	0	0	0
1100	419	0	3	2	34	175	160	36	9	0	0	0	0	0	0	0	0
1200	507	0	2	24	81	220	159	20	0	1	0	0	0	0	0	0	0
1300	541	0	5	6	52	244	195	34	4	1	0	0	0	0	0	0	0
1400	587	0	2	12	75	247	206	38	7	0	0	0	0	0	0	0	0
1500	681	0	1	12	54	264	282	63	5	0	0	0	0	0	0	0	0
1600	689	0	0	4	48	282	292	56	5	2	0	0	0	0	0	0	0
1700	652	0	1	3	68	229	277	62	11	1	0	0	0	0	0	0	0
1800	549	0	3	8	54	256	185	40	3	0	0	0	0	0	0	0	0
1900	428	0	0	24	84	183	122	12	1	2	0	0	0	0	0	0	0
2000	395	0	0	23	103	188	72	8	1	0	0	0	0	0	0	0	0
2100	368	0	4	12	60	175	97	18	1	1	0	0	0	0	0	0	0
2200	370	0	1	4	24	153	130	46	11	1	0	0	0	0	0	0	0
2300	207	0	1	3	16	54	89	37	6	1	0	0	0	0	0	0	0
Total	**9158**	**0**	**35**	**166**	**876**	**3450**	**3512**	**960**	**148**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.00%**	**0.38%**	**1.81%**	**9.57%**	**37.67%**	**38.35%**	**10.48%**	**1.62%**	**0.12%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 43.9 mph, Minimum = 5.7 mph, Mean = 25.0 mph
85% Speed = 29.42 mph, 95% Speed = 32.38 mph, Median = 25.05 mph
10 mph Pace = 20 - 30, Number in Pace = 6973 (76.14%)
Variance = 21.07, Standard Deviation = 4.59 mph

Speed Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Dir Northbound
Friday, June 24, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	120	1	1	1	6	40	42	22	5	2	0	0	0	0	0	0	0
0100	58	0	0	2	8	15	19	13	1	0	0	0	0	0	0	0	0
0200	29	0	0	0	1	10	8	10	0	0	0	0	0	0	0	0	0
0300	31	0	0	0	2	7	15	5	2	0	0	0	0	0	0	0	0
0400	36	0	0	1	1	7	10	15	1	1	0	0	0	0	0	0	0
0500	104	0	0	0	1	8	46	37	11	1	0	0	0	0	0	0	0
0600	245	0	0	5	3	22	102	89	20	3	1	0	0	0	0	0	0
0700	493	0	0	7	13	70	213	165	22	3	0	0	0	0	0	0	0
0800	561	0	2	10	40	173	251	71	13	1	0	0	0	0	0	0	0
0900	545	1	0	7	32	161	213	111	19	1	0	0	0	0	0	0	0
1000	670	0	2	14	62	307	242	36	5	2	0	0	0	0	0	0	0
1100	480	0	5	3	16	163	215	71	6	1	0	0	0	0	0	0	0
1200	561	0	6	10	40	210	240	50	3	2	0	0	0	0	0	0	0
1300	542	0	2	9	39	189	231	64	7	1	0	0	0	0	0	0	0
1400	681	0	2	3	63	238	275	89	8	2	1	0	0	0	0	0	0
1500	622	0	0	10	51	241	237	71	11	1	0	0	0	0	0	0	0
1600	591	0	5	9	59	231	208	66	8	5	0	0	0	0	0	0	0
1700	665	0	5	10	100	239	231	65	14	1	0	0	0	0	0	0	0
1800	578	0	2	20	69	211	221	49	6	0	0	0	0	0	0	0	0
1900	506	1	2	22	65	204	161	44	5	2	0	0	0	0	0	0	0
2000	488	0	4	20	87	219	119	35	3	1	0	0	0	0	0	0	0
2100	386	0	1	15	55	175	113	24	3	0	0	0	0	0	0	0	0
2200	310	0	1	14	49	120	98	21	6	1	0	0	0	0	0	0	0
2300	302	0	1	6	34	111	109	30	7	3	1	0	0	0	0	0	0
Total	**9604**	**3**	**41**	**198**	**896**	**3371**	**3619**	**1253**	**186**	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.03%**	**0.43%**	**2.06%**	**9.33%**	**35.10%**	**37.68%**	**13.05%**	**1.94%**	**0.35%**	**0.03%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 48.8 mph, Minimum = 3.5 mph, Mean = 25.3 mph
85% Speed = 30.09 mph, 95% Speed = 33.05 mph, Median = 25.33 mph
10 mph Pace = 21 - 31, Number in Pace = 7022 (73.12%)
Variance = 24.24, Standard Deviation = 4.92 mph

Speed Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Dir Northbound
Saturday, June 25, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	203	0	1	7	30	80	61	15	6	3	0	0	0	0	0	0	0
0100	162	0	2	6	18	59	60	15	1	1	0	0	0	0	0	0	0
0200	170	0	0	1	10	56	73	20	7	2	1	0	0	0	0	0	0
0300	55	0	1	0	5	15	26	6	2	0	0	0	0	0	0	0	0
0400	40	0	0	2	0	5	24	7	2	0	0	0	0	0	0	0	0
0500	50	0	0	2	2	8	21	12	4	1	0	0	0	0	0	0	0
0600	107	0	0	2	3	11	51	32	8	0	0	0	0	0	0	0	0
0700	178	0	0	1	7	24	77	56	13	0	0	0	0	0	0	0	0
0800	234	0	0	3	4	27	89	90	20	1	0	0	0	0	0	0	0
0900	289	0	0	4	3	38	137	86	20	1	0	0	0	0	0	0	0
1000	392	0	2	5	13	95	174	91	11	1	0	0	0	0	0	0	0
1100	434	0	2	1	16	124	200	82	9	0	0	0	0	0	0	0	0
1200	437	0	1	10	14	122	200	76	14	0	0	0	0	0	0	0	0
1300	519	0	1	6	15	133	260	95	9	0	0	0	0	0	0	0	0
1400	481	0	2	5	12	122	238	89	11	1	1	0	0	0	0	0	0
1500	670	0	1	3	30	211	316	93	14	2	0	0	0	0	0	0	0
1600	448	0	0	3	12	101	239	76	14	2	1	0	0	0	0	0	0
1700	524	0	2	7	31	170	221	81	10	1	1	0	0	0	0	0	0
1800	553	0	3	18	78	216	199	36	3	0	0	0	0	0	0	0	0
1900	739	0	9	87	223	256	129	31	4	0	0	0	0	0	0	0	0
2000	601	1	16	104	225	205	40	7	2	1	0	0	0	0	0	0	0
2100	559	0	9	64	199	208	61	12	5	1	0	0	0	0	0	0	0
2200	400	0	2	37	124	158	59	20	0	0	0	0	0	0	0	0	0
2300	372	0	4	29	82	139	87	23	4	4	0	0	0	0	0	0	0
Total	**8617**	**1**	**58**	**407**	**1156**	**2583**	**3042**	**1151**	**193**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.01%**	**0.67%**	**4.72%**	**13.42%**	**29.98%**	**35.30%**	**13.36%**	**2.24%**	**0.26%**	**0.05%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 48.1 mph, Minimum = 4.4 mph, Mean = 24.7 mph
85% Speed = 30.20 mph, 95% Speed = 33.27 mph, Median = 25.17 mph
10 mph Pace = 21 - 31, Number in Pace = 5661 (65.70%)
Variance = 31.44, Standard Deviation = 5.61 mph

Speed Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Dir Northbound
Sunday, June 26, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	242	0	3	9	32	101	68	24	3	1	1	0	0	0	0	0	0
0100	194	0	1	6	30	75	61	17	3	1	0	0	0	0	0	0	0
0200	195	0	0	9	27	71	54	24	6	2	2	0	0	0	0	0	0
0300	68	1	1	5	5	17	27	9	2	1	0	0	0	0	0	0	0
0400	32	0	0	0	1	7	10	11	2	1	0	0	0	0	0	0	0
0500	22	0	0	2	2	4	7	5	1	1	0	0	0	0	0	0	0
0600	67	0	0	1	1	9	34	15	4	3	0	0	0	0	0	0	0
0700	135	0	0	2	6	32	54	34	7	0	0	0	0	0	0	0	0
0800	233	0	0	2	6	61	108	52	4	0	0	0	0	0	0	0	0
0900	344	0	2	4	12	77	160	73	13	2	1	0	0	0	0	0	0
1000	392	0	3	3	39	131	167	43	6	0	0	0	0	0	0	0	0
1100	423	0	4	17	61	167	134	37	3	0	0	0	0	0	0	0	0
1200	481	3	8	19	99	210	127	14	1	0	0	0	0	0	0	0	0
1300	475	1	6	18	82	204	126	35	3	0	0	0	0	0	0	0	0
1400	425	0	2	7	43	176	151	36	9	1	0	0	0	0	0	0	0
1500	492	0	1	6	25	144	228	82	6	0	0	0	0	0	0	0	0
1600	396	0	0	2	9	111	169	91	14	0	0	0	0	0	0	0	0
1700	430	0	0	4	10	85	201	108	18	4	0	0	0	0	0	0	0
1800	502	0	1	5	21	127	231	92	22	2	1	0	0	0	0	0	0
1900	428	0	3	10	47	150	162	42	13	1	0	0	0	0	0	0	0
2000	378	0	2	14	55	144	123	35	2	3	0	0	0	0	0	0	0
2100	301	0	1	14	37	110	102	28	8	1	0	0	0	0	0	0	0
2200	231	0	0	5	14	52	102	40	16	1	1	0	0	0	0	0	0
2300	205	0	0	1	10	47	88	44	11	4	0	0	0	0	0	0	0
Total	**7091**	**5**	**38**	**165**	**674**	**2312**	**2694**	**991**	**177**	**29**	**6**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.07%**	**0.54%**	**2.33%**	**9.51%**	**32.60%**	**37.99%**	**13.98%**	**2.50%**	**0.41%**	**0.08%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 48.4 mph, Minimum = 1.3 mph, Mean = 25.5 mph
85% Speed = 30.37 mph, 95% Speed = 33.55 mph, Median = 25.56 mph
10 mph Pace = 21 - 31, Number in Pace = 5048 (71.19%)
Variance = 27.45, Standard Deviation = 5.24 mph

Speed Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Dir Northbound
Monday, June 27, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	101	0	0	0	4	33	39	19	4	2	0	0	0	0	0	0	0
0100	72	0	2	1	5	11	38	11	4	0	0	0	0	0	0	0	0
0200	35	0	0	0	1	13	13	5	3	0	0	0	0	0	0	0	0
0300	31	0	0	1	0	9	15	3	3	0	0	0	0	0	0	0	0
0400	49	0	1	2	1	7	18	16	3	1	0	0	0	0	0	0	0
0500	96	0	0	1	1	9	39	32	13	1	0	0	0	0	0	0	0
0600	251	0	0	2	2	20	95	90	36	6	0	0	0	0	0	0	0
0700	577	0	1	7	14	104	279	139	32	1	0	0	0	0	0	0	0
0800	685	0	2	7	17	196	342	113	8	0	0	0	0	0	0	0	0
0900	427	0	3	4	14	128	203	69	6	0	0	0	0	0	0	0	0
1000	379	0	1	6	14	123	181	48	4	2	0	0	0	0	0	0	0
1100	457	0	2	7	30	183	185	47	3	0	0	0	0	0	0	0	0
1200	498	0	4	8	54	216	165	42	9	0	0	0	0	0	0	0	0
1300	488	0	0	3	21	127	237	86	12	2	0	0	0	0	0	0	0
1400	532	0	1	5	24	151	267	67	17	0	0	0	0	0	0	0	0
1500	573	0	0	1	18	170	269	100	15	0	0	0	0	0	0	0	0
1600	566	0	0	4	16	151	273	109	12	1	0	0	0	0	0	0	0
1700	630	0	0	5	14	133	317	136	22	3	0	0	0	0	0	0	0
1800	375	0	0	1	13	81	175	90	15	0	0	0	0	0	0	0	0
1900	271	0	0	3	8	66	125	58	10	1	0	0	0	0	0	0	0
2000	237	0	2	2	24	82	95	26	5	1	0	0	0	0	0	0	0
2100	188	0	1	4	22	65	64	26	6	0	0	0	0	0	0	0	0
2200	164	0	0	0	5	52	67	26	13	1	0	0	0	0	0	0	0
2300	117	0	0	0	5	24	53	27	6	2	0	0	0	0	0	0	0
Total	**7799**	**0**	**20**	**74**	**327**	**2154**	**3554**	**1385**	**261**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.00%**	**0.26%**	**0.95%**	**4.19%**	**27.62%**	**45.57%**	**17.76%**	**3.35%**	**0.31%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 43.3 mph, Minimum = 6.7 mph, Mean = 26.8 mph
85% Speed = 31.15 mph, 95% Speed = 34.34 mph, Median = 26.84 mph
10 mph Pace = 22 - 32, Number in Pace = 6040 (77.45%)
Variance = 20.12, Standard Deviation = 4.49 mph

Speed Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Dir Northbound
Tuesday, June 28, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	68	0	0	0	3	15	32	14	4	0	0	0	0	0	0	0	0
0100	43	0	0	0	2	4	18	13	5	1	0	0	0	0	0	0	0
0200	27	0	0	0	0	1	13	9	4	0	0	0	0	0	0	0	0
0300	23	0	0	0	0	1	11	10	1	0	0	0	0	0	0	0	0
0400	35	0	0	0	0	3	14	13	5	0	0	0	0	0	0	0	0
0500	100	0	1	1	0	5	38	39	13	3	0	0	0	0	0	0	0
0600	258	0	2	4	6	17	88	110	27	4	0	0	0	0	0	0	0
0700	582	0	0	8	16	63	312	158	25	0	0	0	0	0	0	0	0
0800	714	0	8	9	23	171	357	132	14	0	0	0	0	0	0	0	0
0900	465	0	3	6	17	131	229	67	11	1	0	0	0	0	0	0	0
1000	419	1	2	7	22	138	190	54	5	0	0	0	0	0	0	0	0
1100	492	0	1	6	41	183	216	40	5	0	0	0	0	0	0	0	0
1200	482	0	1	6	34	183	206	50	2	0	0	0	0	0	0	0	0
1300	492	1	1	7	60	207	173	37	4	2	0	0	0	0	0	0	0
1400	534	0	1	12	33	201	221	58	8	0	0	0	0	0	0	0	0
1500	651	0	0	10	19	201	323	85	10	2	1	0	0	0	0	0	0
1600	612	1	2	7	18	170	301	99	12	2	0	0	0	0	0	0	0
1700	581	0	0	3	19	173	257	106	21	2	0	0	0	0	0	0	0
1800	498	0	1	6	28	147	232	69	14	1	0	0	0	0	0	0	0
1900	368	0	0	9	35	153	132	31	5	3	0	0	0	0	0	0	0
2000	328	0	1	9	48	146	106	17	1	0	0	0	0	0	0	0	0
2100	282	0	1	2	37	117	102	19	4	0	0	0	0	0	0	0	0
2200	222	0	0	3	23	73	86	30	6	1	0	0	0	0	0	0	0
2300	152	0	1	2	7	39	62	34	5	2	0	0	0	0	0	0	0
Total	**8428**	**3**	**26**	**117**	**491**	**2542**	**3719**	**1294**	**211**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.04%**	**0.31%**	**1.39%**	**5.83%**	**30.16%**	**44.13%**	**15.35%**	**2.50%**	**0.28%**	**0.01%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 46.6 mph, Minimum = 2.9 mph, Mean = 26.2 mph
85% Speed = 30.59 mph, 95% Speed = 33.55 mph, Median = 26.23 mph
10 mph Pace = 21 - 31, Number in Pace = 6444 (76.46%)
Variance = 21.37, Standard Deviation = 4.62 mph

Speed Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Dir Southbound
Wednesday, June 22, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	53	0	3	8	19	17	5	1	0	0	0	0	0	0	0	0	0
0100	50	0	1	6	17	18	6	2	0	0	0	0	0	0	0	0	0
0200	11	0	0	1	2	7	1	0	0	0	0	0	0	0	0	0	0
0300	17	0	0	1	6	8	2	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	7	4	14	9	0	0	0	0	0	0	0	0	0	0
0600	93	0	0	9	11	40	31	2	0	0	0	0	0	0	0	0	0
0700	146	0	2	22	20	74	27	1	0	0	0	0	0	0	0	0	0
0800	203	0	4	46	43	85	23	2	0	0	0	0	0	0	0	0	0
0900	214	0	2	40	80	83	9	0	0	0	0	0	0	0	0	0	0
1000	226	2	7	55	100	58	4	0	0	0	0	0	0	0	0	0	0
1100	298	0	0	68	169	60	1	0	0	0	0	0	0	0	0	0	0
1200	364	0	4	67	164	115	14	0	0	0	0	0	0	0	0	0	0
1300	312	0	5	54	145	94	14	0	0	0	0	0	0	0	0	0	0
1400	376	0	3	70	169	117	16	1	0	0	0	0	0	0	0	0	0
1500	502	1	16	98	248	136	3	0	0	0	0	0	0	0	0	0	0
1600	659	0	15	131	312	192	8	1	0	0	0	0	0	0	0	0	0
1700	582	0	8	107	253	195	18	0	1	0	0	0	0	0	0	0	0
1800	333	0	9	47	146	118	13	0	0	0	0	0	0	0	0	0	0
1900	306	0	2	67	127	100	9	1	0	0	0	0	0	0	0	0	0
2000	311	0	3	53	167	75	13	0	0	0	0	0	0	0	0	0	0
2100	245	0	1	41	105	91	6	1	0	0	0	0	0	0	0	0	0
2200	195	0	0	38	73	72	12	0	0	0	0	0	0	0	0	0	0
2300	122	0	0	19	38	48	17	0	0	0	0	0	0	0	0	0	0
Total	**5659**	**3**	**85**	**1058**	**2418**	**1820**	**262**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.05%**	**1.50%**	**18.70%**	**42.73%**	**32.16%**	**4.63%**	**0.21%**	**0.02%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 38.8 mph, Minimum = 3.2 mph, Mean = 18.5 mph
85% Speed = 22.48 mph, 95% Speed = 24.94 mph, Median = 18.73 mph
10 mph Pace = 13 - 23, Number in Pace = 4427 (78.37%)
Variance = 16.32, Standard Deviation = 4.04 mph

Speed Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Dir Southbound
Thursday, June 23, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	74	0	1	1	31	33	8	0	0	0	0	0	0	0	0	0	0
0100	28	0	1	5	7	9	5	1	0	0	0	0	0	0	0	0	0
0200	21	0	1	4	7	6	3	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	1	1	3	5	1	0	0	0	0	0	0	0	0	0
0400	8	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0
0500	33	0	0	4	4	15	7	2	1	0	0	0	0	0	0	0	0
0600	88	0	0	10	6	34	30	8	0	0	0	0	0	0	0	0	0
0700	164	0	0	4	26	89	44	1	0	0	0	0	0	0	0	0	0
0800	248	0	5	21	66	129	26	1	0	0	0	0	0	0	0	0	0
0900	218	0	3	7	68	115	24	1	0	0	0	0	0	0	0	0	0
1000	277	1	5	35	136	90	9	1	0	0	0	0	0	0	0	0	0
1100	311	0	2	30	165	104	9	1	0	0	0	0	0	0	0	0	0
1200	409	0	8	67	231	96	7	0	0	0	0	0	0	0	0	0	0
1300	392	1	6	56	196	123	10	0	0	0	0	0	0	0	0	0	0
1400	390	0	8	50	227	100	5	0	0	0	0	0	0	0	0	0	0
1500	551	0	10	124	270	139	7	1	0	0	0	0	0	0	0	0	0
1600	670	1	31	212	289	127	10	0	0	0	0	0	0	0	0	0	0
1700	567	0	7	104	269	176	10	1	0	0	0	0	0	0	0	0	0
1800	427	1	12	69	202	129	13	1	0	0	0	0	0	0	0	0	0
1900	367	0	5	83	189	88	2	0	0	0	0	0	0	0	0	0	0
2000	359	0	6	118	184	49	2	0	0	0	0	0	0	0	0	0	0
2100	268	0	4	80	157	27	0	0	0	0	0	0	0	0	0	0	0
2200	241	0	5	55	111	64	6	0	0	0	0	0	0	0	0	0	0
2300	131	0	2	21	60	43	5	0	0	0	0	0	0	0	0	0	0
Total	**6253**	**4**	**122**	**1163**	**2906**	**1789**	**248**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.06%**	**1.95%**	**18.60%**	**46.47%**	**28.61%**	**3.97%**	**0.32%**	**0.02%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 38.5 mph, Minimum = 4.0 mph, Mean = 18.3 mph
85% Speed = 22.20 mph, 95% Speed = 24.68 mph, Median = 18.34 mph
10 mph Pace = 13 - 23, Number in Pace = 4996 (79.90%)
Variance = 15.70, Standard Deviation = 3.96 mph

Speed Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Dir Southbound
Friday, June 24, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	115	0	0	16	45	42	10	1	1	0	0	0	0	0	0	0	0
0100	74	0	0	7	24	30	11	2	0	0	0	0	0	0	0	0	0
0200	29	0	0	4	5	14	6	0	0	0	0	0	0	0	0	0	0
0300	16	0	0	4	6	6	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	3	5	3	2	0	0	0	0	0	0	0	0	0	0
0500	36	0	0	2	5	16	11	2	0	0	0	0	0	0	0	0	0
0600	92	0	0	10	12	28	35	7	0	0	0	0	0	0	0	0	0
0700	145	0	1	5	23	77	36	3	0	0	0	0	0	0	0	0	0
0800	228	0	0	7	65	128	24	4	0	0	0	0	0	0	0	0	0
0900	286	0	3	5	88	157	33	0	0	0	0	0	0	0	0	0	0
1000	304	0	1	17	114	149	23	0	0	0	0	0	0	0	0	0	0
1100	312	0	0	22	141	135	14	0	0	0	0	0	0	0	0	0	0
1200	409	0	2	30	211	156	9	1	0	0	0	0	0	0	0	0	0
1300	385	0	2	33	207	133	10	0	0	0	0	0	0	0	0	0	0
1400	481	0	4	58	247	158	14	0	0	0	0	0	0	0	0	0	0
1500	555	0	16	142	253	135	9	0	0	0	0	0	0	0	0	0	0
1600	617	1	26	186	291	108	5	0	0	0	0	0	0	0	0	0	0
1700	565	0	28	174	277	83	3	0	0	0	0	0	0	0	0	0	0
1800	376	0	10	78	181	99	7	1	0	0	0	0	0	0	0	0	0
1900	352	1	11	109	188	41	2	0	0	0	0	0	0	0	0	0	0
2000	404	0	11	172	190	27	3	1	0	0	0	0	0	0	0	0	0
2100	356	0	8	127	202	17	2	0	0	0	0	0	0	0	0	0	0
2200	310	0	10	93	160	44	3	0	0	0	0	0	0	0	0	0	0
2300	239	0	7	56	121	52	2	1	0	0	0	0	0	0	0	0	0
Total	**6699**	**2**	**140**	**1360**	**3061**	**1838**	**274**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.03%**	**2.09%**	**20.30%**	**45.69%**	**27.44%**	**4.09%**	**0.34%**	**0.01%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 38.7 mph, Minimum = 4.6 mph, Mean = 18.1 mph
85% Speed = 22.20 mph, 95% Speed = 24.77 mph, Median = 18.12 mph
10 mph Pace = 13 - 23, Number in Pace = 5267 (78.62%)
Variance = 16.72, Standard Deviation = 4.09 mph

Speed Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Dir Southbound
Saturday, June 25, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	188	0	4	46	100	29	6	3	0	0	0	0	0	0	0	0	0
0100	132	0	1	28	44	53	5	1	0	0	0	0	0	0	0	0	0
0200	98	0	3	21	37	33	3	1	0	0	0	0	0	0	0	0	0
0300	50	0	0	7	21	14	7	1	0	0	0	0	0	0	0	0	0
0400	15	0	0	1	5	3	6	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	5	2	10	4	1	1	0	0	0	0	0	0	0	0
0600	40	0	0	4	12	16	7	1	0	0	0	0	0	0	0	0	0
0700	100	0	1	17	20	41	21	0	0	0	0	0	0	0	0	0	0
0800	145	0	0	23	21	67	31	3	0	0	0	0	0	0	0	0	0
0900	188	0	1	29	50	79	27	1	0	1	0	0	0	0	0	0	0
1000	259	0	4	43	86	109	17	0	0	0	0	0	0	0	0	0	0
1100	336	0	3	54	122	131	23	3	0	0	0	0	0	0	0	0	0
1200	349	0	3	51	148	136	10	0	1	0	0	0	0	0	0	0	0
1300	358	0	3	49	146	144	15	1	0	0	0	0	0	0	0	0	0
1400	364	0	9	53	157	136	9	0	0	0	0	0	0	0	0	0	0
1500	334	0	4	68	138	108	15	0	1	0	0	0	0	0	0	0	0
1600	294	0	2	33	100	135	21	1	1	1	0	0	0	0	0	0	0
1700	279	0	1	55	105	106	8	4	0	0	0	0	0	0	0	0	0
1800	333	0	12	116	148	53	4	0	0	0	0	0	0	0	0	0	0
1900	314	1	15	129	139	29	1	0	0	0	0	0	0	0	0	0	0
2000	377	1	19	182	149	25	1	0	0	0	0	0	0	0	0	0	0
2100	482	0	49	255	158	20	0	0	0	0	0	0	0	0	0	0	0
2200	478	0	34	208	212	22	2	0	0	0	0	0	0	0	0	0	0
2300	461	0	21	190	217	32	1	0	0	0	0	0	0	0	0	0	0
Total	**5997**	**2**	**189**	**1667**	**2337**	**1531**	**244**	**21**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.03%**	**3.15%**	**27.80%**	**38.97%**	**25.53%**	**4.07%**	**0.35%**	**0.07%**	**0.03%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 44.5 mph, Minimum = 3.6 mph, Mean = 17.6 mph
85% Speed = 22.09 mph, 95% Speed = 24.72 mph, Median = 17.34 mph
10 mph Pace = 12 - 22, Number in Pace = 4520 (75.37%)
Variance = 19.41, Standard Deviation = 4.41 mph

Speed Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Dir Southbound
Sunday, June 26, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	316	0	2	73	181	57	1	1	1	0	0	0	0	0	0	0	0
0100	168	0	1	45	79	38	3	2	0	0	0	0	0	0	0	0	0
0200	168	0	5	55	66	35	6	1	0	0	0	0	0	0	0	0	0
0300	50	0	0	10	18	13	9	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0
0500	9	1	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**721**	**1**	**9**	**185**	**350**	**148**	**23**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**0.14%**	**1.25%**	**25.66%**	**48.54%**	**20.53%**	**3.19%**	**0.55%**	**0.14%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Maximum = 36.2 mph, Minimum = 3.7 mph, Mean = 17.6 mph
85% Speed = 21.42 mph, 95% Speed = 24.16 mph, Median = 17.62 mph
10 mph Pace = 12 - 22, Number in Pace = 598 (82.94%)
Variance = 15.88, Standard Deviation = 3.98 mph

Speed Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Dir Southbound
Monday, June 27, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Speed Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Dir Southbound
Tuesday, June 28, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Volume Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, June 22, 2022

Time	Total		NB				Time	Total		NB			
0000	22		22		0		1200	118		118		0	
0015	28		28		0		1215	137		137		0	
0030	28		28		0		1230	131		131		0	
0045	12	90	12	90	0	0	1245	121	507	121	507	0	0
0100	23		23		0		1300	107		107		0	
0115	19		19		0		1315	121		121		0	
0130	5		5		0		1330	126		126		0	
0145	12	59	12	59	0	0	1345	141	495	141	495	0	0
0200	8		8		0		1400	106		106		0	
0215	8		8		0		1415	146		146		0	
0230	5		5		0		1430	159		159		0	
0245	8	29	8	29	0	0	1445	160	571	160	571	0	0
0300	3		3		0		1500	164		164		0	
0315	7		7		0		1515	159		159		0	
0330	9		9		0		1530	173		173		0	
0345	6	25	6	25	0	0	1545	162	658	162	658	0	0
0400	7		7		0		1600	140		140		0	
0415	11		11		0		1615	159		159		0	
0430	12		12		0		1630	167		167		0	
0445	26	56	26	56	0	0	1645	177	643	177	643	0	0
0500	22		22		0		1700	151		151		0	
0515	27		27		0		1715	134		134		0	
0530	26		26		0		1730	145		145		0	
0545	49	124	49	124	0	0	1745	165	595	165	595	0	0
0600	55		55		0		1800	139		139		0	
0615	55		55		0		1815	103		103		0	
0630	68		68		0		1830	109		109		0	
0645	93	271	93	271	0	0	1845	122	473	122	473	0	0
0700	128		128		0		1900	101		101		0	
0715	130		130		0		1915	102		102		0	
0730	140		140		0		1930	96		96		0	
0745	184	582	184	582	0	0	1945	107	406	107	406	0	0
0800	177		177		0		2000	104		104		0	
0815	187		187		0		2015	96		96		0	
0830	168		168		0		2030	86		86		0	
0845	152	684	152	684	0	0	2045	94	380	94	380	0	0
0900	132		132		0		2100	73		73		0	
0915	117		117		0		2115	75		75		0	
0930	114		114		0		2130	84		84		0	
0945	106	469	106	469	0	0	2145	74	306	74	306	0	0
1000	108		108		0		2200	71		71		0	
1015	113		113		0		2215	50		50		0	
1030	92		92		0		2230	65		65		0	
1045	108	421	108	421	0	0	2245	52	238	52	238	0	0
1100	90		90		0		2300	59		59		0	
1115	113		113		0		2315	36		36		0	
1130	109		109		0		2330	31		31		0	
1145	125	437	125	437	0	0	2345	30	156	30	156	0	0
							Total	**8675**		**8675**		**0**	

Volume Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Thursday, June 23, 2022

Time	Total		NB				Time	Total		NB			
0000	17		17		0		1200	132		132		0	
0015	24		24		0		1215	109		109		0	
0030	18		18		0		1230	125		125		0	
0045	15	74	15	74	0	0	1245	141	507	141	507	0	0
0100	21		21		0		1300	133		133		0	
0115	14		14		0		1315	152		152		0	
0130	11		11		0		1330	118		118		0	
0145	8	54	8	54	0	0	1345	138	541	138	541	0	0
0200	9		9		0		1400	144		144		0	
0215	4		4		0		1415	136		136		0	
0230	5		5		0		1430	151		151		0	
0245	5	23	5	23	0	0	1445	156	587	156	587	0	0
0300	7		7		0		1500	159		159		0	
0315	6		6		0		1515	159		159		0	
0330	8		8		0		1530	214		214		0	
0345	3	24	3	24	0	0	1545	149	681	149	681	0	0
0400	1		1		0		1600	168		168		0	
0415	11		11		0		1615	157		157		0	
0430	8		8		0		1630	184		184		0	
0445	16	36	16	36	0	0	1645	180	689	180	689	0	0
0500	13		13		0		1700	178		178		0	
0515	17		17		0		1715	152		152		0	
0530	39		39		0		1730	163		163		0	
0545	45	114	45	114	0	0	1745	159	652	159	652	0	0
0600	51		51		0		1800	173		173		0	
0615	58		58		0		1815	140		140		0	
0630	63		63		0		1830	115		115		0	
0645	95	267	95	267	0	0	1845	121	549	121	549	0	0
0700	118		118		0		1900	110		110		0	
0715	121		121		0		1915	112		112		0	
0730	158		158		0		1930	92		92		0	
0745	204	601	204	601	0	0	1945	114	428	114	428	0	0
0800	189		189		0		2000	103		103		0	
0815	189		189		0		2015	96		96		0	
0830	171		171		0		2030	111		111		0	
0845	157	706	157	706	0	0	2045	85	395	85	395	0	0
0900	123		123		0		2100	85		85		0	
0915	108		108		0		2115	87		87		0	
0930	103		103		0		2130	90		90		0	
0945	111	445	111	445	0	0	2145	106	368	106	368	0	0
1000	89		89		0		2200	96		96		0	
1015	119		119		0		2215	100		100		0	
1030	107		107		0		2230	92		92		0	
1045	106	421	106	421	0	0	2245	82	370	82	370	0	0
1100	86		86		0		2300	65		65		0	
1115	105		105		0		2315	49		49		0	
1130	131		131		0		2330	49		49		0	
1145	97	419	97	419	0	0	2345	44	207	44	207	0	0
							Total	**9158**		**9158**		**0**	

Volume Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Friday, June 24, 2022

Time	Total		NB				Time	Total		NB			
0000	25		25		0		1200	131		131		0	
0015	31		31		0		1215	131		131		0	
0030	35		35		0		1230	150		150		0	
0045	29	120	29	120	0	0	1245	149	561	149	561	0	0
0100	18		18		0		1300	147		147		0	
0115	16		16		0		1315	109		109		0	
0130	15		15		0		1330	133		133		0	
0145	9	58	9	58	0	0	1345	153	542	153	542	0	0
0200	9		9		0		1400	147		147		0	
0215	5		5		0		1415	189		189		0	
0230	8		8		0		1430	180		180		0	
0245	7	29	7	29	0	0	1445	165	681	165	681	0	0
0300	12		12		0		1500	127		127		0	
0315	8		8		0		1515	159		159		0	
0330	7		7		0		1530	172		172		0	
0345	4	31	4	31	0	0	1545	164	622	164	622	0	0
0400	3		3		0		1600	141		141		0	
0415	10		10		0		1615	135		135		0	
0430	10		10		0		1630	141		141		0	
0445	13	36	13	36	0	0	1645	174	591	174	591	0	0
0500	12		12		0		1700	155		155		0	
0515	21		21		0		1715	166		166		0	
0530	29		29		0		1730	195		195		0	
0545	42	104	42	104	0	0	1745	149	665	149	665	0	0
0600	46		46		0		1800	144		144		0	
0615	57		57		0		1815	135		135		0	
0630	65		65		0		1830	166		166		0	
0645	77	245	77	245	0	0	1845	133	578	133	578	0	0
0700	86		86		0		1900	132		132		0	
0715	123		123		0		1915	136		136		0	
0730	142		142		0		1930	114		114		0	
0745	142	493	142	493	0	0	1945	124	506	124	506	0	0
0800	159		159		0		2000	114		114		0	
0815	151		151		0		2015	107		107		0	
0830	123		123		0		2030	140		140		0	
0845	128	561	128	561	0	0	2045	127	488	127	488	0	0
0900	119		119		0		2100	106		106		0	
0915	107		107		0		2115	105		105		0	
0930	134		134		0		2130	87		87		0	
0945	185	545	185	545	0	0	2145	88	386	88	386	0	0
1000	166		166		0		2200	76		76		0	
1015	169		169		0		2215	81		81		0	
1030	160		160		0		2230	74		74		0	
1045	175	670	175	670	0	0	2245	79	310	79	310	0	0
1100	151		151		0		2300	78		78		0	
1115	117		117		0		2315	71		71		0	
1130	87		87		0		2330	84		84		0	
1145	125	480	125	480	0	0	2345	69	302	69	302	0	0
							Total	**9604**		**9604**		**0**	

Volume Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Saturday, June 25, 2022

Time	Total		NB				Time	Total		NB			
0000	64		64		0		1200	111		111		0	
0015	51		51		0		1215	105		105		0	
0030	47		47		0		1230	111		111		0	
0045	41	203	41	203	0	0	1245	110	437	110	437	0	0
0100	41		41		0		1300	112		112		0	
0115	31		31		0		1315	141		141		0	
0130	45		45		0		1330	124		124		0	
0145	45	162	45	162	0	0	1345	142	519	142	519	0	0
0200	68		68		0		1400	122		122		0	
0215	35		35		0		1415	116		116		0	
0230	38		38		0		1430	120		120		0	
0245	29	170	29	170	0	0	1445	123	481	123	481	0	0
0300	15		15		0		1500	168		168		0	
0315	20		20		0		1515	210		210		0	
0330	10		10		0		1530	147		147		0	
0345	10	55	10	55	0	0	1545	145	670	145	670	0	0
0400	12		12		0		1600	122		122		0	
0415	6		6		0		1615	108		108		0	
0430	11		11		0		1630	106		106		0	
0445	11	40	11	40	0	0	1645	112	448	112	448	0	0
0500	12		12		0		1700	139		139		0	
0515	9		9		0		1715	120		120		0	
0530	18		18		0		1730	129		129		0	
0545	11	50	11	50	0	0	1745	136	524	136	524	0	0
0600	22		22		0		1800	106		106		0	
0615	17		17		0		1815	122		122		0	
0630	31		31		0		1830	130		130		0	
0645	37	107	37	107	0	0	1845	195	553	195	553	0	0
0700	33		33		0		1900	232		232		0	
0715	37		37		0		1915	199		199		0	
0730	53		53		0		1930	175		175		0	
0745	55	178	55	178	0	0	1945	133	739	133	739	0	0
0800	56		56		0		2000	162		162		0	
0815	62		62		0		2015	142		142		0	
0830	59		59		0		2030	155		155		0	
0845	57	234	57	234	0	0	2045	142	601	142	601	0	0
0900	63		63		0		2100	143		143		0	
0915	67		67		0		2115	149		149		0	
0930	82		82		0		2130	145		145		0	
0945	77	289	77	289	0	0	2145	122	559	122	559	0	0
1000	94		94		0		2200	114		114		0	
1015	100		100		0		2215	95		95		0	
1030	93		93		0		2230	100		100		0	
1045	105	392	105	392	0	0	2245	91	400	91	400	0	0
1100	100		100		0		2300	92		92		0	
1115	118		118		0		2315	103		103		0	
1130	111		111		0		2330	81		81		0	
1145	105	434	105	434	0	0	2345	96	372	96	372	0	0
							Total	**8617**		**8617**		**0**	

Volume Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Sunday, June 26, 2022

Time	Total		NB				Time	Total		NB			
0000	65		65		0		1200	109		109		0	
0015	65		65		0		1215	109		109		0	
0030	58		58		0		1230	136		136		0	
0045	54	242	54	242	0	0	1245	127	481	127	481	0	0
0100	51		51		0		1300	115		115		0	
0115	41		41		0		1315	133		133		0	
0130	50		50		0		1330	112		112		0	
0145	52	194	52	194	0	0	1345	115	475	115	475	0	0
0200	92		92		0		1400	105		105		0	
0215	47		47		0		1415	109		109		0	
0230	33		33		0		1430	102		102		0	
0245	23	195	23	195	0	0	1445	109	425	109	425	0	0
0300	23		23		0		1500	107		107		0	
0315	16		16		0		1515	144		144		0	
0330	16		16		0		1530	126		126		0	
0345	13	68	13	68	0	0	1545	115	492	115	492	0	0
0400	10		10		0		1600	113		113		0	
0415	7		7		0		1615	99		99		0	
0430	11		11		0		1630	100		100		0	
0445	4	32	4	32	0	0	1645	84	396	84	396	0	0
0500	4		4		0		1700	101		101		0	
0515	5		5		0		1715	112		112		0	
0530	8		8		0		1730	107		107		0	
0545	5	22	5	22	0	0	1745	110	430	110	430	0	0
0600	8		8		0		1800	113		113		0	
0615	11		11		0		1815	116		116		0	
0630	16		16		0		1830	141		141		0	
0645	32	67	32	67	0	0	1845	132	502	132	502	0	0
0700	22		22		0		1900	125		125		0	
0715	26		26		0		1915	106		106		0	
0730	36		36		0		1930	100		100		0	
0745	51	135	51	135	0	0	1945	97	428	97	428	0	0
0800	52		52		0		2000	93		93		0	
0815	62		62		0		2015	95		95		0	
0830	54		54		0		2030	89		89		0	
0845	65	233	65	233	0	0	2045	101	378	101	378	0	0
0900	65		65		0		2100	85		85		0	
0915	63		63		0		2115	68		68		0	
0930	124		124		0		2130	68		68		0	
0945	92	344	92	344	0	0	2145	80	301	80	301	0	0
1000	104		104		0		2200	57		57		0	
1015	100		100		0		2215	49		49		0	
1030	83		83		0		2230	55		55		0	
1045	105	392	105	392	0	0	2245	70	231	70	231	0	0
1100	108		108		0		2300	73		73		0	
1115	89		89		0		2315	49		49		0	
1130	110		110		0		2330	29		29		0	
1145	116	423	116	423	0	0	2345	54	205	54	205	0	0
							Total	**7091**		**7091**		**0**	

Volume Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Monday, June 27, 2022

Time	Total		NB				Time	Total		NB			
0000	39		39		0		1200	120		120		0	
0015	30		30		0		1215	125		125		0	
0030	10		10		0		1230	124		124		0	
0045	22	101	22	101	0	0	1245	129	498	129	498	0	0
0100	29		29		0		1300	129		129		0	
0115	12		12		0		1315	98		98		0	
0130	15		15		0		1330	126		126		0	
0145	16	72	16	72	0	0	1345	135	488	135	488	0	0
0200	7		7		0		1400	134		134		0	
0215	10		10		0		1415	154		154		0	
0230	8		8		0		1430	130		130		0	
0245	10	35	10	35	0	0	1445	114	532	114	532	0	0
0300	9		9		0		1500	126		126		0	
0315	7		7		0		1515	143		143		0	
0330	9		9		0		1530	163		163		0	
0345	6	31	6	31	0	0	1545	141	573	141	573	0	0
0400	5		5		0		1600	139		139		0	
0415	7		7		0		1615	140		140		0	
0430	15		15		0		1630	147		147		0	
0445	22	49	22	49	0	0	1645	140	566	140	566	0	0
0500	12		12		0		1700	140		140		0	
0515	25		25		0		1715	162		162		0	
0530	25		25		0		1730	179		179		0	
0545	34	96	34	96	0	0	1745	149	630	149	630	0	0
0600	43		43		0		1800	101		101		0	
0615	54		54		0		1815	108		108		0	
0630	66		66		0		1830	81		81		0	
0645	88	251	88	251	0	0	1845	85	375	85	375	0	0
0700	110		110		0		1900	70		70		0	
0715	126		126		0		1915	71		71		0	
0730	161		161		0		1930	64		64		0	
0745	180	577	180	577	0	0	1945	66	271	66	271	0	0
0800	163		163		0		2000	60		60		0	
0815	180		180		0		2015	54		54		0	
0830	162		162		0		2030	64		64		0	
0845	180	685	180	685	0	0	2045	59	237	59	237	0	0
0900	115		115		0		2100	55		55		0	
0915	115		115		0		2115	42		42		0	
0930	101		101		0		2130	47		47		0	
0945	96	427	96	427	0	0	2145	44	188	44	188	0	0
1000	108		108		0		2200	39		39		0	
1015	95		95		0		2215	47		47		0	
1030	85		85		0		2230	40		40		0	
1045	91	379	91	379	0	0	2245	38	164	38	164	0	0
1100	105		105		0		2300	31		31		0	
1115	99		99		0		2315	32		32		0	
1130	111		111		0		2330	33		33		0	
1145	142	457	142	457	0	0	2345	21	117	21	117	0	0
							Total	**7799**		**7799**		**0**	

Volume Report

Job 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Tuesday, June 28, 2022

Time	Total		NB				Time	Total		NB			
0000	18		18		0		1200	109		109		0	
0015	20		20		0		1215	116		116		0	
0030	15		15		0		1230	129		129		0	
0045	15	68	15	68	0	0	1245	128	482	128	482	0	0
0100	13		13		0		1300	119		119		0	
0115	12		12		0		1315	134		134		0	
0130	11		11		0		1330	110		110		0	
0145	7	43	7	43	0	0	1345	129	492	129	492	0	0
0200	4		4		0		1400	121		121		0	
0215	10		10		0		1415	121		121		0	
0230	6		6		0		1430	137		137		0	
0245	7	27	7	27	0	0	1445	155	534	155	534	0	0
0300	7		7		0		1500	134		134		0	
0315	4		4		0		1515	171		171		0	
0330	7		7		0		1530	184		184		0	
0345	5	23	5	23	0	0	1545	162	651	162	651	0	0
0400	8		8		0		1600	169		169		0	
0415	6		6		0		1615	156		156		0	
0430	11		11		0		1630	137		137		0	
0445	10	35	10	35	0	0	1645	150	612	150	612	0	0
0500	11		11		0		1700	157		157		0	
0515	24		24		0		1715	145		145		0	
0530	23		23		0		1730	142		142		0	
0545	42	100	42	100	0	0	1745	137	581	137	581	0	0
0600	39		39		0		1800	150		150		0	
0615	45		45		0		1815	113		113		0	
0630	84		84		0		1830	117		117		0	
0645	90	258	90	258	0	0	1845	118	498	118	498	0	0
0700	103		103		0		1900	100		100		0	
0715	151		151		0		1915	82		82		0	
0730	160		160		0		1930	98		98		0	
0745	168	582	168	582	0	0	1945	88	368	88	368	0	0
0800	197		197		0		2000	92		92		0	
0815	185		185		0		2015	82		82		0	
0830	170		170		0		2030	83		83		0	
0845	162	714	162	714	0	0	2045	71	328	71	328	0	0
0900	136		136		0		2100	72		72		0	
0915	115		115		0		2115	78		78		0	
0930	115		115		0		2130	76		76		0	
0945	99	465	99	465	0	0	2145	56	282	56	282	0	0
1000	99		99		0		2200	64		64		0	
1015	117		117		0		2215	64		64		0	
1030	111		111		0		2230	46		46		0	
1045	92	419	92	419	0	0	2245	48	222	48	222	0	0
1100	104		104		0		2300	40		40		0	
1115	124		124		0		2315	39		39		0	
1130	126		126		0		2330	44		44		0	
1145	138	492	138	492	0	0	2345	29	152	29	152	0	0
							Total	**8428**		**8428**		**0**	

Volume Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, June 22, 2022

Time	Total		SB				Time	Total		SB			
0000	19		19		0		1200	104		104		0	
0015	13		13		0		1215	94		94		0	
0030	11		11		0		1230	85		85		0	
0045	10	53	10	53	0	0	1245	81	364	81	364	0	0
0100	13		13		0		1300	72		72		0	
0115	9		9		0		1315	91		91		0	
0130	15		15		0		1330	80		80		0	
0145	13	50	13	50	0	0	1345	69	312	69	312	0	0
0200	3		3		0		1400	90		90		0	
0215	1		1		0		1415	99		99		0	
0230	4		4		0		1430	95		95		0	
0245	3	11	3	11	0	0	1445	92	376	92	376	0	0
0300	4		4		0		1500	122		122		0	
0315	5		5		0		1515	146		146		0	
0330	7		7		0		1530	123		123		0	
0345	1	17	1	17	0	0	1545	111	502	111	502	0	0
0400	1		1		0		1600	176		176		0	
0415	2		2		0		1615	160		160		0	
0430	2		2		0		1630	175		175		0	
0445	2	7	2	7	0	0	1645	148	659	148	659	0	0
0500	6		6		0		1700	175		175		0	
0515	6		6		0		1715	146		146		0	
0530	12		12		0		1730	138		138		0	
0545	10	34	10	34	0	0	1745	123	582	123	582	0	0
0600	11		11		0		1800	100		100		0	
0615	22		22		0		1815	80		80		0	
0630	29		29		0		1830	89		89		0	
0645	31	93	31	93	0	0	1845	64	333	64	333	0	0
0700	31		31		0		1900	89		89		0	
0715	28		28		0		1915	71		71		0	
0730	39		39		0		1930	68		68		0	
0745	48	146	48	146	0	0	1945	78	306	78	306	0	0
0800	50		50		0		2000	77		77		0	
0815	61		61		0		2015	72		72		0	
0830	49		49		0		2030	67		67		0	
0845	43	203	43	203	0	0	2045	95	311	95	311	0	0
0900	59		59		0		2100	71		71		0	
0915	61		61		0		2115	49		49		0	
0930	40		40		0		2130	70		70		0	
0945	54	214	54	214	0	0	2145	55	245	55	245	0	0
1000	50		50		0		2200	63		63		0	
1015	71		71		0		2215	45		45		0	
1030	61		61		0		2230	46		46		0	
1045	44	226	44	226	0	0	2245	41	195	41	195	0	0
1100	51		51		0		2300	42		42		0	
1115	67		67		0		2315	27		27		0	
1130	81		81		0		2330	23		23		0	
1145	99	298	99	298	0	0	2345	30	122	30	122	0	0
							Total	**5659**		**5659**		**0**	

Volume Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Thursday, June 23, 2022

Time	Total		SB				Time	Total		SB			
0000	20		20		0		1200	109		109		0	
0015	27		27		0		1215	98		98		0	
0030	17		17		0		1230	99		99		0	
0045	10	74	10	74	0	0	1245	103	409	103	409	0	0
0100	9		9		0		1300	101		101		0	
0115	9		9		0		1315	97		97		0	
0130	4		4		0		1330	104		104		0	
0145	6	28	6	28	0	0	1345	90	392	90	392	0	0
0200	5		5		0		1400	99		99		0	
0215	1		1		0		1415	82		82		0	
0230	9		9		0		1430	93		93		0	
0245	6	21	6	21	0	0	1445	116	390	116	390	0	0
0300	3		3		0		1500	136		136		0	
0315	6		6		0		1515	138		138		0	
0330	2		2		0		1530	154		154		0	
0345	0	11	0	11	0	0	1545	123	551	123	551	0	0
0400	1		1		0		1600	178		178		0	
0415	2		2		0		1615	160		160		0	
0430	1		1		0		1630	188		188		0	
0445	4	8	4	8	0	0	1645	144	670	144	670	0	0
0500	4		4		0		1700	164		164		0	
0515	8		8		0		1715	158		158		0	
0530	12		12		0		1730	133		133		0	
0545	9	33	9	33	0	0	1745	112	567	112	567	0	0
0600	11		11		0		1800	107		107		0	
0615	18		18		0		1815	100		100		0	
0630	28		28		0		1830	100		100		0	
0645	31	88	31	88	0	0	1845	120	427	120	427	0	0
0700	40		40		0		1900	93		93		0	
0715	36		36		0		1915	106		106		0	
0730	43		43		0		1930	78		78		0	
0745	45	164	45	164	0	0	1945	90	367	90	367	0	0
0800	56		56		0		2000	93		93		0	
0815	60		60		0		2015	88		88		0	
0830	69		69		0		2030	85		85		0	
0845	63	248	63	248	0	0	2045	93	359	93	359	0	0
0900	45		45		0		2100	72		72		0	
0915	60		60		0		2115	81		81		0	
0930	54		54		0		2130	59		59		0	
0945	59	218	59	218	0	0	2145	56	268	56	268	0	0
1000	61		61		0		2200	70		70		0	
1015	76		76		0		2215	52		52		0	
1030	66		66		0		2230	62		62		0	
1045	74	277	74	277	0	0	2245	57	241	57	241	0	0
1100	58		58		0		2300	42		42		0	
1115	66		66		0		2315	24		24		0	
1130	89		89		0		2330	38		38		0	
1145	98	311	98	311	0	0	2345	27	131	27	131	0	0
							Total	**6253**		**6253**		**0**	

Volume Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Friday, June 24, 2022

Time	Total		SB				Time	Total		SB			
0000	34		34		0		1200	90		90		0	
0015	36		36		0		1215	117		117		0	
0030	18		18		0		1230	104		104		0	
0045	27	115	27	115	0	0	1245	98	409	98	409	0	0
0100	29		29		0		1300	77		77		0	
0115	22		22		0		1315	97		97		0	
0130	14		14		0		1330	91		91		0	
0145	9	74	9	74	0	0	1345	120	385	120	385	0	0
0200	10		10		0		1400	108		108		0	
0215	6		6		0		1415	129		129		0	
0230	6		6		0		1430	135		135		0	
0245	7	29	7	29	0	0	1445	109	481	109	481	0	0
0300	6		6		0		1500	153		153		0	
0315	5		5		0		1515	111		111		0	
0330	1		1		0		1530	133		133		0	
0345	4	16	4	16	0	0	1545	158	555	158	555	0	0
0400	2		2		0		1600	159		159		0	
0415	3		3		0		1615	131		131		0	
0430	4		4		0		1630	163		163		0	
0445	4	13	4	13	0	0	1645	164	617	164	617	0	0
0500	1		1		0		1700	166		166		0	
0515	12		12		0		1715	166		166		0	
0530	13		13		0		1730	146		146		0	
0545	10	36	10	36	0	0	1745	87	565	87	565	0	0
0600	16		16		0		1800	94		94		0	
0615	17		17		0		1815	101		101		0	
0630	30		30		0		1830	98		98		0	
0645	29	92	29	92	0	0	1845	83	376	83	376	0	0
0700	32		32		0		1900	82		82		0	
0715	34		34		0		1915	93		93		0	
0730	32		32		0		1930	78		78		0	
0745	47	145	47	145	0	0	1945	99	352	99	352	0	0
0800	59		59		0		2000	94		94		0	
0815	61		61		0		2015	82		82		0	
0830	52		52		0		2030	132		132		0	
0845	56	228	56	228	0	0	2045	96	404	96	404	0	0
0900	63		63		0		2100	92		92		0	
0915	59		59		0		2115	92		92		0	
0930	77		77		0		2130	95		95		0	
0945	87	286	87	286	0	0	2145	77	356	77	356	0	0
1000	70		70		0		2200	84		84		0	
1015	69		69		0		2215	87		87		0	
1030	81		81		0		2230	75		75		0	
1045	84	304	84	304	0	0	2245	64	310	64	310	0	0
1100	89		89		0		2300	70		70		0	
1115	76		76		0		2315	60		60		0	
1130	76		76		0		2330	61		61		0	
1145	71	312	71	312	0	0	2345	48	239	48	239	0	0
							Total	**6699**		**6699**		**0**	

Volume Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Saturday, June 25, 2022

Time	Total		SB				Time	Total		SB			
0000	55		55		0		1200	87		87		0	
0015	52		52		0		1215	90		90		0	
0030	49		49		0		1230	87		87		0	
0045	32	188	32	188	0	0	1245	85	349	85	349	0	0
0100	38		38		0		1300	88		88		0	
0115	33		33		0		1315	94		94		0	
0130	30		30		0		1330	104		104		0	
0145	31	132	31	132	0	0	1345	72	358	72	358	0	0
0200	34		34		0		1400	95		95		0	
0215	22		22		0		1415	76		76		0	
0230	26		26		0		1430	97		97		0	
0245	16	98	16	98	0	0	1445	96	364	96	364	0	0
0300	25		25		0		1500	82		82		0	
0315	11		11		0		1515	85		85		0	
0330	11		11		0		1530	77		77		0	
0345	3	50	3	50	0	0	1545	90	334	90	334	0	0
0400	8		8		0		1600	92		92		0	
0415	5		5		0		1615	54		54		0	
0430	1		1		0		1630	82		82		0	
0445	1	15	1	15	0	0	1645	66	294	66	294	0	0
0500	8		8		0		1700	71		71		0	
0515	10		10		0		1715	70		70		0	
0530	3		3		0		1730	62		62		0	
0545	2	23	2	23	0	0	1745	76	279	76	279	0	0
0600	10		10		0		1800	86		86		0	
0615	8		8		0		1815	74		74		0	
0630	4		4		0		1830	74		74		0	
0645	18	40	18	40	0	0	1845	99	333	99	333	0	0
0700	20		20		0		1900	71		71		0	
0715	20		20		0		1915	78		78		0	
0730	26		26		0		1930	92		92		0	
0745	34	100	34	100	0	0	1945	73	314	73	314	0	0
0800	23		23		0		2000	91		91		0	
0815	34		34		0		2015	95		95		0	
0830	41		41		0		2030	95		95		0	
0845	47	145	47	145	0	0	2045	96	377	96	377	0	0
0900	47		47		0		2100	106		106		0	
0915	49		49		0		2115	111		111		0	
0930	46		46		0		2130	140		140		0	
0945	46	188	46	188	0	0	2145	125	482	125	482	0	0
1000	56		56		0		2200	120		120		0	
1015	65		65		0		2215	107		107		0	
1030	59		59		0		2230	126		126		0	
1045	79	259	79	259	0	0	2245	125	478	125	478	0	0
1100	89		89		0		2300	132		132		0	
1115	75		75		0		2315	113		113		0	
1130	83		83		0		2330	103		103		0	
1145	89	336	89	336	0	0	2345	113	461	113	461	0	0
							Total	**5997**		**5997**		**0**	

Volume Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Sunday, June 26, 2022

Time	Total		SB				Time	Total		SB			
0000	100		100		0		1200	0		0		0	
0015	84		84		0		1215	0		0		0	
0030	68		68		0		1230	0		0		0	
0045	64	316	64	316	0	0	1245	0	0	0	0	0	0
0100	47		47		0		1300	0		0		0	
0115	38		38		0		1315	0		0		0	
0130	42		42		0		1330	0		0		0	
0145	41	168	41	168	0	0	1345	0	0	0	0	0	0
0200	67		67		0		1400	0		0		0	
0215	40		40		0		1415	0		0		0	
0230	31		31		0		1430	0		0		0	
0245	30	168	30	168	0	0	1445	0	0	0	0	0	0
0300	17		17		0		1500	0		0		0	
0315	14		14		0		1515	0		0		0	
0330	11		11		0		1530	0		0		0	
0345	8	50	8	50	0	0	1545	0	0	0	0	0	0
0400	4		4		0		1600	0		0		0	
0415	2		2		0		1615	0		0		0	
0430	2		2		0		1630	0		0		0	
0445	2	10	2	10	0	0	1645	0	0	0	0	0	0
0500	1		1		0		1700	0		0		0	
0515	7		7		0		1715	0		0		0	
0530	1		1		0		1730	0		0		0	
0545	0	9	0	9	0	0	1745	0	0	0	0	0	0
0600	0		0		0		1800	0		0		0	
0615	0		0		0		1815	0		0		0	
0630	0		0		0		1830	0		0		0	
0645	0	0	0	0	0	0	1845	0	0	0	0	0	0
0700	0		0		0		1900	0		0		0	
0715	0		0		0		1915	0		0		0	
0730	0		0		0		1930	0		0		0	
0745	0	0	0	0	0	0	1945	0	0	0	0	0	0
0800	0		0		0		2000	0		0		0	
0815	0		0		0		2015	0		0		0	
0830	0		0		0		2030	0		0		0	
0845	0	0	0	0	0	0	2045	0	0	0	0	0	0
0900	0		0		0		2100	0		0		0	
0915	0		0		0		2115	0		0		0	
0930	0		0		0		2130	0		0		0	
0945	0	0	0	0	0	0	2145	0	0	0	0	0	0
1000	0		0		0		2200	0		0		0	
1015	0		0		0		2215	0		0		0	
1030	0		0		0		2230	0		0		0	
1045	0	0	0	0	0	0	2245	0	0	0	0	0	0
1100	0		0		0		2300	0		0		0	
1115	0		0		0		2315	0		0		0	
1130	0		0		0		2330	0		0		0	
1145	0	0	0	0	0	0	2345	0	0	0	0	0	0
							Total	**721**		**721**		**0**	

Volume Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Monday, June 27, 2022

Time	Total		SB					Time	Total		SB			
0000	0		0		0			1200	0		0		0	
0015	0		0		0			1215	0		0		0	
0030	0		0		0			1230	0		0		0	
0045	0	0	0	0	0	0		1245	0	0	0	0	0	0
0100	0		0		0			1300	0		0		0	
0115	0		0		0			1315	0		0		0	
0130	0		0		0			1330	0		0		0	
0145	0	0	0	0	0	0		1345	0	0	0	0	0	0
0200	0		0		0			1400	0		0		0	
0215	0		0		0			1415	0		0		0	
0230	0		0		0			1430	0		0		0	
0245	0	0	0	0	0	0		1445	0	0	0	0	0	0
0300	0		0		0			1500	0		0		0	
0315	0		0		0			1515	0		0		0	
0330	0		0		0			1530	0		0		0	
0345	0	0	0	0	0	0		1545	0	0	0	0	0	0
0400	0		0		0			1600	0		0		0	
0415	0		0		0			1615	0		0		0	
0430	0		0		0			1630	0		0		0	
0445	0	0	0	0	0	0		1645	0	0	0	0	0	0
0500	0		0		0			1700	0		0		0	
0515	0		0		0			1715	0		0		0	
0530	0		0		0			1730	0		0		0	
0545	0	0	0	0	0	0		1745	0	0	0	0	0	0
0600	0		0		0			1800	0		0		0	
0615	0		0		0			1815	0		0		0	
0630	0		0		0			1830	0		0		0	
0645	0	0	0	0	0	0		1845	0	0	0	0	0	0
0700	0		0		0			1900	0		0		0	
0715	0		0		0			1915	0		0		0	
0730	0		0		0			1930	0		0		0	
0745	0	0	0	0	0	0		1945	0	0	0	0	0	0
0800	0		0		0			2000	0		0		0	
0815	0		0		0			2015	0		0		0	
0830	0		0		0			2030	0		0		0	
0845	0	0	0	0	0	0		2045	0	0	0	0	0	0
0900	0		0		0			2100	0		0		0	
0915	0		0		0			2115	0		0		0	
0930	0		0		0			2130	0		0		0	
0945	0	0	0	0	0	0		2145	0	0	0	0	0	0
1000	0		0		0			2200	0		0		0	
1015	0		0		0			2215	0		0		0	
1030	0		0		0			2230	0		0		0	
1045	0	0	0	0	0	0		2245	0	0	0	0	0	0
1100	0		0		0			2300	0		0		0	
1115	0		0		0			2315	0		0		0	
1130	0		0		0			2330	0		0		0	
1145	0	0	0	0	0	0		2345	0	0	0	0	0	0
								Total	**0**		**0**		**0**	

Volume Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Tuesday, June 28, 2022

Time	Total		SB					Time	Total		SB			
0000	0		0		0			1200	0		0		0	
0015	0		0		0			1215	0		0		0	
0030	0		0		0			1230	0		0		0	
0045	0	0	0	0	0	0		1245	0	0	0	0	0	0
0100	0		0		0			1300	0		0		0	
0115	0		0		0			1315	0		0		0	
0130	0		0		0			1330	0		0		0	
0145	0	0	0	0	0	0		1345	0	0	0	0	0	0
0200	0		0		0			1400	0		0		0	
0215	0		0		0			1415	0		0		0	
0230	0		0		0			1430	0		0		0	
0245	0	0	0	0	0	0		1445	0	0	0	0	0	0
0300	0		0		0			1500	0		0		0	
0315	0		0		0			1515	0		0		0	
0330	0		0		0			1530	0		0		0	
0345	0	0	0	0	0	0		1545	0	0	0	0	0	0
0400	0		0		0			1600	0		0		0	
0415	0		0		0			1615	0		0		0	
0430	0		0		0			1630	0		0		0	
0445	0	0	0	0	0	0		1645	0	0	0	0	0	0
0500	0		0		0			1700	0		0		0	
0515	0		0		0			1715	0		0		0	
0530	0		0		0			1730	0		0		0	
0545	0	0	0	0	0	0		1745	0	0	0	0	0	0
0600	0		0		0			1800	0		0		0	
0615	0		0		0			1815	0		0		0	
0630	0		0		0			1830	0		0		0	
0645	0	0	0	0	0	0		1845	0	0	0	0	0	0
0700	0		0		0			1900	0		0		0	
0715	0		0		0			1915	0		0		0	
0730	0		0		0			1930	0		0		0	
0745	0	0	0	0	0	0		1945	0	0	0	0	0	0
0800	0		0		0			2000	0		0		0	
0815	0		0		0			2015	0		0		0	
0830	0		0		0			2030	0		0		0	
0845	0	0	0	0	0	0		2045	0	0	0	0	0	0
0900	0		0		0			2100	0		0		0	
0915	0		0		0			2115	0		0		0	
0930	0		0		0			2130	0		0		0	
0945	0	0	0	0	0	0		2145	0	0	0	0	0	0
1000	0		0		0			2200	0		0		0	
1015	0		0		0			2215	0		0		0	
1030	0		0		0			2230	0		0		0	
1045	0	0	0	0	0	0		2245	0	0	0	0	0	0
1100	0		0		0			2300	0		0		0	
1115	0		0		0			2315	0		0		0	
1130	0		0		0			2330	0		0		0	
1145	0	0	0	0	0	0		2345	0	0	0	0	0	0
								Total	**0**		**0**		**0**	

Classification Report

Job # 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Direction Northbound
Wednesday, June 22, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	90	2	83	4	1	0	0	0	0	0	0	0	0	0
0100	59	1	53	2	1	1	1	0	0	0	0	0	0	0
0200	29	0	27	2	0	0	0	0	0	0	0	0	0	0
0300	25	0	21	3	0	0	1	0	0	0	0	0	0	0
0400	56	1	45	7	2	0	1	0	0	0	0	0	0	0
0500	124	3	96	19	4	0	0	0	1	1	0	0	0	0
0600	271	2	223	31	8	1	1	5	0	0	0	0	0	0
0700	582	6	517	41	5	1	3	3	3	3	0	0	0	0
0800	684	6	625	32	10	4	1	3	3	0	0	0	0	0
0900	469	6	404	37	10	7	0	2	1	1	1	0	0	0
1000	421	0	382	29	6	1	3	0	0	0	0	0	0	0
1100	437	5	392	27	11	2	0	0	0	0	0	0	0	0
1200	507	2	438	45	11	3	1	2	2	1	2	0	0	0
1300	495	7	447	25	7	5	2	2	0	0	0	0	0	0
1400	571	5	507	44	5	3	0	4	1	1	1	0	0	0
1500	658	5	572	56	9	7	0	5	2	1	1	0	0	0
1600	643	7	586	30	9	2	1	6	1	1	0	0	0	0
1700	595	8	552	18	7	2	0	4	1	3	0	0	0	0
1800	473	6	428	23	9	0	0	4	3	0	0	0	0	0
1900	406	10	368	20	4	2	1	1	0	0	0	0	0	0
2000	380	7	358	12	1	1	1	0	0	0	0	0	0	0
2100	306	6	291	6	1	0	0	2	0	0	0	0	0	0
2200	238	1	227	7	2	1	0	0	0	0	0	0	0	0
2300	156	4	146	4	1	0	0	1	0	0	0	0	0	0
Total	**8675**	**100**	**7788**	**524**	**124**	**43**	**17**	**44**	**18**	**12**	**5**	**0**	**0**	**0**
	100.00%	**1.15%**	**89.78%**	**6.04%**	**1.43%**	**0.50%**	**0.20%**	**0.51%**	**0.21%**	**0.14%**	**0.06%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job # 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Direction Northbound
Thursday, June 23, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	74	0	71	2	0	1	0	0	0	0	0	0	0	0
0100	54	2	49	2	0	0	1	0	0	0	0	0	0	0
0200	23	1	17	5	0	0	0	0	0	0	0	0	0	0
0300	24	0	22	0	0	0	1	0	0	1	0	0	0	0
0400	36	0	32	3	1	0	0	0	0	0	0	0	0	0
0500	114	4	86	19	3	0	0	0	0	2	0	0	0	0
0600	267	2	223	27	8	1	2	2	1	1	0	0	0	0
0700	601	7	529	44	8	2	2	7	1	1	0	0	0	0
0800	706	6	638	34	12	4	2	7	2	0	0	0	0	1
0900	445	2	396	29	5	6	2	5	0	0	0	0	0	0
1000	421	3	385	24	5	2	0	2	0	0	0	0	0	0
1100	419	2	373	30	6	3	3	1	0	1	0	0	0	0
1200	507	5	444	41	9	3	0	5	0	0	0	0	0	0
1300	541	5	486	31	10	4	4	1	0	0	0	0	0	0
1400	587	6	516	45	10	5	1	4	0	0	0	0	0	0
1500	681	4	611	49	8	1	2	3	1	2	0	0	0	0
1600	689	2	646	26	7	0	1	6	0	1	0	0	0	0
1700	652	4	606	19	7	3	3	8	1	1	0	0	0	0
1800	549	9	503	16	11	1	1	8	0	0	0	0	0	0
1900	428	8	397	18	4	1	0	0	0	0	0	0	0	0
2000	395	12	361	16	2	1	0	1	1	1	0	0	0	0
2100	368	16	330	13	3	0	2	2	1	1	0	0	0	0
2200	370	5	358	3	1	1	0	1	1	0	0	0	0	0
2300	207	3	192	10	1	0	0	0	1	0	0	0	0	0
Total	**9158**	**108**	**8271**	**506**	**121**	**39**	**27**	**63**	**10**	**12**	**0**	**0**	**0**	**1**
	100.00%	**1.18%**	**90.31%**	**5.53%**	**1.32%**	**0.43%**	**0.29%**	**0.69%**	**0.11%**	**0.13%**	**0.00%**	**0.00%**	**0.00%**	**0.01%**

Classification Report

Job # 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Direction Northbound
Friday, June 24, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	120	3	112	4	1	0	0	0	0	0	0	0	0	0
0100	58	0	53	2	1	1	1	0	0	0	0	0	0	0
0200	29	1	26	2	0	0	0	0	0	0	0	0	0	0
0300	31	1	24	1	1	1	0	1	0	2	0	0	0	0
0400	36	1	32	2	0	0	1	0	0	0	0	0	0	0
0500	104	3	71	22	5	1	0	0	0	2	0	0	0	0
0600	245	3	182	44	9	2	4	1	0	0	0	0	0	0
0700	493	7	425	41	8	3	2	4	2	1	0	0	0	0
0800	561	8	492	36	8	4	1	8	2	2	0	0	0	0
0900	545	5	461	48	10	14	4	2	1	0	0	0	0	0
1000	670	4	575	64	8	8	3	6	0	1	1	0	0	0
1100	480	5	424	35	8	4	0	1	2	1	0	0	0	0
1200	561	5	502	40	5	3	3	3	0	0	0	0	0	0
1300	542	11	475	43	5	4	0	4	0	0	0	0	0	0
1400	681	6	602	56	8	6	1	0	2	0	0	0	0	0
1500	622	8	556	41	6	2	2	5	1	1	0	0	0	0
1600	591	9	539	31	10	1	0	0	1	0	0	0	0	0
1700	665	4	623	24	6	3	0	5	0	0	0	0	0	0
1800	578	2	527	29	11	2	2	4	0	1	0	0	0	0
1900	506	4	469	21	6	2	1	3	0	0	0	0	0	0
2000	488	11	451	17	0	0	0	7	2	0	0	0	0	0
2100	386	4	365	11	2	0	0	3	1	0	0	0	0	0
2200	310	7	283	14	1	2	1	0	2	0	0	0	0	0
2300	302	6	283	12	1	0	0	0	0	0	0	0	0	0
Total	**9604**	**118**	**8552**	**640**	**120**	**63**	**26**	**57**	**16**	**11**	**1**	**0**	**0**	**0**
	100.00%	**1.23%**	**89.05%**	**6.66%**	**1.25%**	**0.66%**	**0.27%**	**0.59%**	**0.17%**	**0.11%**	**0.01%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job # 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Direction Northbound
Saturday, June 25, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	203	4	183	13	1	1	0	1	0	0	0	0	0	0
0100	162	0	158	0	1	2	1	0	0	0	0	0	0	0
0200	170	1	163	6	0	0	0	0	0	0	0	0	0	0
0300	55	0	53	2	0	0	0	0	0	0	0	0	0	0
0400	40	0	35	3	1	0	0	0	0	1	0	0	0	0
0500	50	2	38	5	1	2	0	1	0	1	0	0	0	0
0600	107	2	86	10	5	2	1	1	0	0	0	0	0	0
0700	178	2	152	17	4	2	1	0	0	0	0	0	0	0
0800	234	4	203	17	8	2	0	0	0	0	0	0	0	0
0900	289	9	254	17	4	1	1	1	2	0	0	0	0	0
1000	392	10	347	24	6	3	0	2	0	0	0	0	0	0
1100	434	6	395	19	7	3	0	3	1	0	0	0	0	0
1200	437	13	400	17	4	3	0	0	0	0	0	0	0	0
1300	519	9	482	19	5	1	0	1	1	1	0	0	0	0
1400	481	14	440	17	4	3	1	1	1	0	0	0	0	0
1500	670	8	617	27	7	2	1	5	3	0	0	0	0	0
1600	448	7	413	18	4	2	1	1	1	0	0	0	0	1
1700	524	7	480	24	5	1	1	5	1	0	0	0	0	0
1800	553	14	507	22	6	2	0	1	0	0	0	0	0	1
1900	739	6	692	29	3	0	1	6	2	0	0	0	0	0
2000	601	20	549	22	1	1	4	2	2	0	0	0	0	0
2100	559	15	515	23	1	1	0	2	1	1	0	0	0	0
2200	400	11	365	15	1	3	2	3	0	0	0	0	0	0
2300	372	13	342	13	1	1	0	2	0	0	0	0	0	0
Total	**8617**	**177**	**7869**	**379**	**80**	**38**	**15**	**38**	**15**	**4**	**0**	**0**	**0**	**2**
	100.00%	**2.05%**	**91.32%**	**4.40%**	**0.93%**	**0.44%**	**0.17%**	**0.44%**	**0.17%**	**0.05%**	**0.00%**	**0.00%**	**0.00%**	**0.02%**

Classification Report

Job # 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Direction Northbound
Sunday, June 26, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	242	7	219	11	3	2	0	0	0	0	0	0	0	0
0100	194	5	179	8	0	1	0	1	0	0	0	0	0	0
0200	195	6	182	5	0	1	0	1	0	0	0	0	0	0
0300	68	2	62	3	0	0	1	0	0	0	0	0	0	0
0400	32	1	31	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	18	4	0	0	0	0	0	0	0	0	0	0
0600	67	1	65	0	1	0	0	0	0	0	0	0	0	0
0700	135	3	114	12	3	1	1	1	0	0	0	0	0	0
0800	233	5	207	16	4	0	0	1	0	0	0	0	0	0
0900	344	8	306	23	3	0	0	3	1	0	0	0	0	0
1000	392	6	363	19	3	0	1	0	0	0	0	0	0	0
1100	423	3	396	19	2	2	0	1	0	0	0	0	0	0
1200	481	5	450	17	3	1	1	3	0	0	0	0	0	1
1300	475	5	442	16	3	3	2	3	1	0	0	0	0	0
1400	425	7	396	16	1	0	0	4	1	0	0	0	0	0
1500	492	7	459	12	3	2	0	9	0	0	0	0	0	0
1600	396	15	358	16	4	1	0	1	1	0	0	0	0	0
1700	430	6	407	14	1	0	0	1	1	0	0	0	0	0
1800	502	18	462	16	2	1	0	3	0	0	0	0	0	0
1900	428	7	393	23	2	1	0	2	0	0	0	0	0	0
2000	378	11	346	16	1	1	0	2	1	0	0	0	0	0
2100	301	5	282	13	1	0	0	0	0	0	0	0	0	0
2200	231	3	218	5	3	0	0	2	0	0	0	0	0	0
2300	205	1	191	9	1	2	0	1	0	0	0	0	0	0
Total	**7091**	**137**	**6546**	**293**	**44**	**19**	**6**	**39**	**6**	**0**	**0**	**0**	**0**	**1**
	100.00%	**1.93%**	**92.31%**	**4.13%**	**0.62%**	**0.27%**	**0.08%**	**0.55%**	**0.08%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.01%**

Classification Report

Job # 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Direction Northbound
Monday, June 27, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	101	3	93	4	1	0	0	0	0	0	0	0	0	0
0100	72	1	61	9	0	1	0	0	0	0	0	0	0	0
0200	35	2	32	1	0	0	0	0	0	0	0	0	0	0
0300	31	1	22	4	0	2	1	0	0	1	0	0	0	0
0400	49	0	42	6	0	1	0	0	0	0	0	0	0	0
0500	96	1	72	18	4	0	0	0	0	1	0	0	0	0
0600	251	1	209	28	6	0	2	4	1	0	0	0	0	0
0700	577	5	508	52	5	1	3	2	1	0	0	0	0	0
0800	685	4	619	39	9	3	4	4	1	2	0	0	0	0
0900	427	1	374	36	11	4	0	0	1	0	0	0	0	0
1000	379	0	333	33	6	2	2	3	0	0	0	0	0	0
1100	457	1	401	44	6	4	1	0	0	0	0	0	0	0
1200	498	1	439	41	9	2	0	4	1	1	0	0	0	0
1300	488	1	423	51	3	8	0	0	2	0	0	0	0	0
1400	532	0	468	45	9	6	2	2	0	0	0	0	0	0
1500	573	0	498	55	7	6	1	3	1	2	0	0	0	0
1600	566	0	515	32	11	0	2	4	2	0	0	0	0	0
1700	630	2	582	28	6	1	1	6	3	1	0	0	0	0
1800	375	0	340	19	10	1	0	2	2	1	0	0	0	0
1900	271	1	245	20	4	1	0	0	0	0	0	0	0	0
2000	237	1	217	17	1	1	0	0	0	0	0	0	0	0
2100	188	0	172	11	4	1	0	0	0	0	0	0	0	0
2200	164	0	158	5	1	0	0	0	0	0	0	0	0	0
2300	117	0	111	5	1	0	0	0	0	0	0	0	0	0
Total	**7799**	**26**	**6934**	**603**	**114**	**45**	**19**	**34**	**15**	**9**	**0**	**0**	**0**	**0**
	100.00%	**0.33%**	**88.91%**	**7.73%**	**1.46%**	**0.58%**	**0.24%**	**0.44%**	**0.19%**	**0.12%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job # 980_002_FO_ATR 2
Area Providence, RI
Location South Main Street NB, between Dollar Street & Wickenden Street
Direction Northbound
Tuesday, June 28, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	68	0	63	3	2	0	0	0	0	0	0	0	0	0
0100	43	0	38	4	0	0	1	0	0	0	0	0	0	0
0200	27	1	22	3	0	1	0	0	0	0	0	0	0	0
0300	23	0	21	2	0	0	0	0	0	0	0	0	0	0
0400	35	0	25	7	1	0	1	0	0	1	0	0	0	0
0500	100	2	72	19	5	1	0	0	0	1	0	0	0	0
0600	258	2	218	31	6	0	1	0	0	0	0	0	0	0
0700	582	7	525	35	6	4	0	4	0	1	0	0	0	0
0800	714	5	638	47	13	1	0	6	3	1	0	0	0	0
0900	465	7	408	33	9	6	2	0	0	0	0	0	0	0
1000	419	2	364	38	6	6	2	0	0	0	0	1	0	0
1100	492	3	434	41	7	2	1	3	0	1	0	0	0	0
1200	482	7	419	40	8	3	0	3	2	0	0	0	0	0
1300	492	4	436	38	7	4	1	1	1	0	0	0	0	0
1400	534	7	468	42	11	2	0	3	1	0	0	0	0	0
1500	651	4	577	47	10	4	0	4	3	2	0	0	0	0
1600	612	12	552	37	6	4	0	1	0	0	0	0	0	0
1700	581	6	538	26	6	1	0	3	1	0	0	0	0	0
1800	498	9	437	32	12	2	2	3	0	0	0	0	0	1
1900	368	13	332	13	5	2	1	2	0	0	0	0	0	0
2000	328	12	297	15	2	2	0	0	0	0	0	0	0	0
2100	282	5	264	9	3	0	0	1	0	0	0	0	0	0
2200	222	4	207	8	1	1	0	1	0	0	0	0	0	0
2300	152	4	138	9	1	0	0	0	0	0	0	0	0	0
Total	**8428**	**116**	**7493**	**579**	**127**	**46**	**12**	**35**	**11**	**7**	**0**	**1**	**0**	**1**
	100.00%	**1.38%**	**88.91%**	**6.87%**	**1.51%**	**0.55%**	**0.14%**	**0.42%**	**0.13%**	**0.08%**	**0.00%**	**0.01%**	**0.00%**	**0.01%**

Classification Report

Job # 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Direction Southbound
Wednesday, June 22, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	53	4	46	2	0	0	0	1	0	0	0	0	0	0
0100	50	1	43	6	0	0	0	0	0	0	0	0	0	0
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	14	1	1	0	1	0	0	0	0	0	0	0
0400	7	1	4	1	1	0	0	0	0	0	0	0	0	0
0500	34	2	24	3	2	1	2	0	0	0	0	0	0	0
0600	93	1	78	5	7	0	2	0	0	0	0	0	0	0
0700	146	1	128	9	6	0	2	0	0	0	0	0	0	0
0800	203	2	172	13	5	1	8	1	0	0	0	0	0	1
0900	214	5	181	19	4	1	3	0	0	1	0	0	0	0
1000	226	3	195	19	5	3	1	0	0	0	0	0	0	0
1100	298	1	268	20	5	3	0	0	0	1	0	0	0	0
1200	364	5	327	25	4	3	0	0	0	0	0	0	0	0
1300	312	5	278	19	5	5	0	0	0	0	0	0	0	0
1400	376	6	336	28	5	0	1	0	0	0	0	0	0	0
1500	502	6	435	54	5	1	1	0	0	0	0	0	0	0
1600	659	13	613	28	4	0	0	0	0	1	0	0	0	0
1700	582	17	535	24	3	0	2	1	0	0	0	0	0	0
1800	333	12	300	14	3	1	2	1	0	0	0	0	0	0
1900	306	6	285	12	3	0	0	0	0	0	0	0	0	0
2000	311	6	291	12	2	0	0	0	0	0	0	0	0	0
2100	245	11	228	4	2	0	0	0	0	0	0	0	0	0
2200	195	3	187	3	2	0	0	0	0	0	0	0	0	0
2300	122	2	115	4	1	0	0	0	0	0	0	0	0	0
Total	**5659**	**113**	**5094**	**325**	**75**	**19**	**25**	**4**	**0**	**3**	**0**	**0**	**0**	**1**
	100.00%	**2.00%**	**90.02%**	**5.74%**	**1.33%**	**0.34%**	**0.44%**	**0.07%**	**0.00%**	**0.05%**	**0.00%**	**0.00%**	**0.00%**	**0.02%**

Classification Report

Job # 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Direction Southbound
Thursday, June 23, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	74	2	67	4	1	0	0	0	0	0	0	0	0	0
0100	28	1	26	1	0	0	0	0	0	0	0	0	0	0
0200	21	0	19	2	0	0	0	0	0	0	0	0	0	0
0300	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0400	8	1	4	0	1	0	2	0	0	0	0	0	0	0
0500	33	0	27	2	3	1	0	0	0	0	0	0	0	0
0600	88	1	74	6	4	1	2	0	0	0	0	0	0	0
0700	164	0	143	10	6	1	4	0	0	0	0	0	0	0
0800	248	3	213	18	9	3	2	0	0	0	0	0	0	0
0900	218	6	188	15	6	3	0	0	0	0	0	0	0	0
1000	277	6	245	18	8	0	0	0	0	0	0	0	0	0
1100	311	2	273	27	5	1	3	0	0	0	0	0	0	0
1200	409	7	376	19	5	1	0	0	0	1	0	0	0	0
1300	392	6	348	27	6	4	1	0	0	0	0	0	0	0
1400	390	8	349	21	8	3	1	0	0	0	0	0	0	0
1500	551	6	477	59	3	1	3	0	0	1	0	0	0	1
1600	670	9	625	29	4	0	3	0	0	0	0	0	0	0
1700	567	18	522	20	5	0	1	1	0	0	0	0	0	0
1800	427	18	403	3	2	0	1	0	0	0	0	0	0	0
1900	367	12	339	10	4	0	0	2	0	0	0	0	0	0
2000	359	15	333	9	2	0	0	0	0	0	0	0	0	0
2100	268	6	251	9	2	0	0	0	0	0	0	0	0	0
2200	241	5	227	5	1	1	1	1	0	0	0	0	0	0
2300	131	2	123	4	1	1	0	0	0	0	0	0	0	0
Total	**6253**	**134**	**5662**	**319**	**86**	**21**	**24**	**4**	**0**	**2**	**0**	**0**	**0**	**1**
	100.00%	**2.14%**	**90.55%**	**5.10%**	**1.38%**	**0.34%**	**0.38%**	**0.06%**	**0.00%**	**0.03%**	**0.00%**	**0.00%**	**0.00%**	**0.02%**

Classification Report

Job # 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Direction Southbound
Friday, June 24, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	115	1	109	4	1	0	0	0	0	0	0	0	0	0
0100	74	0	70	4	0	0	0	0	0	0	0	0	0	0
0200	29	1	27	1	0	0	0	0	0	0	0	0	0	0
0300	16	0	14	1	0	0	1	0	0	0	0	0	0	0
0400	13	1	10	2	0	0	0	0	0	0	0	0	0	0
0500	36	2	26	4	4	0	0	0	0	0	0	0	0	0
0600	92	5	69	10	5	1	2	0	0	0	0	0	0	0
0700	145	2	118	12	9	0	3	0	0	0	0	0	0	1
0800	228	1	196	20	8	3	0	0	0	0	0	0	0	0
0900	286	2	257	17	8	2	0	0	0	0	0	0	0	0
1000	304	4	263	26	5	2	2	0	0	2	0	0	0	0
1100	312	2	275	29	5	1	0	0	0	0	0	0	0	0
1200	409	4	377	21	3	1	3	0	0	0	0	0	0	0
1300	385	4	352	21	6	1	1	0	0	0	0	0	0	0
1400	481	16	419	38	4	1	3	0	0	0	0	0	0	0
1500	555	12	481	52	5	1	3	1	0	0	0	0	0	0
1600	617	10	580	18	4	2	2	1	0	0	0	0	0	0
1700	565	9	532	19	2	2	1	0	0	0	0	0	0	0
1800	376	5	351	12	6	1	1	0	0	0	0	0	0	0
1900	352	17	324	8	2	0	1	0	0	0	0	0	0	0
2000	404	15	369	15	2	0	1	2	0	0	0	0	0	0
2100	356	9	337	7	2	1	0	0	0	0	0	0	0	0
2200	310	11	282	12	3	0	1	1	0	0	0	0	0	0
2300	239	9	222	7	1	0	0	0	0	0	0	0	0	0
Total	**6699**	**142**	**6060**	**360**	**85**	**19**	**25**	**5**	**0**	**2**	**0**	**0**	**0**	**1**
	100.00%	**2.12%**	**90.46%**	**5.37%**	**1.27%**	**0.28%**	**0.37%**	**0.07%**	**0.00%**	**0.03%**	**0.00%**	**0.00%**	**0.00%**	**0.01%**

Classification Report

Job # 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Direction Southbound
Saturday, June 25, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	188	7	177	3	1	0	0	0	0	0	0	0	0	0
0100	132	3	128	1	0	0	0	0	0	0	0	0	0	0
0200	98	1	91	6	0	0	0	0	0	0	0	0	0	0
0300	50	0	48	2	0	0	0	0	0	0	0	0	0	0
0400	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0500	23	0	21	2	0	0	0	0	0	0	0	0	0	0
0600	40	1	35	2	1	1	0	0	0	0	0	0	0	0
0700	100	7	84	2	7	0	0	0	0	0	0	0	0	0
0800	145	9	127	4	4	0	0	1	0	0	0	0	0	0
0900	188	9	171	4	4	0	0	0	0	0	0	0	0	0
1000	259	11	229	13	4	2	0	0	0	0	0	0	0	0
1100	336	13	305	11	5	2	0	0	0	0	0	0	0	0
1200	349	14	317	12	4	1	0	1	0	0	0	0	0	0
1300	358	7	325	19	6	0	0	1	0	0	0	0	0	0
1400	364	20	316	20	5	0	0	3	0	0	0	0	0	0
1500	334	9	312	8	4	0	0	1	0	0	0	0	0	0
1600	294	9	271	9	4	1	0	0	0	0	0	0	0	0
1700	279	11	255	5	7	1	0	0	0	0	0	0	0	0
1800	333	4	309	14	2	1	1	1	0	1	0	0	0	0
1900	314	8	292	8	2	1	0	3	0	0	0	0	0	0
2000	377	16	344	10	2	1	1	3	0	0	0	0	0	0
2100	482	15	448	17	1	0	0	1	0	0	0	0	0	0
2200	478	15	439	20	2	1	0	0	0	0	0	0	0	1
2300	461	7	444	9	1	0	0	0	0	0	0	0	0	0
Total	**5997**	**196**	**5502**	**202**	**66**	**12**	**2**	**15**	**0**	**1**	**0**	**0**	**0**	**1**
	100.00%	**3.27%**	**91.75%**	**3.37%**	**1.10%**	**0.20%**	**0.03%**	**0.25%**	**0.00%**	**0.02%**	**0.00%**	**0.00%**	**0.00%**	**0.02%**

Classification Report

Job # 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Direction Southbound
Sunday, June 26, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	316	5	300	8	2	0	0	1	0	0	0	0	0	0
0100	168	8	150	7	1	0	1	1	0	0	0	0	0	0
0200	168	0	164	4	0	0	0	0	0	0	0	0	0	0
0300	50	3	47	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	0
0500	9	1	7	1	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**721**	**17**	**678**	**20**	**3**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
	100.00%	**2.36%**	**94.04%**	**2.77%**	**0.42%**	**0.00%**	**0.14%**	**0.28%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**

Classification Report

Job # 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Direction Southbound
Monday, June 27, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	#DIV/0!	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**

Classification Report

Job # 980_002_FO_ATR 3
Area Providence, RI
Location South Water Street SB, between Dollar Street & Wickenden Street
Direction Southbound
Tuesday, June 28, 2022

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	#DIV/0!	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**	**#DIV/0!**

Volume Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water St, between Dollar St & Wickenden St

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1250
Data@BostonTrafficData.com
www.BostonTrafficData.com

Sunday, June 26, 2022

Time	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0530	0	0	4	0	1	0	5
0545	1	0	1	0	0	0	2
0600	0	0	3	0	3	0	6
0615	1	0	7	0	2	0	10
0630	0	0	6	1	0	0	7
0645	0	0	13	0	0	0	13
0700	0	0	14	0	0	0	14
0715	2	0	15	1	1	0	19
0730	1	0	19	1	1	0	22
0745	1	0	32	0	1	0	34
0800	2	0	17	2	0	0	21
0815	5	0	32	0	0	0	37
0830	0	0	25	0	0	0	25
0845	0	0	34	1	1	0	36
0900	4	0	24	1	0	0	29
0915	0	0	38	0	0	0	38
0930	5	0	59	2	0	0	66
0945	6	1	36	0	1	0	44
1000	0	1	58	0	0	0	59
1015	3	1	52	1	0	0	57
1030	3	1	63	1	1	0	69
1045	2	1	63	0	3	0	69
1100	0	1	63	2	2	0	68
1115	0	1	76	0	0	0	77
1130	3	0	73	0	1	0	77
1145	4	1	82	1	1	0	89
1200	4	2	97	0	0	0	103
1215	4	1	104	1	0	0	110
1230	1	1	107	2	0	0	111
1245	2	0	113	0	1	0	116
1300	4	1	94	0	0	0	99
1315	5	1	91	0	1	0	98
1330	1	2	79	1	1	0	84
1345	2	3	80	1	0	0	86
1400	1	1	83	2	0	0	87
1415	5	3	76	0	0	0	84
1430	0	0	74	0	1	0	75
1445	1	5	66	1	0	0	73
1500	1	1	95	0	1	0	98
1515	1	9	81	2	0	0	93
1530	2	2	92	2	0	0	98
1545	1	2	95	0	1	0	99
1600	2	1	78	0	0	0	81
1615	1	3	66	1	0	0	71
1630	1	1	79	1	3	0	85
1645	0	3	58	0	0	0	61
1700	1	2	85	2	1	0	91
1715	0	1	73	0	0	0	74
1730	0	0	55	0	1	0	56
1745	1	3	80	1	0	0	85
1800	0	1	72	1	0	0	74
1815	0	5	72	0	0	0	77
1830	0	9	67	1	0	0	77
1845	0	0	75	1	0	0	76
1900	4	1	71	0	2	0	78
1915	4	5	74	0	1	0	84
1930	7	7	57	1	0	0	72
1945	0	3	61	1	1	0	66
2000	1	2	79	0	0	0	82
2015	0	1	65	0	0	0	66
2030	0	3	45	1	0	0	49
2045	2	5	73	0	0	0	80
2100	0	1	80	0	0	0	81
2115	0	1	65	0	0	0	66
2130	1	1	48	0	0	0	50
2145	7	8	56	2	0	0	73
2200	1	5	41	0	0	0	47
2215	2	6	35	0	0	0	43
2230	0	4	39	1	2	0	46
2245	0	2	58	0	0	0	60
2300	0	1	35	0	0	0	36
2315	0	1	27	0	0	0	28
2330	0	0	21	0	0	0	21
2345	0	0	30	0	0	0	30
Total	**113**	**128**	**4256**	**40**	**36**	**0**	**4573**

Volume Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water St, between Dollar St & Wickenden St

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1250
Data@BenentiBostonTrafficData.com
www.BostonTrafficData.com

Monday, June 27, 2022

Time	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	1	19	0	0	0	20
0015	1	0	10	0	0	0	11
0030	0	1	12	0	3	0	16
0045	0	0	13	0	1	0	14
0100	0	1	18	0	0	0	19
0115	0	0	14	0	0	0	14
0130	0	0	16	0	0	0	16
0145	0	0	11	0	0	0	11
0200	0	0	12	0	2	0	14
0215	0	0	4	0	0	0	4
0230	0	0	5	0	0	0	5
0245	0	0	4	0	0	0	4
0300	0	0	6	0	0	0	6
0315	0	0	4	0	0	0	4
0330	0	1	4	0	0	0	5
0345	0	0	3	0	0	0	3
0400	0	0	1	0	0	0	1
0415	0	0	3	0	0	0	3
0430	0	0	3	0	1	0	4
0445	0	0	4	0	1	0	5
0500	0	0	5	0	2	0	7
0515	0	0	7	0	0	0	7
0530	0	0	9	3	0	0	12
0545	0	0	10	0	0	0	10
0600	0	0	9	1	1	0	11
0615	0	0	14	2	1	0	17
0630	0	0	21	1	2	0	24
0645	0	1	30	2	3	0	36
0700	0	0	31	2	0	0	33
0715	1	0	34	2	1	0	38
0730	0	0	30	1	2	0	33
0745	5	0	48	2	3	1	59
0800	0	0	34	1	2	0	37
0815	0	0	47	2	2	0	51
0830	0	0	58	2	5	0	65
0845	2	0	62	1	5	1	71
0900	2	0	56	4	2	0	64
0915	0	0	58	1	3	2	64
0930	0	0	56	1	0	1	58
0945	1	0	47	1	2	1	52
1000	1	0	54	2	3	1	61
1015	0	0	40	0	1	0	41
1030	0	0	61	2	1	0	64
1045	0	0	63	1	4	0	68
1100	1	0	65	1	2	0	69
1115	0	0	66	1	1	0	68
1130	2	0	71	2	3	0	78
1145	0	0	87	0	0	0	87
1200	0	0	98	2	2	0	102
1215	1	0	83	1	3	0	88
1230	0	0	82	1	0	1	84
1245	0	0	87	1	2	0	90
1300	0	0	98	2	0	0	100
1315	0	0	55	0	2	0	57
1330	1	0	78	2	3	0	84
1345	0	0	94	1	0	0	95
1400	0	0	75	1	2	0	78
1415	0	0	79	1	3	1	84
1430	1	0	93	2	2	0	98
1445	0	0	88	1	3	0	92
1500	0	0	101	2	5	0	108
1515	0	0	123	2	1	0	126
1530	0	0	118	1	0	0	119
1545	2	0	102	2	0	0	106
1600	0	0	168	2	0	0	170
1615	0	0	145	1	3	0	149
1630	1	0	185	2	1	0	189
1645	0	0	130	2	1	0	133
1700	2	0	167	1	3	0	173
1715	0	0	171	2	1	0	174
1730	0	0	128	2	0	0	130
1745	1	0	79	1	0	0	81
1800	1	0	76	2	0	0	79
1815	0	0	82	2	0	0	84
1830	0	0	70	1	0	0	71
1845	0	0	60	1	0	0	61
1900	0	0	57	2	1	0	60
1915	0	0	49	0	0	0	49
1930	0	0	46	0	0	0	46
1945	1	0	51	1	0	0	53
2000	0	0	40	0	0	0	40
2015	0	0	47	1	0	0	48
2030	0	0	54	1	0	0	55
2045	0	0	60	1	0	0	61
2100	0	0	38	0	0	0	38
2115	0	0	56	1	0	0	57
2130	4	0	37	1	0	0	42
2145	0	0	31	0	1	0	32
2200	1	0	30	0	0	0	31
2215	0	0	38	1	0	0	39
2230	0	0	28	1	1	0	30
2245	0	0	15	0	0	0	15
2300	0	0	29	0	0	0	29
2315	0	0	31	1	0	0	32
2330	0	0	10	0	0	0	10
2345	0	0	12	0	1	0	13
Total	**32**	**5**	**5013**	**90**	**100**	**9**	**5249**

Volume Report

Job 980_002_FO_ATR 3
Area Providence, RI
Location South Water St, between Dollar St & Wickenden St

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 02701
Office: 978-746-1250
Data@BenentiBostonTrafficData.com
www.BostonTrafficData.com

Tuesday, June 28, 2022

Time	SB Bike	SB Motorcycle	SB Automobile	SB Bus	SB Single-Unit Truck	SB Multi-Unit Truck	SB Total Volume
0000	0	0	10	1	0	0	11
0015	0	0	11	0	0	0	11
0030	0	0	6	0	0	0	6
0045	0	0	6	0	0	0	6
0100	0	0	9	0	0	0	9
0115	0	0	4	0	0	0	4
0130	0	0	4	0	0	0	4
0145	0	0	6	0	0	0	6
0200	0	0	5	0	0	0	5
0215	0	0	1	0	0	1	2
0230	1	0	2	0	0	0	3
0245	0	0	3	0	0	0	3
0300	0	0	3	0	0	0	3
0315	0	0	1	0	0	0	1
0330	0	0	0	0	0	1	1
0345	0	0	2	0	0	0	2
0400	0	0	1	0	0	0	1
0415	0	0	1	0	0	0	1
0430	1	0	3	0	0	0	4
0445	0	0	3	0	1	0	4
0500	0	0	3	0	0	0	3
0515	1	0	5	1	2	0	9
0530	0	0	10	1	0	0	11
0545	0	0	3	0	0	0	3
0600	0	0	11	1	1	0	13
0615	0	0	18	2	1	0	21
0630	0	0	14	1	1	0	16
0645	0	0	27	2	2	0	31
0700	2	0	34	2	3	0	41
0715	0	0	44	2	0	0	46
0730	0	0	34	1	4	0	39
0745	2	0	32	2	1	0	37
0800	0	0	32	0	5	0	37
0815	0	0	54	3	0	0	57
0830	4	0	75	2	3	0	84
0845	2	0	50	1	3	0	56
0900	2	0	67	2	1	0	72
0915	2	0	51	1	3	0	57
0930	2	0	50	1	1	0	54
0945	1	1	51	1	1	1	56
1000	2	0	59	3	2	0	66
1015	1	0	61	0	1	0	63
1030	3	2	69	2	1	0	77
1045	0	1	66	1	2	0	70
1100	0	0	70	2	0	0	72
1115	0	0	76	1	1	0	78
1130	2	1	69	2	2	0	76
1145	0	0	69	0	1	0	70
1200	1	1	103	2	1	0	108
1215	3	1	86	2	1	0	93
1230	0	1	93	1	1	0	96
1245	1	2	84	2	1	0	90
1300	2	2	104	1	1	0	110
1315	3	2	93	1	4	0	103
1330	0	0	80	2	2	0	84
1345	2	0	99	1	2	0	104
1400	2	0	86	1	2	0	91
1415	2	1	78	1	1	0	83
1430	2	1	101	1	1	1	107
1445	2	0	95	0	0	0	97
1500	2	0	137	2	3	0	144
1515	0	1	136	3	1	0	141
1530	5	2	137	1	2	0	147
1545	1	0	122	2	1	0	126
1600	3	1	172	2	0	0	178
1615	4	0	150	1	0	1	156
1630	4	0	165	2	0	0	171
1645	5	0	160	1	1	0	167
1700	4	0	170	2	2	1	179
1715	3	2	147	1	0	0	153
1730	4	0	136	2	0	0	142
1745	5	2	97	2	1	0	107
1800	4	0	106	0	0	0	110
1815	12	0	80	4	1	0	97
1830	3	0	63	1	0	0	67
1845	3	2	64	1	1	0	71
1900	0	1	75	2	0	0	78
1915	1	4	79	0	0	0	84
1930	2	1	67	0	0	0	70
1945	3	1	84	1	0	0	89
2000	4	1	65	1	1	0	72
2015	2	3	72	1	0	0	78
2030	0	6	63	1	0	0	70
2045	0	0	66	0	0	0	66
2100	1	4	40	0	0	0	45
2115	1	1	67	1	1	0	71
2130	1	3	74	1	0	0	79
2145	0	0	58	0	0	0	58
2200	1	1	51	0	0	0	53
2215	0	0	56	0	0	0	56
2230	0	1	51	1	1	0	54
2245	0	0	50	0	0	0	50
2300	0	3	43	0	0	0	46
2315	0	0	21	1	0	0	22
2330	0	0	24	0	0	0	24
2345	0	0	30	0	0	0	30
Total	**126**	**56**	**5565**	**90**	**76**	**6**	**5919**

Pedestrian Volume Report

Job 980_002_FO_ATR 4
Area Providence, RI
Location South Water Street, between James Street & Dollar Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Wednesday, June 22, 2022

Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk		Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk	
0000	1		1		0		4		1200	0		4		2		20	
0015	0		0		0		5		1215	0		0		7		19	
0030	0		0		0		3		1230	0		0		4		18	
0045	0	1	0	1	1	1	0	12	1245	0	0	1	5	2	15	11	68
0100	0		0		0		1		1300	0		2		8		24	
0115	0		0		0		4		1315	0		3		5		24	
0130	0		0		0		4		1330	0		3		1		22	
0145	0	0	0	0	0	0	0	9	1345	0	0	1	9	0	14	30	100
0200	0		0		0		2		1400	2		2		0		21	
0215	0		0		0		0		1415	0		1		1		13	
0230	0		0		0		0		1430	0		3		1		16	
0245	0	0	0	0	0	0	0	2	1445	1	3	5	11	6	8	19	69
0300	0		0		0		5		1500	0		2		2		35	
0315	0		0		0		0		1515	0		3		7		13	
0330	0		0		0		3		1530	0		2		11		9	
0345	0	0	1	1	0	0	0	8	1545	1	1	0	7	6	26	10	67
0400	0		0		0		0		1600	2		5		7		21	
0415	0		0		0		1		1615	1		5		4		11	
0430	0		1		0		1		1630	1		5		9		19	
0445	1	1	0	1	0	0	0	2	1645	4	8	6	21	6	26	12	63
0500	0		0		2		1		1700	1		4		2		14	
0515	0		0		1		3		1715	0		6		3		13	
0530	0		0		0		1		1730	1		2		16		26	
0545	0	0	2	2	0	3	1	6	1745	1	3	3	15	6	27	32	85
0600	0		0		2		6		1800	3		7		5		17	
0615	0		0		0		3		1815	5		2		6		25	
0630	0		0		2		5		1830	1		4		7		14	
0645	0	0	0	0	1	5	8	22	1845	3	12	5	18	7	25	24	80
0700	1		0		0		8		1900	0		9		7		21	
0715	0		3		1		13		1915	4		3		6		22	
0730	2		0		3		6		1930	1		2		3		20	
0745	2	5	0	3	5	9	5	32	1945	2	7	1	15	2	18	19	82
0800	2		0		4		10		2000	2		1		5		32	
0815	3		2		1		6		2015	1		0		11		27	
0830	3		2		0		6		2030	1		2		1		12	
0845	4	12	1	5	5	10	11	33	2045	0	4	1	4	8	25	25	96
0900	0		3		1		11		2100	1		1		4		12	
0915	0		0		1		8		2115	0		0		2		19	
0930	0		0		0		2		2130	1		3		2		10	
0945	0	0	2	5	5	7	11	32	2145	3	5	2	6	13	21	21	62
1000	1		3		1		12		2200	0		2		2		6	
1015	1		0		1		8		2215	0		1		1		5	
1030	0		0		4		18		2230	1		1		0		8	
1045	2	4	5	8	2	8	14	52	2245	1	2	1	5	3	6	11	30
1100	1		1		1		16		2300	1		1		0		7	
1115	1		2		0		12		2315	0		1		0		4	
1130	0		1		3		13		2330	0		0		2		4	
1145	1	3	3	7	2	6	26	67	2345	0	1	0	2	7	9	5	20
									Total	**72**		**151**		**269**		**1099**	

Pedestrian Volume Report

Job 980_002_FO_ATR 4
Area Providence, RI
Location South Water Street, between James Street & Dollar Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Thursday, June 23, 2022

Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk		Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk	
0000	0		1		1		2		1200	0		7		4		17	
0015	0		0		1		1		1215	2		5		7		20	
0030	0		1		1		1		1230	2		2		18		16	
0045	0	0	3	5	0	3	0	4	1245	1	5	3	17	16	45	28	81
0100	0		1		0		0		1300	1		3		5		42	
0115	0		0		0		0		1315	1		3		8		31	
0130	0		0		0		3		1330	0		0		8		19	
0145	0	0	0	1	0	0	2	5	1345	1	3	0	6	6	27	20	112
0200	0		0		0		2		1400	0		2		9		25	
0215	0		0		1		1		1415	2		1		7		25	
0230	0		0		0		2		1430	1		2		4		13	
0245	0	0	0	0	0	1	2	7	1445	3	6	2	7	2	22	18	81
0300	0		0		0		0		1500	0		3		1		23	
0315	0		0		0		1		1515	1		1		10		27	
0330	0		1		0		0		1530	0		3		5		32	
0345	0	0	0	1	0	0	0	1	1545	2	3	3	10	5	21	18	100
0400	0		0		0		0		1600	1		3		22		31	
0415	0		0		0		0		1615	0		4		5		19	
0430	0		1		1		1		1630	1		5		1		28	
0445	0	0	0	1	0	1	1	2	1645	3	5	3	15	8	36	22	100
0500	2		0		0		0		1700	4		10		8		19	
0515	0		0		0		1		1715	1		2		8		21	
0530	0		0		0		3		1730	2		1		16		25	
0545	0	2	2	2	0	0	2	6	1745	3	10	6	19	3	35	26	91
0600	0		0		0		3		1800	2		3		7		17	
0615	0		1		1		3		1815	1		3		7		28	
0630	0		0		0		7		1830	3		5		8		24	
0645	0	0	0	1	2	3	6	19	1845	6	12	6	17	3	25	38	107
0700	1		0		3		6		1900	1		1		4		12	
0715	2		0		0		4		1915	2		3		8		23	
0730	1		0		1		9		1930	3		0		10		40	
0745	2	6	1	1	2	6	15	34	1945	1	7	6	10	16	38	41	116
0800	2		3		1		10		2000	2		3		13		55	
0815	0		2		0		7		2015	3		3		9		30	
0830	3		2		3		16		2030	0		7		4		31	
0845	2	7	2	9	3	7	8	41	2045	0	5	1	14	7	33	34	150
0900	0		0		1		21		2100	0		4		5		16	
0915	3		2		1		11		2115	0		1		2		15	
0930	0		3		3		7		2130	4		1		1		39	
0945	1	4	4	9	4	9	17	56	2145	0	4	1	7	7	15	22	92
1000	0		0		5		13		2200	1		1		2		7	
1015	2		3		4		16		2215	1		3		3		17	
1030	3		0		3		11		2230	4		6		0		23	
1045	2	7	5	8	1	13	17	57	2245	1	7	2	12	6	11	13	60
1100	0		2		4		12		2300	0		1		4		36	
1115	0		1		7		24		2315	1		0		3		11	
1130	0		1		8		15		2330	0		1		6		9	
1145	1	1	2	6	2	21	12	63	2345	1	2	0	2	0	13	8	64
									Total	**96**		**180**		**385**		**1449**	

Pedestrian Volume Report

Job 980_002_FO_ATR 4
Area Providence, RI
Location South Water Street, between James Street & Dollar Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Friday, June 24, 2022

Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk		Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk	
0000	2		0		0		6		1200	0		2		6		24	
0015	0		0		0		0		1215	3		2		8		33	
0030	0		1		0		0		1230	1		0		11		18	
0045	0	2	0	1	0	0	0	6	1245	2	6	2	6	12	37	27	102
0100	0		0		0		3		1300	0		0		8		41	
0115	1		0		0		0		1315	3		6		15		23	
0130	0		1		0		0		1330	2		2		6		22	
0145	0	1	0	1	0	0	0	3	1345	2	7	1	9	5	34	21	107
0200	0		0		0		0		1400	0		4		8		15	
0215	0		0		0		1		1415	0		3		12		26	
0230	0		0		0		0		1430	2		8		4		14	
0245	0	0	1	1	0	0	0	1	1445	0	2	1	16	8	32	19	74
0300	0		0		0		0		1500	4		8		6		23	
0315	0		0		0		0		1515	2		1		7		13	
0330	0		0		0		0		1530	2		8		1		17	
0345	0	0	0	0	0	0	0	0	1545	5	13	5	22	9	23	15	68
0400	0		0		0		0		1600	3		0		2		29	
0415	0		1		0		0		1615	0		5		6		19	
0430	0		0		0		1		1630	1		2		5		37	
0445	1	1	0	1	0	0	0	1	1645	6	10	2	9	7	20	17	102
0500	0		0		0		1		1700	2		8		6		30	
0515	0		1		0		2		1715	1		5		8		21	
0530	0		0		0		2		1730	2		3		5		21	
0545	0	0	0	1	0	0	1	6	1745	1	6	1	17	5	24	17	89
0600	0		2		0		9		1800	1		0		4		16	
0615	0		1		0		6		1815	1		2		4		34	
0630	0		0		3		7		1830	2		2		6		29	
0645	0	0	2	5	0	3	6	28	1845	0	4	1	5	8	22	24	103
0700	0		0		0		7		1900	0		6		5		20	
0715	1		1		2		5		1915	3		5		13		26	
0730	2		1		3		10		1930	0		3		14		32	
0745	0	3	3	5	2	7	16	38	1945	4	7	4	18	10	42	68	146
0800	3		3		4		14		2000	1		2		7		42	
0815	0		0		1		7		2015	0		0		8		39	
0830	2		1		0		9		2030	1		1		8		51	
0845	1	6	3	7	1	6	13	43	2045	0	2	3	6	9	32	45	177
0900	2		1		1		8		2100	3		1		14		36	
0915	1		1		2		10		2115	2		1		7		48	
0930	0		2		3		12		2130	2		2		9		36	
0945	1	4	0	4	2	8	8	38	2145	5	12	3	7	10	40	23	143
1000	3		3		3		11		2200	0		3		9		27	
1015	0		1		2		14		2215	5		2		9		35	
1030	0		0		4		9		2230	3		0		6		36	
1045	1	4	0	4	7	16	14	48	2245	1	9	1	6	0	24	30	128
1100	1		1		0		10		2300	0		5		4		22	
1115	1		1		3		16		2315	2		1		0		21	
1130	2		2		2		20		2330	3		1		8		15	
1145	0	4	0	4	7	12	8	54	2345	0	5	0	7	8	20	8	66
									Total	**108**		**162**		**402**		**1571**	

Pedestrian Volume Report

Job 980_002_FO_ATR 4
Area Providence, RI
Location South Water Street, between James Street & Dollar Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Saturday, June 25, 2022

Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk	
0000	0		0		0		8	
0015	0		0		0		22	
0030	0		0		0		5	
0045	0	0	0	0	0	0	14	49
0100	0		0		0		8	
0115	0		1		0		5	
0130	0		0		4		13	
0145	1	1	0	1	4	8	7	33
0200	1		1		4		4	
0215	0		0		2		6	
0230	0		0		3		9	
0245	0	1	0	1	6	15	7	26
0300	0		0		8		9	
0315	1		1		0		2	
0330	1		0		0		0	
0345	0	2	1	2	2	10	0	11
0400	0		0		0		0	
0415	0		0		0		1	
0430	0		0		0		2	
0445	0	0	0	0	0	0	0	3
0500	0		0		0		3	
0515	1		0		0		0	
0530	0		1		1		1	
0545	0	1	0	1	0	1	2	6
0600	0		0		0		0	
0615	0		1		0		1	
0630	0		1		0		3	
0645	0	0	0	2	1	1	6	10
0700	0		2		0		8	
0715	0		0		0		4	
0730	0		1		0		3	
0745	1	1	3	6	1	1	27	42
0800	2		2		3		6	
0815	0		0		1		11	
0830	0		1		1		17	
0845	1	3	5	8	0	5	8	42
0900	0		3		0		6	
0915	0		2		2		11	
0930	1		3		4		3	
0945	1	2	4	12	5	11	5	25
1000	0		1		7		5	
1015	3		0		5		4	
1030	0		4		3		6	
1045	2	5	4	9	10	25	7	22
1100	1		2		9		16	
1115	0		6		6		9	
1130	0		5		8		17	
1145	0	1	4	17	8	31	21	63
1200	0		2		8		13	
1215	1		2		9		17	
1230	2		4		7		13	
1245	1	4	2	10	14	38	11	54
1300	2		1		17		20	
1315	1		6		6		12	
1330	1		4		10		13	
1345	3	7	4	15	9	42	14	59
1400	1		5		15		16	
1415	4		12		5		15	
1430	2		2		3		25	
1445	4	11	5	24	6	29	14	70
1500	7		0		4		13	
1515	1		7		5		13	
1530	4		4		3		7	
1545	3	15	6	17	9	21	22	55
1600	4		1		5		15	
1615	1		1		1		15	
1630	0		2		0		11	
1645	0	5	5	9	1	7	19	60
1700	0		1		8		14	
1715	1		1		3		19	
1730	4		0		3		15	
1745	0	5	0	2	18	32	21	69
1800	0		6		28		16	
1815	1		1		8		45	
1830	1		3		9		30	
1845	3	5	1	11	19	64	47	138
1900	2		3		27		25	
1915	1		2		8		30	
1930	2		1		9		33	
1945	0	5	0	6	17	61	39	127
2000	2		4		30		42	
2015	3		0		17		53	
2030	2		4		6		46	
2045	0	7	0	8	18	71	65	206
2100	2		1		22		48	
2115	1		2		29		50	
2130	1		3		24		67	
2145	2	6	3	9	19	94	61	226
2200	1		2		24		41	
2215	2		2		8		97	
2230	1		0		20		43	
2245	1	5	2	6	7	59	71	252
2300	1		2		12		53	
2315	0		0		16		67	
2330	0		0		9		30	
2345	4	5	0	2	13	50	36	186
Total	**97**		**178**		**676**		**1834**	

Pedestrian Volume Report

Job 980_002_FO_ATR 4
Area Providence, RI
Location South Water Street, between James Street & Dollar Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Sunday, June 26, 2022

Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk		Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk	
0000	0		0		5		28		1200	0		5		21		35	
0015	0		1		7		20		1215	2		3		25		23	
0030	0		0		3		25		1230	2		3		18		36	
0045	0	0	0	1	1	16	15	88	1245	1	5	1	12	11	75	45	139
0100	0		0		5		17		1300	3		8		18		57	
0115	2		1		1		12		1315	2		4		10		30	
0130	0		1		8		13		1330	1		3		10		45	
0145	0	2	0	2	4	18	12	54	1345	1	7	2	17	18	56	33	165
0200	1		2		0		26		1400	2		1		3		50	
0215	0		0		5		13		1415	0		5		7		26	
0230	0		2		2		0		1430	1		0		7		23	
0245	0	1	0	4	0	7	6	45	1445	2	5	3	9	6	23	22	121
0300	0		3		1		7		1500	1		1		10		27	
0315	0		0		0		1		1515	1		1		3		27	
0330	1		0		0		2		1530	0		3		7		28	
0345	1	2	0	3	0	1	3	13	1545	3	5	1	6	13	33	16	98
0400	0		0		2		2		1600	1		0		4		10	
0415	0		0		1		0		1615	2		1		2		16	
0430	0		0		0		0		1630	0		1		1		16	
0445	0	0	0	0	0	3	0	2	1645	3	6	3	5	2	9	20	62
0500	0		0		3		3		1700	2		1		4		6	
0515	0		0		2		0		1715	0		2		2		21	
0530	0		0		0		0		1730	1		0		2		18	
0545	0	0	1	1	0	5	1	4	1745	0	3	2	5	4	12	37	82
0600	0		0		0		1		1800	3		0		4		27	
0615	0		1		0		3		1815	1		1		4		15	
0630	0		1		0		3		1830	1		2		7		37	
0645	0	0	0	2	2	2	6	13	1845	4	9	0	3	4	19	25	104
0700	0		0		1		2		1900	2		3		10		25	
0715	0		3		0		2		1915	0		6		9		55	
0730	0		0		1		3		1930	2		7		11		56	
0745	0	0	2	5	2	4	3	10	1945	8	12	2	18	11	41	47	183
0800	0		2		3		6		2000	1		4		4		49	
0815	0		5		1		4		2015	2		1		2		50	
0830	1		2		4		17		2030	4		2		4		27	
0845	1	2	1	10	5	13	14	41	2045	2	9	0	7	3	13	40	166
0900	3		1		3		11		2100	1		0		1		29	
0915	0		1		1		14		2115	0		0		4		35	
0930	1		6		7		9		2130	0		2		0		19	
0945	1	5	5	13	7	18	10	44	2145	2	3	0	2	1	6	14	97
1000	5		1		6		21		2200	6		0		5		19	
1015	1		3		3		17		2215	2		2		11		18	
1030	1		5		10		19		2230	0		2		3		8	
1045	0	7	2	11	13	32	28	85	2245	3	11	3	7	4	23	20	65
1100	3		0		6		22		2300	2		0		0		12	
1115	0		2		18		18		2315	4		0		0		5	
1130	1		3		13		14		2330	0		3		4		15	
1145	2	6	4	9	20	57	28	82	2345	0	6	0	3	2	6	9	41
									Total	**106**		**155**		**492**		**1804**	

Pedestrian Volume Report

Job 980_002_FO_ATR 4
Area Providence, RI
Location South Water Street, between James Street & Dollar Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequests@BostonTrafficData.com
www.BostonTrafficData.com

Monday, June 27, 2022

Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk	
0000	1		1		0		7	
0015	0		1		0		1	
0030	0		0		0		2	
0045	0	1	0	2	0	0	2	12
0100	0		0		0		6	
0115	0		0		0		1	
0130	0		0		1		5	
0145	0	0	0	0	0	1	2	14
0200	0		0		0		0	
0215	0		1		0		0	
0230	0		0		0		0	
0245	0	0	0	1	0	0	0	0
0300	0		0		0		1	
0315	0		0		0		0	
0330	0		0		0		0	
0345	0	0	0	0	0	0	1	2
0400	0		0		0		0	
0415	0		0		0		4	
0430	1		0		0		2	
0445	0	1	0	0	0	0	1	7
0500	0		0		0		1	
0515	1		0		0		0	
0530	0		0		0		6	
0545	0	1	0	0	0	0	2	9
0600	0		0		0		3	
0615	0		1		1		8	
0630	0		0		1		2	
0645	0	0	0	1	0	2	6	19
0700	0		0		2		5	
0715	1		2		3		8	
0730	0		1		2		4	
0745	1	2	7	10	2	9	11	28
0800	3		0		4		16	
0815	0		0		3		6	
0830	1		0		4		2	
0845	0	4	2	2	0	11	13	37
0900	1		3		0		19	
0915	0		0		1		7	
0930	0		1		3		5	
0945	2	3	0	4	1	5	16	47
1000	1		0		1		6	
1015	0		0		3		7	
1030	0		0		5		9	
1045	0	1	1	1	4	13	7	29
1100	1		1		3		4	
1115	0		1		2		8	
1130	1		3		7		4	
1145	0	2	0	5	2	14	3	19

Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk	
1200	0		1		7		5	
1215	0		1		7		18	
1230	0		0		7		2	
1245	1	1	1	3	5	26	5	30
1300	0		0		5		1	
1315	0		0		4		1	
1330	1		1		6		6	
1345	0	1	0	1	14	29	2	10
1400	0		0		4		3	
1415	0		0		5		7	
1430	0		0		8		3	
1445	1	1	1	1	4	21	10	23
1500	0		0		11		1	
1515	0		0		5		3	
1530	0		1		1		1	
1545	0	0	1	2	2	19	4	9
1600	0		0		3		2	
1615	0		0		0		3	
1630	0		1		2		5	
1645	0	0	0	1	1	6	2	12
1700	0		3		2		6	
1715	0		0		4		9	
1730	0		1		4		6	
1745	1	1	1	5	3	13	4	25
1800	0		1		0		7	
1815	0		0		0		2	
1830	0		0		1		3	
1845	0	0	0	1	6	7	7	19
1900	0		1		2		8	
1915	0		0		7		3	
1930	0		1		3		1	
1945	0	0	1	3	1	13	1	13
2000	0		0		3		6	
2015	0		1		2		10	
2030	1		1		3		17	
2045	0	1	3	5	0	8	18	51
2100	0		0		0		12	
2115	0		0		1		10	
2130	1		0		5		4	
2145	1	2	0	0	1	7	2	28
2200	0		0		1		14	
2215	0		0		0		4	
2230	0		0		0		4	
2245	0	0	0	0	0	1	1	23
2300	0		0		0		1	
2315	0		0		0		0	
2330	0		1		0		0	
2345	0	0	2	3	0	0	3	4
Total	**22**		**51**		**205**		**470**	

Pedestrian Volume Report

Job 980_002_FO_ATR 4
Area Providence, RI
Location South Water Street, between James Street & Dollar Street

BOSTON TRAFFIC DATA
PO BOX 1723, Framingham, MA 01701
Office: 978-746-1259
DataRequest@BostonTrafficData.com
www.BostonTrafficData.com

Tuesday, June 28, 2022

Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk		Time	Bicycles Northbound		Bicycles Southbound		Pedestrians East Sidewalk		Pedestrians West Sidewalk	
0000	0		0		0		0		1200	0		2		8		8	
0015	0		0		0		0		1215	1		6		6		20	
0030	0		0		0		3		1230	3		3		9		23	
0045	0	0	0	0	0	0	2	5	1245	0	4	1	12	4	27	20	71
0100	0		0		0		3		1300	1		1		10		20	
0115	0		0		1		0		1315	1		2		3		18	
0130	0		0		0		2		1330	2		5		3		17	
0145	0	0	0	0	0	1	2	7	1345	3	7	1	9	17	33	22	77
0200	0		0		0		2		1400	0		2		15		18	
0215	0		0		0		0		1415	0		1		4		17	
0230	0		0		0		0		1430	1		8		8		13	
0245	0	0	0	0	0	0	0	2	1445	1	2	2	13	8	35	14	62
0300	0		0		0		0		1500	1		3		4		11	
0315	0		0		0		0		1515	1		0		3		18	
0330	0		0		0		1		1530	2		5		2		23	
0345	0	0	0	0	0	0	0	1	1545	1	5	2	10	11	20	7	59
0400	0		0		0		1		1600	2		2		4		15	
0415	0		0		0		0		1615	2		3		5		16	
0430	0		0		0		0		1630	3		3		6		18	
0445	0	0	0	0	0	0	0	1	1645	0	7	3	11	1	16	16	65
0500	1		0		0		1		1700	3		5		11		26	
0515	0		1		0		0		1715	1		3		12		23	
0530	0		0		0		2		1730	1		6		2		19	
0545	0	1	1	2	0	0	0	3	1745	2	7	4	18	5	30	34	102
0600	1		0		1		5		1800	1		6		17		33	
0615	0		0		1		6		1815	1		10		8		50	
0630	0		0		0		10		1830	2		4		3		20	
0645	0	1	0	0	3	5	7	28	1845	2	6	3	23	5	33	19	122
0700	1		0		1		9		1900	1		4		12		39	
0715	0		0		5		11		1915	6		1		2		29	
0730	1		0		1		9		1930	7		3		2		24	
0745	0	2	2	2	1	8	19	48	1945	0	14	3	11	4	20	40	132
0800	1		0		3		13		2000	2		3		13		26	
0815	1		0		3		15		2015	2		0		7		28	
0830	0		2		2		16		2030	0		3		4		26	
0845	1	3	2	4	3	11	17	61	2045	0	4	0	6	2	26	17	97
0900	3		1		2		15		2100	3		2		3		18	
0915	4		0		6		14		2115	2		1		13		15	
0930	1		2		1		15		2130	1		0		3		26	
0945	0	8	4	7	1	10	11	55	2145	1	7	1	4	8	27	15	74
1000	2		5		2		9		2200	1		2		2		15	
1015	2		2		5		5		2215	1		2		2		21	
1030	0		6		5		13		2230	1		0		2		13	
1045	0	4	3	16	3	15	8	35	2245	4	7	1	5	0	6	9	58
1100	0		0		5		17		2300	0		1		3		14	
1115	4		0		2		24		2315	1		1		3		7	
1130	0		2		4		11		2330	0		1		0		10	
1145	5	9	1	3	6	17	13	65	2345	0	1	0	3	0	6	5	36
									Total	**99**		**159**		**346**		**1266**	

Appendix G

Crash Data

CRASH DATA SUMMARY - 2017 to 2021
STUDY AREA INTERSECTIONS

Criteria	S Main between James & Dollar	S Main & Power	S Main Between Tockwotton & India	S Main & 195 West Off-Ramp	S Main & Wickenden/Point	S Main - Loation not Specified	S Water & Dyer/Memorial Blvd	S Water & Wickenden/Point	S Water & Pike	S Water & Dollar	S Water & James	S Water Between Tockwotton & India	S Water & Williams	S Water - Location not Specified
YEAR														
2017	2	0	5	1	2	0	0	3	2	0	2	1	0	6
2018	2	0	2	3	1	4	1	5	1	0	3	0	0	3
2019	5	1	0	1	1	4	2	5	1	0	1	5	0	6
2020	2	0	2	1	2	2	0	3	0	0	2	1	0	4
2021	3	0	0	1	1	5	1	1	1	4	3	4	2	12
Total	14	1	9	7	7	15	4	17	5	4	11	11	2	31
Average No. of Crashes	2.80	0.20	1.80	1.40	1.40	3.00	0.80	3.40	1.00	0.80	2.20	2.20	0.40	6.20
TYPE														
Angle	5	0	4	3	1	3	1	6	1	2	3	5	0	11
Rear-End	0	0	2	2	3	7	0	1	1	0	1	0	0	5
Head-On	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Sideswipe	3	1	3	0	3	3	1	5	1	2	3	3	0	6
Pedestrian/Bicycle	2	0	0	0	0	0	0	1	0	0	0	1	0	2
Collision w/ Parked Vehicle	2	0	0	0	0	1	0	3	0	0	2	2	1	3
Collision w/ Fixed Object	1	0	0	1	0	1	2	1	1	0	1	0	1	1
Unknown/Other	1	0	0	0	0	0	0	0	1	0	1	0	0	3
Total	14	1	9	7	7	15	4	17	5	4	11	11	2	31
SEVERITY														
Property Damage Only	11	1	8	7	7	12	4	11	2	4	9	10	0	23
Non-fatal Injury	3	0	0	0	0	1	0	6	2	0	1	1	1	7
Fatality	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown/Other	0	0	1	0	0	2	0	0	1	0	1	0	1	1
Total	14	1	9	7	7	15	4	17	5	4	11	11	2	31
WEATHER														
Clear	11	1	8	6	6	11	4	13	4	2	10	9	1	26
Wet	0	0	1	1	1	2	0	4	0	0	0	0	1	3
Snow/Ice	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Clouds	1	0	0	0	0	2	0	0	1	2	1	2	0	2
Fog	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	1	9	7	7	15	4	17	5	4	11	11	2	31

STATE OF RHODE ISLAND UNIFORM CRASH REPORT

Reporting Agency Name	Report Number	Crash Date	Crash Time	Walk In Report	Parking Lot
Providence	2022-00031583	04/27/2022	10:22	☐	☐

City or Town Name	Street or Highway		Exit #	# of Lanes	Posted Speed Limit
Providence	345 south water st	☐ On Ramp ☐ Off Ramp			25 ☐ N/A ☐ Unk

Nearest Intersection Street	Direction From Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
WILLIAMS ST	☐ At Inter. ☐ North ☑ South ☐ East ☐ West	172 ☑ Feet ☐ Miles	41.82116	-71.40483

Unit ID	Driver's Last Name	First Name	M.I.	DOB
1	MITCHELL	JENNA		[redacted]1980

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]8		

Driver's License #	CDL	Lic. State
[redacted]	☐	RI

M/V Violation	M/V Violation	M/V Violation	M/V Violation

Driver & Owner are Same	Owner's Last Name	First Name	M.I.
☐	THE WOLF SCHOOL	NFN	

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone
215 FERRIS AVE	RUMFORD	RI	02916			

Insurance Company Name	Insurance Policy Number
AMERICAN FAMILY HOME ☐ No Ins.	7NA5CA000036800

Hit And Run: ☐ Yes, M/V & Driver left Scene ☐ Yes, Driver left Scene ☑ No ☐ Unk

Registration #	Not Reg.	State	Yr Reg.	VIN
6400	☐	RI		1GB3GSBG1H1122648

Veh Yr.	Make	Model	Color	Plate Type
2017	CHEVROLET	EXPRESS	WHITE	PASS

Veh Travel Direction: ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unk

Vehicle Towed?	Towing Company Name	Haz Mat Placard?
☐ Yes ☑ No		☐ Yes ☑ No

Unit ID	Driver's Last Name	First Name	M.I.	DOB
2				

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone

Driver's License #	CDL	Lic. State
	☐	

M/V Violation	M/V Violation	M/V Violation	M/V Violation

Driver & Owner are Same	Owner's Last Name	First Name	M.I.
☐	TOYOTA LEASE TRUST	NFN	

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone
6565 HEADQUARTERS DR.	PLANO	TX	75024			

Insurance Company Name	Insurance Policy Number
PROGRESSIVE ☐ No Ins.	949468225

Hit And Run: ☐ Yes, M/V & Driver left Scene ☐ Yes, Driver left Scene ☑ No ☐ Unk

Registration #	Not Reg.	State	Yr Reg.	VIN
382388	☐	RI		JTEAAAAH5MJ039531

Veh Yr.	Make	Model	Color	Plate Type
2021	TOYOTA	VENZA	GRAY	PASS

Veh Travel Direction: ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unk

Vehicle Towed?	Towing Company Name	Haz Mat Placard?
☐ Yes ☑ No		☐ Yes ☑ No

Person Type

1 Driver
2 Passenger
3 Pedestrian
4 Bicyclist
5 Other Cyclist
6 Witness
7 Other Ped. (Wheelchair, Person in Building, Skater, Ped. conveyance, etc.)
8 Occupant of Motor Veh. Not in Transport (Parked, etc.)
9 Occupant of a Non-Motor Veh Transportation Device
10 Unknown Type of Non-Motorist
11 Unknown

Unit ID	Sex	Seat Position	Other Location	Air Bag Deployed	Ejected	Protection System	Injury
1 Unit 1 2 Unit 2 3 (etc.) or N/A	M Male F Female U Unk	13 Other Row (Bus) 14 Unk Row 15 Other Seat 16 Unk Seat	17 N/A 18 Sleeper 19 Other Enclosed Area 20 Other Unenclosed Area 21 Towed Unit 22 Unk	1 N/A 2 No 3 Front 4 Side 5 Other 6 Comb 7 Unk	1 No 2 Partially 3 Totally 4 N/A 5 Unk	1 N/A 2 None Used 3 Shoulder & Lap 4 Shoulder Only 5 Lap Only 6 Type Unk 7 Child - Forw Facing 8 Child - Rear Facing 9 Booster Seat 10 Child - Unk 11 Helmet Used 12 Other 13 Unk	1 Complains of Pain 2 Non-Incapacitating 3 Incapacitating 4 Fatal 5 No Injury 6 Unk

M		
1	2	3
4	5	6
7	8	9
10	11	12

Name: Occupants - Witnesses - Pedestrians - Bicyclists	Person Type	Unit ID	Sex	DOB	Seat Pos.	Air Bag Deployed	Ejected	Prot. System	Injury	Trans by Rescue
MITCHELL, JENNA [redacted])	1	1	2	[redacted]1980	1	1	1	3	5	☐ Y ☑ N
FRADY, RACHEL	2	1	2	[redacted]/1996	3	1	1	1	5	☐ Y ☑ N
O'REILLY, JENNIFER	2	1	2	[redacted]1985	4	1	1	2	5	☐ Y ☑ N

Non-Vehicle Property Damage: ☐ State Property ☐ City/Town Property ☐ Private Property

Owner	Address

Home Phone	Cell Phone	Work Phone	Damage Description

Reporting Officer Name	Reporting Officer Badge Number	Report Date
Yesenia Caba	549	04/27/2022

Report Number
2022-00031583

STATE OF RHODE ISLAND UNIFORM CRASH CODING GUIDE

5

Type of Roadway
1 Two-Way, Not Divided (No Median or Barrier)
2 Two-Way, Not Divided With a Continuous Left Turn Lane
3 Two-Way, Divided, Unprotected (painted >4 feet) Median
4 Two-Way, Divided, Positive Median Barrier
5 One-Way Trafficway
6 Unknown

1

Road Surface Condition (Prevailing)
1 Dry
2 Wet
3 Snow
4 Slush
5 Ice/Frost
6 Water (Standing, Moving)
7 Sand
8 Mud, Dirt, Gravel
9 Oil
10 Other
11 Unknown

1

Light Condition (Prevailing)
1 Daylight
2 Dawn
3 Dusk
4 Dark - Lighted
5 Dark - Not Lighted
6 Dark - Unknown Lighting
7 Other
8 Unknown

1

Weather Condition (Prevailing)
1 Clear
2 Cloudy
3 Fog, Smog, Smoke
4 Rain
5 Sleet, Hail (Freezing Rain or Drizzle)
6 Snow
7 Blowing Snow
8 Severe Crosswinds

10

Manner of Impact
1 Not a Collision Between Two Motor Vehicles in Transport
2 Rear End (Front-to-Rear)
3 Head-On (Front-to-Front)
4 Angle (Front-to-Side) Same Direction
5 Angle (Front-to-Side) Opposite Direction
6 Angle (Front-to-Side) Right Angle (Includes Broadside)
7 Angle-Direction Not Specified
8 Sideswipe, Same Direction
9 Sideswipe, Opposite Direction
10 Rear-to-Side
11 Rear-to-Rear
12 Other
13 Unknown

School Bus Related Crash?
(Directly Involved Indicates Contact was Made)

☑ Yes, Directly Involved ☐ No
☐ Yes, Indirectly Involved

Traffic Controls — 1

1 No Controls
2 Person
3 Traffic Control Signal
4 Flashing Traffic Control Sig.
5 School Zone Signs
6 Stop Signs
7 Yield Signs
8 Warning Signs
9 Railway Crossing Device
10 Pavement Markings
11 Other
12 Unknown

Pre-Crash Traffic Controls Malfunctioning, Damaged or Missing?

☐ Yes ☐ No ☐ N/A

Construction Zone Crash?
(Crash Occurs in or Related to Construction, Maintenance, or Utility Work Zone. May include Vehicles Slowed or Stopped because of Work Zone)

☐ Yes ☑ No

Construction Workers Present?

☐ Yes ☐ No

Contributing Circumstances Environment

1 None
2 Weather Conditions
3 Physical Obstructions
4 Glare
5 Animal(s) in Roadway
6 Other
7 Unknown

1st: 1
2nd:
3rd:

Contributing Circumstances Road

1 None
2 Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
3 Debris
4 Rut, Holes, Bumps
5 Work Zones (Construction/Maintenance/Utility)
6 Worn, Travel-Polished Surface
7 Obstruction in Roadway
8 Traffic Control Device Inoperative, Missing or Obscured
9 Shoulders (None, Low, Soft, High)
10 Non-Highway Work
11 Other
12 Unknown

1st: 1
2nd:
3rd:

7

Vehicle #1 — Unit Types — Vehicle #2 — 1

1 Passenger Car
2 (Sport) Utility Vehicle
3 Passenger Van
4 Cargo Van (10K lbs[4,536 kg] or Less)
5 Pickup
6 Motor Home
7 School Bus
8 Transit Bus
9 Motor Coach
10 Other Bus
11 Motorcycle
12 Moped
13 Low Speed Vehicle
14 Other Light Trucks (10K lbs [4,536 kg] or Less)
15 Tractor Trailer or Combination (More than 10K lbs [4,536 kg])
16 Medium/ Heavy Trucks (More than 10K lbs [4,536 kg])
17 Tow Truck
18 Pedestrian
19 Bicyclist
20 Witness
21 Other

Does this Vehicle have Seats to Transport 9 or more people, including the Driver's Seat?

Vehicle #1: ☐ Yes ☑ No
Vehicle #2: ☐ Yes ☑ No

Was this Vehicle in Tow?

Vehicle #1: ☐ Yes ☑ No
Vehicle #2: ☐ Yes ☑ No

3

Vehicle #1 — Special Function Vehicle — Vehicle #2 — 1

1 No Special Function
2 Taxi
3 Vehicle Used as School Bus
4 Vehicle Used as Other Bus
5 Military
6 Police
7 Ambulance
8 Fire Truck
9 Unknown

Report Number
2022-00031583

STATE OF RHODE ISLAND UNIFORM CRASH CODING GUIDE

Vehicle #1 ☐ Yes ☐ No ☐ Unk — Police, Ambulance or Fire Truck Responding to a Call? — Vehicle #2 ☐ Yes ☐ No ☐ Unk

1 — Vehicle #1 — **Motor Vehicle Position** — Vehicle #2 — 2

1 Motor Vehicle on Roadway
2 Motor Vehicle Parked
3 Working Vehicle/Equipment

3 — Vehicle #1 — **Extent of Damage** — Vehicle #2 — 3

1 No Damage Observed
2 Minor damage (<= $1000)
3 Functional Damage (> $1000)
4 Disabling Damage (> $1000)

40 — Vehicle #1 — **Most Harmful Event** — Vehicle #2 — 40

Non-Collision:
1 Overturn/ Rollover
2 Fire/ Explosion
3 Immersion
4 Jackknife
5 Cargo/ Equip. Loss or Shift
6 Fell/ Jumped from Motor Veh.
7 Thrown or Falling Object
8 Other Non-Collision

Collision with Person, Motor Veh, or Non-Fixed Obj:
9 Pedestrian
10 Pedalcycle
11 Railway Vehicle (Train, Engine)
12 Animal
13 Motor Vehicle in Transport
14 Work Zone/ Maintenance Equipment
15 Other Non-Fixed Object

Collision with Fixed Object:
16 Impact Attenuator/ Crash Cushion
17 Bridge Overhead Structure
18 Bridge Pier or Support
19 Bridge Rail
20 Culvert
21 Curb
22 Ditch
23 Embankment
24 Guardrail Face
25 Guardrail End
26 Jersey/ Concrete Traffic Barrier
27 Other Traffic Barrier
28 Tree (Standing)
29 Landscaping
30 Utility Pole(Elec/Tele)/ Light Support
31 Highway Lighting/ Light Standard
32 Traffic Sign/ Support
33 Traffic Signal/ Support
34 Traffic Control Box
35 Variable Message Board/ Arrow Board
36 Other Post, Pole, or Support
37 Fence
38 Mailbox
39 Other Fixed Obj. (Wall, Building, Tunnel, etc.)

40 Unknown - Most Harmful Event

2 — Vehicle #1 — **Vehicle Action Prior** — Vehicle #2 — 12

1 Movements Essentially Straight Ahead
2 Backing
3 Changing Lanes
4 Overtaking/ Passing
5 Turning Right
6 Turning Left
7 Making U-Turn
8 Leaving Traffic Lane
9 Entering Traffic Lane
10 Slowing
11 Negotiating a Curve
12 Parked
13 Stopped in Traffic
14 Other
15 Unknown

5 — Vehicle #1

Initial Impact Area
Clock Diagram
Or
13 Top (Roof)
14 Undercarriage
15 Non-Collision
16 Unknown

Most Damaged Area

5 — Vehicle #1

Passenger Car

Motorcycle

Passenger Car W/Trailer

Bus

Tractor Trailer

Vehicle #2 — 11

Initial Impact Area
Clock Diagram
Or
13 Top (Roof)
14 Undercarriage
15 Non-Collision
16 Unknown

Most Damaged Area

Vehicle #2 — 11

Report Number
2022-00031583

STATE OF RHODE ISLAND UNIFORM CRASH CODING GUIDE

Sequence of Events

	Vehicle #1	Vehicle #
1st	40	40
2nd		
3rd		
4th		

Non-Collision:

1 Overturn/ Rollover
2 Fire/ Explosion
3 Immersion
4 Jackknife
5 Cargo/ Equipment Loss or Shift
6 Fell/ jumped from Motor Vehicle
7 Thrown or Falling Object
8 Other Non-Collision

Collision with Person, Motor Veh, or Non-Fixed Obj:

9 Pedestrian
10 Pedalcycle
11 Railway Vehicle (Train, Engine)
12 Animal
13 Motor Vehicle in Transport
14 Work Zone/ Maintenance Equip.
15 Other Non-Fixed Object

Collision with Fixed Object:

16 Impact Attenuator/ Crash Cushion
17 Bridge Overhead Structure
18 Bridge Pier or Support
19 Bridge Rail
20 Culvert
21 Curb
22 Ditch
23 Embankment
24 Guardrail Face
25 Guardrail End
26 Jersey/ Concrete Traffic Barrier
27 Other Traffic Barrier
28 Tree (Standing)
29 Landscaping
30 Utility Pole(Elec/Tele)/ Light Support
31 Highway Lighting/ Light Standard
32 Traffic Sign/ Support
33 Traffic Signal/ Support
34 Traffic Control Box
35 Variable Message Board/ Arrow Board
36 Other Post, Pole, or Support
37 Fence
38 Mailbox
39 Other Fixed Obj. (Wall, Building, Tunnel, etc.)

40 Unknown - Sequence of Events

Driver Distracted

Driver Vehicle #1: 1 — Driver Vehicle #: ____

1 Not Distracted
2 Electronic Communication Devices (Cell Phone, Pager, etc.)
3 Other Electronic Devices (Navigation Device, Palm Pilot,
4 Other Inside the Vehicle
5 Other Outside the Vehicle
6 Unknown

Physical Condition of Driver

Driver Vehicle #1: 1 — Driver Vehicle #: ____

1 Apparently Normal
2 Emotional (Depressed, Angry, Distrurbed, etc.)
3 Ill (Sick)
4 Fell Asleep, Fainted, Fatigued, etc.
5 Under the Influence of Medications/Drugs/Alcohol
6 Other

Non-Motorist Safety Equipment

	1st	2nd

1 None
2 Helmet
3 Protective Pads Used (Elbows, Knees, Shins, etc.)
4 Reflective Clothing (Jacket, Backpack, etc.)
5 Lighting
6 Other
7 N/A
8 Unknown

Alcohol and/or Drug Testing

Chemical Test	Driver Vehicle #1 Alcohol	Driver Vehicle #1 Drug	Driver Vehicle # Alcohol	Driver Vehicle # Drug
None Given	☑	☑	☐	☐
Test Refused	☐	☐	☐	☐
Unknown if Tested		☐		☐
Blood	☐	☐	☐	☐
Urine	☐	☐	☐	☐
Serum	☐	☐	☐	☐
Other	☐	☐	☐	☐
Breath	☐		☐	

Alcohol Test Result

	Driver Vehicle #1	Driver Vehicle #
BAC		
Pending	☐	☐
Unknown	☐	☐

Drug Test Result

	Driver Vehicle #1	Driver Vehicle #
Positive	☐	☐
Negative	☐	☐
Awaiting Test Result	☐	☐

STATE OF RHODE ISLAND UNIFORM CRASH REPORT
Narrative/Diagram Supplemental

On Wednesday, April 27, 2022 at approximately 10:22 hrs., Vehicle #1 was in the area of 345 South Water St when the Rear Passenger Side of the vehicle came into collision with the Front Driver Side of Vehicle #2, which was unoccupied and parked on the road in front of 345 South Water St .

There were no other injuries reported and no disinterested witnesses approached police.

Vehicle #1 sustained damage to the Rear Passenger Side and was driven from the scene by the operator.

Vehicle #2 sustained damage to the Front Driver Side and was driven from the scene by the operator.

At the time of this investigation the weather was Clear, the road surface was Dry and the light condition was Daylight.

This crash report was created on 4/27/2022 by Yesenia Caba badge #549.

{# - - - Do Not Delete - - - {*4/27/2022 12:25:01 PM*}#}

STATE OF RHODE ISLAND UNIFORM CRASH REPORT

Reporting Agency Name	Report Number	Crash Date	Crash Time	Walk In Report	Parking Lot
Providence	2022-00014436	02/25/2022	22:45	☐	☐

City or Town Name	Street or Highway		Exit #	# of Lanes	Posted Speed Limit
Providence	South Water Street	☐ On Ramp ☐ Off Ramp			25 ☐ N/A ☐ Unk

Nearest Intersection Street	Direction From Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
Wickenden Street	☐ At Inter. ☐ North ☐ South ☑ East ☐ West	0.25 ☐ Feet ☑ Miles	41.81876	-71.40188

Unit ID	Driver's Last Name	First Name	M.I.	DOB
1	ALVAREZ	JENNIFER		[redacted]/1985

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]	

Driver's License #	CDL	Lic. State
[redacted]	☐	[redacted]

M/V Violation	M/V Violation	M/V Violation	M/V Violation

Driver & Owner are Same	Owner's Last Name	First Name	M.I.
☐	UNLIMITED CAR RENTAL NFN		

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone
300 CHALKSTONE AVE	PROVIDENCE	RI	02908			

Insurance Company Name	Insurance Policy Number
NATIONAL INTERSTATE ☐ No Ins.	GMA000052901

Hit And Run: ☐ Yes, M/V & Driver left Scene ☐ Yes, Driver left Scene ☑ No ☐ Unk

Registration #	Not Reg.	State	Yr Reg.	VIN
AN346	☐	RI		4T1B11HK4KU703478

Veh Yr.	Make	Model	Color	Plate Type
2019	TOYOTA	CAMRY	BLUE	PASSANGER

Veh Travel Direction: ☐ Northbound ☐ Southbound ☑ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unk

Vehicle Towed?	Towing Company Name	Haz Mat Placard?
☐ Yes ☑ No		☐ Yes ☑ No

Unit ID	Driver's Last Name	First Name	M.I.	DOB
2	TIBURCIO	GARY		[redacted]/1980

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]5	

Driver's License #	CDL	Lic. State
[redacted]	☐	RI

M/V Violation	M/V Violation	M/V Violation	M/V Violation

Driver & Owner are Same	Owner's Last Name	First Name	M.I.
☑			

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone

Insurance Company Name	Insurance Policy Number
MOTOR CLUB INSURANCE (☐ No Ins.	RIA000253180

Hit And Run: ☐ Yes, M/V & Driver left Scene ☐ Yes, Driver left Scene ☑ No ☐ Unk

Registration #	Not Reg.	State	Yr Reg.	VIN
1FC968	☐	RI		1C4RJFBGXEC566528

Veh Yr.	Make	Model	Color	Plate Type
2014	JEEP	GRAND CHER	BLACK	PASSANGER

Veh Travel Direction: ☐ Northbound ☐ Southbound ☑ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unk

Vehicle Towed?	Towing Company Name	Haz Mat Placard?
☐ Yes ☑ No		☐ Yes ☑ No

Person Type

1 Driver
2 Passenger
3 Pedestrian
4 Bicyclist
5 Other Cyclist
6 Witness
7 Other Ped. (Wheelchair, Person in Building, Skater, Ped. conveyance, etc.)
8 Occupant of Motor Veh. Not in Transport (Parked, etc.)
9 Occupant of a Non-Motor Veh Transportation Device
10 Unknown Type of Non-Motorist
11 Unknown

Unit ID	Sex	Seat Position	Other Location	Air Bag Deployed	Ejected	Protection System	Injury
1 Unit 1 2 Unit 2 3 (etc.) or N/A	M Male F Female U Unk	13 Other Row (Bus) 14 Unk Row 15 Other Seat 16 Unk Seat	17 N/A 18 Sleeper 19 Other Enclosed Area 20 Other Unenclosed Area 21 Towed Unit 22 Unk	1 N/A 2 No 3 Front 4 Side 5 Other 6 Comb 7 Unk	1 No 2 Partially 3 Totally 4 N/A 5 Unk	1 N/A 2 None Used 3 Shoulder & Lap 4 Shoulder Only 5 Lap Only 6 Type Unk 7 Child - Forw Facing 8 Child - Rear Facing 9 Booster Seat 10 Child - Unk 11 Helmet Used 12 Other 13 Unk	1 Complains of Pain 2 Non-Incapacitating 3 Incapacitating 4 Fatal 5 No Injury 6 Unk

M		
1	2	3
4	5	6
7	8	9
10	11	12

Name: Occupants - Witnesses - Pedestrians - Bicyclists	Person Type	Unit ID	Sex	DOB	Seat Pos.	Air Bag Deployed	Ejected	Prot. System	Injury	Trans by Rescue
ALVAREZ, JENNIFER ([redacted])	1	1	2	[redacted]/1985	1	2	1	1	5	☐ Y ☑ N
TIBURCIO, GARY [redacted]	1	2	1	[redacted]/1980	1	2	1	1	5	☐ Y ☑ N
										☐ Y ☐ N

Non-Vehicle Property Damage: ☐ State Property ☐ City/Town Property ☐ Private Property

Owner	Address

Home Phone	Cell Phone	Work Phone	Damage Description

Reporting Officer Name	Reporting Officer Badge Number	Report Date
Dayshantell Ramirez	571	02/25/2022

Report Number
2022-00014436

STATE OF RHODE ISLAND UNIFORM CRASH CODING GUIDE

1

Type of Roadway
1 Two-Way, Not Divided (No Median or Barrier)
2 Two-Way, Not Divided With a Continuous Left Turn Lane
3 Two-Way, Divided, Unprotected (painted >4 feet) Median
4 Two-Way, Divided, Positive Median Barrier
5 One-Way Trafficway
6 Unknown

5

Road Surface Condition (Prevailing)
1 Dry
2 Wet
3 Snow
4 Slush
5 Ice/Frost
6 Water (Standing, Moving)
7 Sand
8 Mud, Dirt, Gravel
9 Oil
10 Other
11 Unknown

4

Light Condition (Prevailing)
1 Daylight
2 Dawn
3 Dusk
4 Dark - Lighted
5 Dark - Not Lighted
6 Dark - Unknown Lighting
7 Other
8 Unknown

5

Weather Condition (Prevailing)
1 Clear
2 Cloudy
3 Fog, Smog, Smoke
4 Rain
5 Sleet, Hail (Freezing Rain or Drizzle)
6 Snow
7 Blowing Snow
8 Severe Crosswinds

2

Manner of Impact
1 Not a Collision Between Two Motor Vehicles in Transport
2 Rear End (Front-to-Rear)
3 Head-On (Front-to-Front)
4 Angle (Front-to-Side) Same Direction
5 Angle (Front-to-Side) Opposite Direction
6 Angle (Front-to-Side) Right Angle (Includes Broadside)
7 Angle-Direction Not Specified
8 Sideswipe, Same Direction
9 Sideswipe, Opposite Direction
10 Rear-to-Side
11 Rear-to-Rear
12 Other
13 Unknown

School Bus Related Crash?
(Directly Involved Indicates Contact was Made)

☐ Yes, Directly Involved ☑ No
☐ Yes, Indirectly Involved

4

Traffic Controls
1 No Controls
2 Person
3 Traffic Control Signal
4 Flashing Traffic Control Sig.
5 School Zone Signs
6 Stop Signs
7 Yield Signs
8 Warning Signs
9 Railway Crossing Device
10 Pavement Markings
11 Other
12 Unknown

Pre-Crash Traffic Controls Malfunctioning, Damaged or Missing?

☐ Yes ☑ No ☐ N/A

Construction Zone Crash?
(Crash Occurs in or Related to Construction, Maintenance, or Utility Work Zone. May include Vehicles Slowed or Stopped because of Work Zone)

☐ Yes ☑ No

Construction Workers Present?

☐ Yes ☐ No

7

Contributing Circumstances Environment
1st
2nd
3rd

1 None
2 Weather Conditions
3 Physical Obstructions
4 Glare
5 Animal(s) in Roadway
6 Other
7 Unknown

12

Contributing Circumstances Road
1st
2nd
3rd

1 None
2 Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
3 Debris
4 Rut, Holes, Bumps
5 Work Zones (Construction/Maintenance/Utility)
6 Worn, Travel-Polished Surface
7 Obstruction in Roadway
8 Traffic Control Device Inoperative, Missing or Obscured
9 Shoulders (None, Low, Soft, High)
10 Non-Highway Work
11 Other
12 Unknown

---

1 Vehicle #1 — Unit Types — Vehicle #2 1

1 Passenger Car
2 (Sport) Utility Vehicle
3 Passenger Van
4 Cargo Van (10K lbs[4,536 kg] or Less)
5 Pickup
6 Motor Home
7 School Bus
8 Transit Bus
9 Motor Coach
10 Other Bus
11 Motorcycle
12 Moped
13 Low Speed Vehicle
14 Other Light Trucks (10K lbs [4,536 kg] or Less)
15 Tractor Trailer or Combination (More than 10K lbs [4,536 kg])
16 Medium/ Heavy Trucks (More than 10K lbs [4,536 kg])
17 Tow Truck
18 Pedestrian
19 Bicyclist
20 Witness
21 Other

Vehicle #1 ☐ Yes ☑ No — Does this Vehicle have Seats to Transport 9 or more people, including the Driver's Seat? — Vehicle #2 ☐ Yes ☑ No

Vehicle #1 ☐ Yes ☑ No — Was this Vehicle in Tow? — Vehicle #2 ☐ Yes ☑ No

1 Vehicle #1 — Special Function Vehicle — Vehicle #2 1

1 No Special Function
2 Taxi
3 Vehicle Used as School Bus
4 Vehicle Used as Other Bus
5 Military
6 Police
7 Ambulance
8 Fire Truck
9 Unknown

Report Number
2022-00014436

STATE OF RHODE ISLAND UNIFORM CRASH CODING GUIDE

Vehicle #1 ☐ Yes ☐ No ☐ Unk — Police, Ambulance or Fire Truck Responding to a Call? — Vehicle #2 ☐ Yes ☐ No ☐ Unk

1 Vehicle #1 — Motor Vehicle Position — Vehicle #2 1

1 Motor Vehicle on Roadway
2 Motor Vehicle Parked
3 Working Vehicle/Equipment

2 Vehicle #1 — Extent of Damage — Vehicle #2 2

1 No Damage Observed
2 Minor damage (<= $1000)
3 Functional Damage (> $1000)
4 Disabling Damage (> $1000)

40 Vehicle #1 — Most Harmful Event — Vehicle #2 40

Non-Collision:

1 Overturn/ Rollover
2 Fire/ Explosion
3 Immersion
4 Jackknife
5 Cargo/ Equip. Loss or Shift
6 Fell/ Jumped from Motor Veh.
7 Thrown or Falling Object
8 Other Non-Collision

Collision with Person, Motor Veh, or Non-Fixed Obj:

9 Pedestrian
10 Pedalcycle
11 Railway Vehicle (Train, Engine)
12 Animal
13 Motor Vehicle in Transport
14 Work Zone/ Maintenance Equipment
15 Other Non-Fixed Object

Collision with Fixed Object:

16 Impact Attenuator/ Crash Cushion
17 Bridge Overhead Structure
18 Bridge Pier or Support
19 Bridge Rail
20 Culvert
21 Curb
22 Ditch
23 Embankment
24 Guardrail Face
25 Guardrail End
26 Jersey/ Concrete Traffic Barrier
27 Other Traffic Barrier
28 Tree (Standing)
29 Landscaping
30 Utility Pole(Elec/Tele)/ Light Support
31 Highway Lighting/ Light Standard
32 Traffic Sign/ Support
33 Traffic Signal/ Support
34 Traffic Control Box
35 Variable Message Board/ Arrow Board
36 Other Post, Pole, or Support
37 Fence
38 Mailbox
39 Other Fixed Obj. (Wall, Building, Tunnel, etc.)

40 Unknown - Most Harmful Event

1 Vehicle #1 — Vehicle Action Prior — Vehicle #2 1

1 Movements Essentially Straight Ahead
2 Backing
3 Changing Lanes
4 Overtaking/ Passing
5 Turning Right
6 Turning Left
7 Making U-Turn
8 Leaving Traffic Lane
9 Entering Traffic Lane
10 Slowing
11 Negotiating a Curve
12 Parked
13 Stopped in Traffic
14 Other
15 Unknown

12 Vehicle #1

Initial Impact Area

Clock Diagram

Or

13 Top (Roof)
14 Undercarriage
15 Non-Collision
16 Unknown

Most Damaged Area

12 Vehicle #1

Passenger Car

Motorcycle

Passenger Car W/Trailer

Bus

Tractor Trailer

Vehicle #2 6

Initial Impact Area

Clock Diagram

Or

13 Top (Roof)
14 Undercarriage
15 Non-Collision
16 Unknown

Most Damaged Area

Vehicle #2 6

Report Number
2022-00014436

STATE OF RHODE ISLAND UNIFORM CRASH CODING GUIDE

Sequence of Events

Vehicle #1

1st: 40
2nd:
3rd:
4th:

Vehicle #2

1st: 40
2nd:
3rd:
4th:

Non-Collision:

1 Overturn/ Rollover
2 Fire/ Explosion
3 Immersion
4 Jackknife
5 Cargo/ Equipment Loss or Shift
6 Fell/ jumped from Motor Vehicle
7 Thrown or Falling Object
8 Other Non-Collision

Collision with Person, Motor Veh, or Non-Fixed Obj:

9 Pedestrian
10 Pedalcycle
11 Railway Vehicle (Train, Engine)
12 Animal
13 Motor Vehicle in Transport
14 Work Zone/ Maintenance Equip.
15 Other Non-Fixed Object

Collision with Fixed Object:

16 Impact Attenuator/ Crash Cushion
17 Bridge Overhead Structure
18 Bridge Pier or Support
19 Bridge Rail
20 Culvert
21 Curb
22 Ditch
23 Embankment
24 Guardrail Face
25 Guardrail End
26 Jersey/ Concrete Traffic Barrier
27 Other Traffic Barrier
28 Tree (Standing)
29 Landscaping
30 Utility Pole(Elec/Tele)/ Light Support
31 Highway Lighting/ Light Standard
32 Traffic Sign/ Support
33 Traffic Signal/ Support
34 Traffic Control Box
35 Variable Message Board/ Arrow Board
36 Other Post, Pole, or Support
37 Fence
38 Mailbox
39 Other Fixed Obj. (Wall, Building, Tunnel, etc.)

40 Unknown - Sequence of Events

Driver Distracted

Driver Vehicle #1: 6
Driver Vehicle #2: 6

1 Not Distracted
2 Electronic Communication Devices (Cell Phone, Pager, etc.)
3 Other Electronic Devices (Navigation Device, Palm Pilot,
4 Other Inside the Vehicle
5 Other Outside the Vehicle
6 Unknown

Physical Condition of Driver

Driver Vehicle #1: 1
Driver Vehicle #2: 1

1 Apparently Normal
2 Emotional (Depressed, Angry, Distrurbed, etc.)
3 Ill (Sick)
4 Fell Asleep, Fainted, Fatigued, etc.
5 Under the Influence of Medications/Drugs/Alcohol
6 Other

Non-Motorist Safety Equipment

1st:
2nd:

1st:
2nd:

1 None
2 Helmet
3 Protective Pads Used (Elbows, Knees, Shins, etc.)
4 Reflective Clothing (Jacket, Backpack, etc.)
5 Lighting
6 Other
7 N/A
8 Unknown

Alcohol and/or Drug Testing

Chemical Test	Driver Vehicle #1 Alcohol	Driver Vehicle #1 Drug	Driver Vehicle #2 Alcohol	Driver Vehicle #2 Drug
None Given	✓	✓	✓	✓
Test Refused	☐	☐	☐	☐
Unknown if Tested		☐		☐
Blood	☐	☐	☐	☐
Urine	☐	☐	☐	☐
Serum	☐	☐	☐	☐
Other	☐	☐	☐	☐
Breath	☐		☐	

Alcohol Test Result

	Driver Vehicle #1	Driver Vehicle #2
BAC		
Pending	☐	☐
Unknown	☐	☐

Drug Test Result

	Driver Vehicle #1	Driver Vehicle #2
Positive	☐	☐
Negative	☐	☐
Awaiting Test Result	☐	☐

STATE OF RHODE ISLAND UNIFORM CRASH REPORT
Narrative/Diagram Supplemental

On Friday, February 25, 2022 at approximately 22:45 hrs., Vehicle #1 was operated in a easterly direction on South Water Street when, at approximately 0.25 Miles East of intersection of Wickenden Street, the Front(12) of the vehicle #1 came into collision with the Rear(6) of Vehicle #2, which was traveling east on South Water Street and Movements Essentially Straight Ahead.

There were no other injuries reported and no disinterested witnesses approached police.

Vehicle #1 sustained damage to the Front(12) and was driven from the scene by the operator.

Vehicle #2 sustained damage to the Rear(6) and was driven from the scene by the operator.

At the time of this investigation the weather was Sleet, Hail (Freezing Rain or Drizzle), the road surface was Ice/Frost and the light condition was Dark - Lighted. The Flashing Traffic Control Signal was operating properly prior to the crash.

This crash report was created on 2/25/2022 by Dayshantell Ramirez badge #571.

{# - - - Do Not Delete - - - {*2/25/2022 11:44:51 PM*}#}

STATE OF RHODE ISLAND UNIFORM CRASH REPORT

Reporting Agency Name	Report Number	Crash Date	Crash Time	Walk In Report	Parking Lot
Providence	2022-00014105	02/24/2022	15:16	☐	☐

City or Town Name	Street or Highway		Exit #	# of Lanes	Posted Speed Limit
Providence	POINT ST	☐ On Ramp ☑ Off Ramp			25 ☐ N/A ☐ Unk

Nearest Intersection Street	Direction From Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
SOUTH WATER ST	☑ At Inter. ☐ North ☐ South ☐ East ☐ West	0 ☐ Feet ☑ Miles	41.81874	-71.40187

Unit ID	Driver's Last Name	First Name	M.I.	DOB
1	GABRIEL-SANTANA	ROSALINDA		[redacted]/1979

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]	

Driver's License #	CDL	Lic. State
[redacted]	☐	[redacted]

M/V Violation	M/V Violation	M/V Violation	M/V Violation

Driver & Owner are Same	Owner's Last Name	First Name	M.I.
☑			

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone

Insurance Company Name	Insurance Policy Number
ESURANCE ☐ No Ins.	PARI-9069786

Hit And Run: ☐ Yes, M/V & Driver left Scene ☐ Yes, Driver left Scene ☑ No ☐ Unk

Registration #	Not Reg.	State	Yr Reg.	VIN
WE-497		RI		JN8AS5MV4BW663402

Veh Yr.	Make	Model	Color	Plate Type
2011	NISSAN	ROGUE		PASSENGER

Veh Travel Direction: ☐ Northbound ☐ Southbound ☑ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unk

Vehicle Towed?	Towing Company Name	Haz Mat Placard?
☐ Yes ☑ No		☐ Yes ☑ No

Unit ID	Driver's Last Name	First Name	M.I.	DOB
2	RINGER	JUSTIN		[redacted]/1998

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]	

Driver's License #	CDL	Lic. State
[redacted]	☐	[redacted]

M/V Violation	M/V Violation	M/V Violation	M/V Violation

Driver & Owner are Same	Owner's Last Name	First Name	M.I.
☐	RIVERA-DELOMBA	JANESSA	

Address	City	State	Zip	Home Phone	Cell Phone	Work Phone
[redacted]	[redacted]L	[redacted]	[redacted]			

Insurance Company Name	Insurance Policy Number
GEICO ☐ No Ins.	MASS

Hit And Run: ☐ Yes, M/V & Driver left Scene ☐ Yes, Driver left Scene ☑ No ☐ Unk

Registration #	Not Reg.	State	Yr Reg.	VIN
3JYZ99		MA		2HGFC3B32HH356565

Veh Yr.	Make	Model	Color	Plate Type
2017	HONDA	CIVIC		PASSENGER

Veh Travel Direction: ☐ Northbound ☐ Southbound ☑ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unk

Vehicle Towed?	Towing Company Name	Haz Mat Placard?
☐ Yes ☑ No		☐ Yes ☑ No

Person Type

1 Driver
2 Passenger
3 Pedestrian
4 Bicyclist
5 Other Cyclist
6 Witness
7 Other Ped. (Wheelchair, Person in Building, Skater, Ped. conveyance, etc.)
8 Occupant of Motor Veh. Not in Transport (Parked, etc.)
9 Occupant of a Non-Motor Veh Transportation Device
10 Unknown Type of Non-Motorist
11 Unknown

Unit ID: 1 Unit 1, 2 Unit 2, 3 (etc.) or N/A

Sex: M Male, F Female, U Unk

Seat Position: 13 Other Row (Bus), 14 Unk Row, 15 Other Seat, 16 Unk Seat

Other Location: 17 N/A, 18 Sleeper, 19 Other Enclosed Area, 20 Other Unenclosed Area, 21 Towed Unit, 22 Unk

Air Bag Deployed: 1 N/A, 2 No, 3 Front, 4 Side, 5 Other, 6 Comb, 7 Unk

Ejected: 1 No, 2 Partially, 3 Totally, 4 N/A, 5 Unk

Protection System: 1 N/A, 2 None Used, 3 Shoulder & Lap, 4 Shoulder Only, 5 Lap Only, 6 Type Unk, 7 Child - Forw Facing, 8 Child - Rear Facing, 9 Booster Seat, 10 Child - Unk, 11 Helmet Used, 12 Other, 13 Unk

Injury: 1 Complains of Pain, 2 Non-Incapacitating, 3 Incapacitating, 4 Fatal, 5 No Injury, 6 Unk

Name: Occupants - Witnesses - Pedestrians - Bicyclists	Person Type	Unit ID	Sex	DOB	Seat Pos.	Air Bag Deployed	Ejected	Prot. System	Injury	Trans by Rescue
GABRIEL-SANTANA, ROSALINDA [redacted]	1	1	2	[redacted]1979	1	2	1	3	5	☐ Y ☑ N
ROBLES, ROIAN	2	1	1	[redacted]/2010	4	1	1	3	5	☐ Y ☑ N
RODRIGUEZ, MABEL	2	1	2	[redacted]/2020	6	1	1	7	5	☐ Y ☑ N

Non-Vehicle Property Damage: ☐ State Property ☐ City/Town Property ☐ Private Property

Owner	Address

Home Phone	Cell Phone	Work Phone	Damage Description

Reporting Officer Name	Reporting Officer Badge Number	Report Date
Patrick Hourahan	243	02/24/2022

Report Number
2022-00014105

STATE OF RHODE ISLAND UNIFORM CRASH CODING GUIDE

1

Type of Roadway
1 Two-Way, Not Divided (No Median or Barrier)
2 Two-Way, Not Divided With a Continuous Left Turn Lane
3 Two-Way, Divided, Unprotected (painted >4 feet) Median
4 Two-Way, Divided, Positive Median Barrier
5 One-Way Trafficway
6 Unknown

1

Road Surface Condition (Prevailing)
1 Dry
2 Wet
3 Snow
4 Slush
5 Ice/Frost
6 Water (Standing, Moving)
7 Sand
8 Mud, Dirt, Gravel
9 Oil
10 Other
11 Unknown

1

Light Condition (Prevailing)
1 Daylight
2 Dawn
3 Dusk
4 Dark - Lighted
5 Dark - Not Lighted
6 Dark - Unknown Lighting
7 Other
8 Unknown

1

Weather Condition (Prevailing)
1 Clear
2 Cloudy
3 Fog, Smog, Smoke
4 Rain
5 Sleet, Hail (Freezing Rain or Drizzle)
6 Snow
7 Blowing Snow
8 Severe Crosswinds

8

Manner of Impact
1 Not a Collision Between Two Motor Vehicles in Transport
2 Rear End (Front-to-Rear)
3 Head-On (Front-to-Front)
4 Angle (Front-to-Side) Same Direction
5 Angle (Front-to-Side) Opposite Direction
6 Angle (Front-to-Side) Right Angle (Includes Broadside)
7 Angle-Direction Not Specified
8 Sideswipe, Same Direction
9 Sideswipe, Opposite Direction
10 Rear-to-Side
11 Rear-to-Rear
12 Other
13 Unknown

School Bus Related Crash?
(Directly Involved Indicates Contact was Made)

☐ Yes, Directly Involved ☑ No
☐ Yes, Indirectly Involved

Traffic Controls 1
1 No Controls
2 Person
3 Traffic Control Signal
4 Flashing Traffic Control Sig.
5 School Zone Signs
6 Stop Signs
7 Yield Signs
8 Warning Signs
9 Railway Crossing Device
10 Pavement Markings
11 Other
12 Unknown

Pre-Crash Traffic Controls Malfunctioning, Damaged or Missing?

☐ Yes ☐ No ☐ N/A

Construction Zone Crash?
(Crash Occurs in or Related to Construction, Maintenance, or Utility Work Zone. May include Vehicles Slowed or Stopped because of Work Zone)

☐ Yes ☑ No

Construction Workers Present?

☐ Yes ☐ No

Contributing Circumstances Environment
1st 1
2nd
3rd

1 None
2 Weather Conditions
3 Physical Obstructions
4 Glare
5 Animal(s) in Roadway
6 Other
7 Unknown

Contributing Circumstances Road
1st 1
2nd
3rd

1 None
2 Road Surface Condition (Wet, Icy, Snow, Slush, etc.)
3 Debris
4 Rut, Holes, Bumps
5 Work Zones (Construction/Maintenance/Utility)
6 Worn, Travel-Polished Surface
7 Obstruction in Roadway
8 Traffic Control Device Inoperative, Missing or Obscured
9 Shoulders (None, Low, Soft, High)
10 Non-Highway Work
11 Other
12 Unknown

---

2 Vehicle #1 — Unit Types — Vehicle #2 1

1 Passenger Car
2 (Sport) Utility Vehicle
3 Passenger Van
4 Cargo Van (10K lbs[4,536 kg] or Less)
5 Pickup
6 Motor Home
7 School Bus
8 Transit Bus
9 Motor Coach
10 Other Bus
11 Motorcycle
12 Moped
13 Low Speed Vehicle
14 Other Light Trucks (10K lbs [4,536 kg] or Less)
15 Tractor Trailer or Combination (More than 10K lbs [4,536 kg])
16 Medium/ Heavy Trucks (More than 10K lbs [4,536 kg])
17 Tow Truck
18 Pedestrian
19 Bicyclist
20 Witness
21 Other

Vehicle #1 ☐ Yes ☑ No — Does this Vehicle have Seats to Transport 9 or more people, including the Driver's Seat? — Vehicle #2 ☐ Yes ☑ No

Vehicle #1 ☐ Yes ☑ No — Was this Vehicle in Tow? — Vehicle #2 ☐ Yes ☑ No

1 Vehicle #1 — Special Function Vehicle — Vehicle #2 1

1 No Special Function
2 Taxi
3 Vehicle Used as School Bus
4 Vehicle Used as Other Bus
5 Military
6 Police
7 Ambulance
8 Fire Truck
9 Unknown

Report Number
2022-00014105

STATE OF RHODE ISLAND UNIFORM CRASH CODING GUIDE

Vehicle #1 ☐ Yes ☐ No ☐ Unk — Police, Ambulance or Fire Truck Responding to a Call? — Vehicle #2 ☐ Yes ☐ No ☐ Unk

1 Vehicle #1 — Motor Vehicle Position — Vehicle #2 1

1 Motor Vehicle on Roadway
2 Motor Vehicle Parked
3 Working Vehicle/Equipment

2 Vehicle #1 — Extent of Damage — Vehicle #2 3

1 No Damage Observed
2 Minor damage (<= $1000)
3 Functional Damage (> $1000)
4 Disabling Damage (> $1000)

40 Vehicle #1 — Most Harmful Event — Vehicle #2 40

Non-Collision:

1 Overturn/ Rollover
2 Fire/ Explosion
3 Immersion
4 Jackknife
5 Cargo/ Equip. Loss or Shift
6 Fell/ Jumped from Motor Veh.
7 Thrown or Falling Object
8 Other Non-Collision

Collision with Person, Motor Veh, or Non-Fixed Obj:

9 Pedestrian
10 Pedalcycle
11 Railway Vehicle (Train, Engine)
12 Animal
13 Motor Vehicle in Transport
14 Work Zone/ Maintenance Equipment
15 Other Non-Fixed Object

Collision with Fixed Object:

16 Impact Attenuator/ Crash Cushion
17 Bridge Overhead Structure
18 Bridge Pier or Support
19 Bridge Rail
20 Culvert
21 Curb
22 Ditch
23 Embankment
24 Guardrail Face
25 Guardrail End
26 Jersey/ Concrete Traffic Barrier
27 Other Traffic Barrier
28 Tree (Standing)
29 Landscaping
30 Utility Pole(Elec/Tele)/ Light Support
31 Highway Lighting/ Light Standard
32 Traffic Sign/ Support
33 Traffic Signal/ Support
34 Traffic Control Box
35 Variable Message Board/ Arrow Board
36 Other Post, Pole, or Support
37 Fence
38 Mailbox
39 Other Fixed Obj. (Wall, Building, Tunnel, etc.)

40 Unknown - Most Harmful Event

3 Vehicle #1 — Vehicle Action Prior — Vehicle #2 1

1 Movements Essentially Straight Ahead
2 Backing
3 Changing Lanes
4 Overtaking/ Passing
5 Turning Right
6 Turning Left
7 Making U-Turn
8 Leaving Traffic Lane
9 Entering Traffic Lane
10 Slowing
11 Negotiating a Curve
12 Parked
13 Stopped in Traffic
14 Other
15 Unknown

1 Vehicle #1

Initial Impact Area
Clock Diagram
Or
13 Top (Roof)
14 Undercarriage
15 Non-Collision
16 Unknown

Most Damaged Area

1 Vehicle #1

Passenger Car

Motorcycle

Passenger Car W/Trailer

Bus

Tractor Trailer

Vehicle #2 7

Initial Impact Area
Clock Diagram
Or
13 Top (Roof)
14 Undercarriage
15 Non-Collision
16 Unknown

Most Damaged Area

Vehicle #2 7

Report Number
2022-00014105

STATE OF RHODE ISLAND UNIFORM CRASH CODING GUIDE

Sequence of Events

Vehicle #1		Vehicle #2
1st: 40		1st: 40
2nd:		2nd:
3rd:		3rd:
4th:		4th:

Non-Collision:

1 Overturn/ Rollover
2 Fire/ Explosion
3 Immersion
4 Jackknife
5 Cargo/ Equipment Loss or Shift
6 Fell/ jumped from Motor Vehicle
7 Thrown or Falling Object
8 Other Non-Collision

Collision with Person, Motor Veh, or Non-Fixed Obj:

9 Pedestrian
10 Pedalcycle
11 Railway Vehicle (Train, Engine)
12 Animal
13 Motor Vehicle in Transport
14 Work Zone/ Maintenance Equip.
15 Other Non-Fixed Object

Collision with Fixed Object:

16 Impact Attenuator/ Crash Cushion
17 Bridge Overhead Structure
18 Bridge Pier or Support
19 Bridge Rail
20 Culvert
21 Curb
22 Ditch
23 Embankment
24 Guardrail Face
25 Guardrail End
26 Jersey/ Concrete Traffic Barrier
27 Other Traffic Barrier
28 Tree (Standing)
29 Landscaping
30 Utility Pole(Elec/Tele)/ Light Support
31 Highway Lighting/ Light Standard
32 Traffic Sign/ Support
33 Traffic Signal/ Support
34 Traffic Control Box
35 Variable Message Board/ Arrow Board
36 Other Post, Pole, or Support
37 Fence
38 Mailbox
39 Other Fixed Obj. (Wall, Building, Tunnel, etc.)

40 Unknown - Sequence of Events

Driver Distracted

Driver Vehicle #1: 1 — Driver Vehicle #2: 1

1 Not Distracted
2 Electronic Communication Devices (Cell Phone, Pager, etc.)
3 Other Electronic Devices (Navigation Device, Palm Pilot,
4 Other Inside the Vehicle
5 Other Outside the Vehicle
6 Unknown

Physical Condition of Driver

Driver Vehicle #1: 1 — Driver Vehicle #2: 1

1 Apparently Normal
2 Emotional (Depressed, Angry, Distrurbed, etc.)
3 Ill (Sick)
4 Fell Asleep, Fainted, Fatigued, etc.
5 Under the Influence of Medications/Drugs/Alcohol
6 Other

Non-Motorist Safety Equipment

1st	1st
2nd	2nd

1 None
2 Helmet
3 Protective Pads Used (Elbows, Knees, Shins, etc.)
4 Reflective Clothing (Jacket, Backpack, etc.)
5 Lighting
6 Other
7 N/A
8 Unknown

Alcohol and/or Drug Testing

Chemical Test

Driver Vehicle #1 Alcohol	Driver Vehicle #1 Drug		Driver Vehicle #2 Alcohol	Driver Vehicle #2 Drug
☑	☑	None Given	☑	☑
☐	☐	Test Refused	☐	☐
	☐	Unknown if Tested		☐
☐	☐	Blood	☐	☐
☐	☐	Urine	☐	☐
☐	☐	Serum	☐	☐
☐	☐	Other	☐	☐
☐		Breath	☐	

Alcohol Test Result

Driver Vehicle #1		Driver Vehicle #2
	BAC	
☐	Pending	☐
☐	Unknown	☐

Drug Test Result

Driver Vehicle #1		Driver Vehicle #2
☐	Positive	☐
☐	Negative	☐
☐	Awaiting Test Result	☐

STATE OF RHODE ISLAND UNIFORM CRASH REPORT
Narrative/Diagram Supplemental

On Thursday, February 24, 2022 at approximately 15:16 hrs., Vehicle #1 was operated in a easterly direction on POINT ST when, at the intersection of SOUTH WATER ST , the Front Passenger Side(1) of the vehicle came into collision with the Rear Driver Side(7) of Vehicle #2, which was traveling east on POINT ST and Movements Essentially Straight Ahead.

There were no other injuries reported and no disinterested witnesses approached police.

Vehicle #1 sustained damage to the Front Passenger Side(1) and was driven from the scene by the operator.

Vehicle #2 sustained damage to the Rear Driver Side(7) and was driven from the scene by the operator.

At the time of this investigation the weather was Clear, the road surface was Dry and the light condition was Daylight.

This crash report was created on 2/24/2022 by Patrick Hourahan badge #243.

{# - - - Do Not Delete - - - {*2/24/2022 6:25:57 PM*}#}

Report Number
2022-00014105

STATE OF RHODE ISLAND UNIFORM CRASH REPORT
Additional Persons Supplemental

Person Type

1 Driver
2 Passenger
3 Pedestrian
4 Bicyclist
5 Other Cyclist
6 Witness
7 Other Ped. (Wheelchair, Person in Building, Skater, Ped. conveyance, etc.)
8 Occupant of Motor Veh. Not in Transport (Parked, etc.)
9 Occupant of a Non-Motor Veh Transportation Device
10 Unknown Type of Non-Motorist
11 Unknown

Unit ID: 1 Unit 1, 2 Unit 2, 3 (etc.) or N/A

Sex: M Male, F Female, U Unk

Seat Position

M		
1	2	3
4	5	6
7	8	9
10	11	12

13 Other Row (Bus)
14 Unk Row
15 Other Seat
16 Unk Seat

Other Location: 17 N/A, 18 Sleeper, 19 Other Enclosed Area, 20 Other Unenclosed Area, 21 Towed Unit, 22 Unk

Air Bag Deployed: 1 N/A, 2 No, 3 Front, 4 Side, 5 Other, 6 Comb, 7 Unk

Ejected: 1 No, 2 Partially, 3 Totally, 4 N/A, 5 Unk

Protection System: 1 N/A, 2 None Used, 3 Shoulder & Lap, 4 Shoulder Only, 5 Lap Only, 6 Type Unk, 7 Child - Forw Facing, 8 Child - Rear Facing, 9 Booster Seat, 10 Child - Unk, 11 Helmet Used, 12 Other, 13 Unk

Injury: 1 Complains of Pain, 2 Non-Incapacitating, 3 Incapacitating, 4 Fatal, 5 No Injury, 6 Unk

Name: Occupants - Witnesses - Pedestrians - Bicyclists	Person Type	Unit ID	Sex	DOB	Seat Pos.	Air Bag Deployed	Ejected	Prot. System	Injury	Trans by Rescue
RINGER, JUSTIN	1	2	1	[redacted]1998	1	2	1	3	5	☐ Y ☑ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N
										☐ Y ☐ N

Non-Vehicle Property Damage ☐ State Property ☐ City/Town Property ☐ Private Property

Owner | Address

Home Phone | Cell Phone | Work Phone | Damage Description

Non-Vehicle Property Damage ☐ State Property ☐ City/Town Property ☐ Private Property

Owner | Address

Home Phone | Cell Phone | Work Phone | Damage Description

Non-Vehicle Property Damage ☐ State Property ☐ City/Town Property ☐ Private Property

Owner | Address

Home Phone | Cell Phone | Work Phone | Damage Description

Providence Incident Report

Summary

Print Date/Time: 06/23/2022 08:16
Login ID: adecristofano
Case Number: 2022-00037449

Providence Police Department
ORI Number: RI0040900

Case

Case Number: 2022-00037449
Location: SOUTH WATER/ TOCKWOTTON
PROVIDENCE, RI 02903
Reporting Officer ID: 9598 - Abenante

Incident Type: DUI
Occurred From: 05/15/2022 21:48
Occurred Thru: 05/15/2022 21:48
Disposition:
Disposition Date:
Reported Date: 05/15/2022 21:48 Sunday

Offenses

No.	Group/ORI	Crime Code	Statute	Description	Counts
1	State	TRAFF	31-11-18	Driving after Denial, Suspension or Revocation of License	1
2	State	90D	31-27-2	Driving Under the Influence of Liqour or Drugs (=>.08<.1)	1
3	State	90D	31-27-2.1	Chemical Test Refusal	1
4	State	TRAFF	31-15-9(b)	One Way Highway - Driving Wrong Way	1
5	State	TRAFF	31-15-11	Laned Roadway Violation	1

Subjects

Type	No.	Name	Address	Phone	Race	Sex	DOB/Age
Suspect	1	HANEY, JAMES	2 HAWES STREET PAWTUCKET, RI 02860	[redacted]	White	Male	01/30/1996 26

Arrests

Arrest No.	Name	Address	Date/Time	Type	Age
114191 A	HANEY, JAMES	SOUTH WATER STREET PROVIDENCE, RI 02903	05/15/2022 21:48	On-View Arrest	26

Property

Date	Code	Type	Make	Model	Description	Tag No.	Item No.

Vehicles

No.	Role	Vehicle Type	Year	Make	Model	Color	License Plate	State
1	Suspect Vehicle	Passenger Vehicle	2005	Saturn		Silver	1CI959	RI

NARRATIVE (ABENANTE 511)

On Sunday May 15, 2022 at 2148 hours, I responded to South Water and Tockwotton Streets, for a report of a traffic accident. Upon arrival, James A Haney (1/10/1996) identified himself as the operator, of Rhode Island Registration (1CI959).

Upon speaking with Haney, I could detect the strong odor of an intoxicating beverage, coming from his breath. Haney admits that had a consumed one alcoholic beverage before the collision. Also, I further observed the suspect, to have bloodshot water eyes. Based on those observations, I asked Haney to perform 3 standardized, field sobriety tests.

The first test give was the Horizontal Gaze Nystagmus. I observed equal pupil size and equal tracking. Lack of smooth pursuit, onset on nystagmus prior to 45 degrees and nystagmus sustained and distinct at maximum deviation, were observed. In total 6 clues were observed during this test.

The second test given was the walk and turn. The test was given on a flat surface free of debris and defect. I demonstrated the test and performed the test for Haney. The suspect could not keep his balance during the instruction phase and started the test before I gave him instructions, to start. In total 2 clues were observed during this test.

The third test given was the one leg stand. The test was given on a flat surface free of debris and defect. I demonstrated the test and performed the test for Haney. I observed no clues during this test. Based on the above observation I had probable cause to believe Haney was under the influence of liquor.

At 2211 hours, I read the suspect "his rights for use at the scene", off a preprinted card. Haney was then transported to Rhode Island Hospital by Providence Rescue #5, Captain Palumbo commanding. Rescue arrived at the hospital, at 2226 hours. I then read the suspect the implied consent form, at 2246 hours. At 2310 he was then afforded the right of a confidential phone call, from his personal cell hone [redacted]. Haney called [redacted]. He refused to submit to submit to a chemical test 2320 hours and singed the implied consent form.

A check of NC/IC revealed that Haney, had a suspended permit that expired, in 11-15-2020. The suspect was then released to appear in 6th District Court, on 5-31-2022 for No license (31-11-18/NIC1) and DUI (31-27-2).

He was issued summons 22409502144 to appear in RITT, 5-24-2022 for Chemical Test Refusal (31-27-2.1), One Way Highways (31-15-9) and laned road violation (31-15-11).

Refer to Crash report 2022-37449

BWC was activated during the investigation

Appendix H

Public Outreach Notes

Traffic Feeback

- Consider bicycle traffic
- Consider including Wickenden traffic
- Study bus tunnel
- Scope should begin at the Crawford St. bridge

  Should include more than just peak periods
- Should not assume that every person who moves to the area will be driving- this is not a suburb; how can we attract people who do not own cars
- Consider the existing bus network when we do our study; good bus service is critical to those who do not own vehicles
- Consider including the 195 exit to the food market
- Consider elevated traffic volune during Waterfire
- Consider deliveries to local businesses

Parking Feedack

- Focus on S. Water and S. Main
- Include nighttime parking for consideration - for restaurants and nightlife
- Scope is too narrow
- Consider removing parking all together
- Trader Joes is comfortable with the amount of parking
- Parking garage should be better utilized, connected to the area via the pedestrian bridge
- Concern over what happens in the "in between" before we get to the "21st century city"
- Spillover parking into the neighborhood - consider full-time resident parking permits
- Build fewer parking spaces, end up with fewer cars - people do choose to not own a car

Other Feedack

- Crowd tonight not representative of entire community
- Noise pollution related to development
- Consider stakeholder interviews/meetings with business owners
- Parking is necessary for people who travel into Providence to visit the businesses
- How do we accommodate local residents and visitors
- Consider snow storage/ snow removal

What is your relationship to the project area? (Select all that apply)

I live in the project area

I work in the project area

I visit the project area

I travel through the project area on my way to other destinations

58

How do you travel through the project area? (Select all that apply)

Identify your top traffic related concern related to the east side of the I-195 District (select one)

58

Please rank, in order, your priorities for curbside uses in this neighborhood.

54

Please rank the key curbside and parking issues you experience in this area. (rank order)

54

If you drive and park in this area, where do you typically park? (select one)

How long do you typically park in this area? (select one)

FUSS & O'NEILL

MEETING NOTES
Community Site Visit
195 Redevelopment District – East Side Parcels
Thursday, June 9, 2022, 4:00 PM

ATTENDEEES: Matthew Skelly (F&O); Amber Ilcisko (I-195 Redevelopment District); Jason Novsam (Nelson Nygaard); Sharon Steele (Jewelry District Representative); Chris Marsella (property owner); Albert Dahlberg (Brown University Government & Community Relations); Tony Demers (Owner Bin 312); Jordan Durham (D+P Real Estate)

This meeting was held to provide community members the opportunity to observe traffic and parking operations in the study area with the consultants traffic and parking consultants. The meeting allowed consultants to witness and understand community concerns, which will be taken into consideration in the preparation of the traffic and parking studies.

The meeting was held on Thursday, June 9, 2022 at 4:00 p.m. The weather was clear and the temperature at the time of the meeting was 82 °F. Notes and observations from the meeting are summarized below:

- The grocery store on Parcel 6 is expected to open around Labor Day.
- New gates are going to be put in place at the lot for Rhode Island School of Design.
- Emergency vehicles have difficulty navigating the bus stops.
- On Sundays, around 11:00 a.m., food trucks associated with the flea market on South Water Street cause congestion.
- Drivers experience difficulty exiting the traffic flow to parallel park.
- One community member asked if the curb could be moved to allow for angled parking.
- A delivery vehicle was observed using wrong parking spaces.
- 70% of Brown University employees live outside of Providence.
- Two lanes down to one on Crawford Bridge causes problems with merging.
- Dumpster pick-up's at Hemenway's Restaurant cause issues for drivers.
- Brown University's School of Public Health is expanding
- Bus comes around the corner and has knocked someone on the left side of the street.
- The buses do not use the first island, which could be because it is too close to the bridge. The sign for the bus stop is in the incorrect location.
- The floating parking is too small.

- Events such as WaterFire, Providence's Flea Market, and other Fox Point Festivals draw additional traffic to the area.
- Some members of the community noted that it "doesn't feel safe driving" in the area.
- South Water Street is 44 feet wide (5 foot bike lane-5 foot bike lane-7 foot buffer-7 foot parking lane-12 foot vehicle travel lane-8 foot parking lane).

Next Steps:

- Conduct additional traffic counts during WaterFire