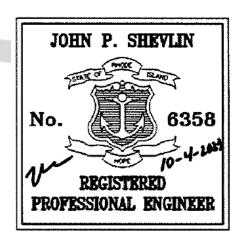
TRAFFIC IMPACT ANALYSIS

Pare Project No. 23149.00

Wampanoag Meadows-Commercial Development East Providence, Rhode Island

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OCTOBER 2023



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APPENDICES

Traffic Counts & Speed Study
Safety Data
Trip Generation & Distribution
Traffic Capacity Analysis



Introduction

The following represents the traffic study completed for the commercial development proposed on the Wampanoag Meadows property located at 1275 Wampanoag Trail, Map 711, Block3, Parcel 15 on the west side of Wampanoag Trail (Route 114) in East Providence, Rhode Island.

In 2020, Pare performed the traffic study for the 416-unit residential development, Wampanoag Meadows, which is currently under construction. That portion of the project when completed will be comprised of 224 1-bedroom units and 192 2-bedroom units in a total of eight (8) buildings. The proposed development has access via a new driveway on Wampanoag Trail (Route 114), approximately 700 feet south of Forbes Street and approximately 1,400 feet north of the East Providence/Barrington Town line. The access allows for right-in/right-out movements only, due to the presence of the center median on Wampanoag Trail. Based on prior coordination with RIDOT regarding the proposed site, the exit movement is currently designed as a 90-degree stop-controlled intersection. Additionally, a driveway for emergency access only has been constructed onto Hospital Road.

This portion of the project will include 3 new buildings. They are tentatively identified as the following:

- 2-story self-storage facility (total area: 59,092 +/- square feet)
- A 2,400 square foot restaurant
- A 3,600 square foot restaurant
- An 11,053 square foot retail building

In addition, the project will also include 6 residential homes which will have access from their lots to Hospital Road. These six homes will generate a small amount of additional traffic resulting in no safety or capacity issues on Hospital Road. An emergency gated access road will also be provided from the Wampanoag Meadows development through the residential units.

Presented within this study are existing conditions in the vicinity of the project site, a safety analysis of the study area, an analysis of the traffic based on existing, future 2028 no-build and future 2028 build conditions. Where required, mitigation measures have been proposed and discussed. A locus map of the study area is provided in Figure 1 and a conceptual plan for the site is provided in Figure 2.

Data Collection

Manual turning movement counts were completed on Wednesday, September 12, 2023 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Weekend counts were performed on Saturday, September 23, 2023 from 11:00 a.m. to 1:00 p.m. The counts were performed at the following intersections:

- Wampanoag Trail (Route 114)/Socony Road/Northern Turnaround on Wampanoag Trail
- Wampanoag Trail (Route 114) at Forbes Street
- Wampanoag Trail (Route 114)/Southern Turnaround on Wampanoag Trail (in Barrington, RI)



Automatic Traffic Recorder counts, including volumes and classification and speed data were also collected on Wednesday September 13, 2023 through Friday September 15, 2023 on Wampanoag Trail north of 1200 Wampanoag Trail and south of 1275 Wampanoag Trail. A copy of all count data is provided in Appendix A.

The City of East Providence Planning Department was contacted to determine if there is any other development proposed or approved in the area that should be included in the no-build condition. There are no other known developments at this time.

Crash data for the roadway network in the vicinity of the project site was requested and received from the City of East Providence Police Department and the Town of Barrington Police Department for the period from January 2020 to December 2023. A summary of the crash data is provided in Appendix B. Detailed reports can be provided upon request.

A field review of the area was conducted, with geometric measurements and other field observations recorded at the significant intersections in the vicinity of the project site. The information obtained was used in the analysis of the study area intersections.



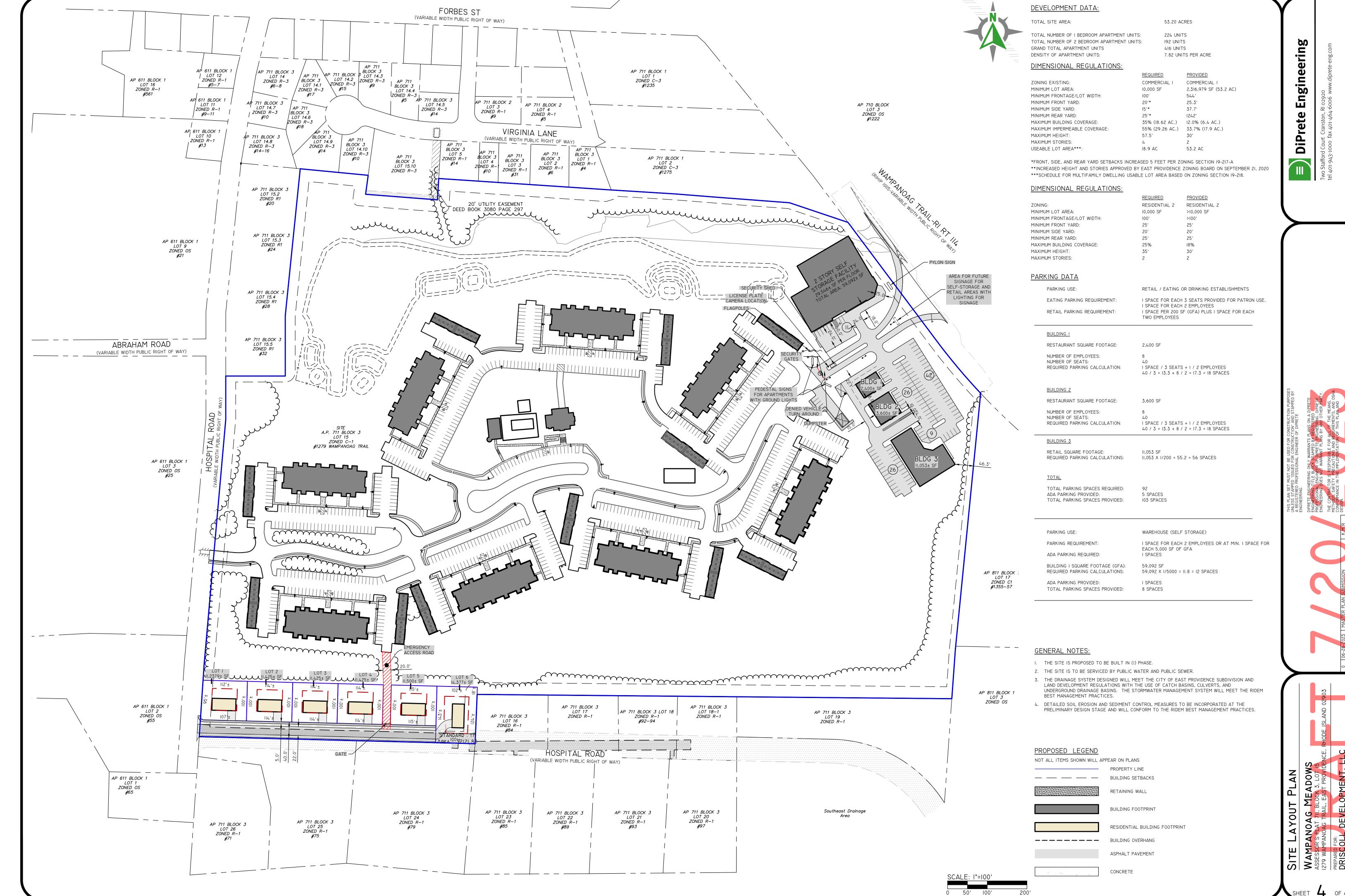




PROJECT NO. 23149.00

DATE: SEPTEMBER 2023

FIGURE 1
LOCUS MAP
WAMPANOAG MEADOWS
COMMERCIAL DEVELOPMENT
EAST PROVIDENCE, RHODE ISLAND



Existing Roadway Conditions

The study area is defined as the significant roadways and intersections in the vicinity of the proposed site that may be impacted by the traffic due to the construction of the proposed Wampanoag Meadows development. Included in the study area for the proposed development is Wampanoag Trail (Route 114) from the northern turnaround, approximately 0.5 miles north of Forbes Road, to the southern turnaround, approximately 1 mile south of Forbes Road.

Wampanoag Trail (Route 114)

Wampanoag Trail (Route 114) is a north/south roadway that provides access from I-195 in Providence and East Providence to Barrington. The roadway is a state-owned and maintained roadway and is classified as an Urban Freeway/Expressway from I-195 to just north of Massasoit Avenue in Barrington.

Wampanoag Trail (Route 114) typically has two travel lanes in each direction with a raised grass median separating northbound and southbound traffic. Because there is a raised median, motorists along the roadway are prohibited from making left turns. To facilitate travel in the opposite direction, three turnarounds are located along the roadway within the study area. The first, referred to in this report as the northern turnaround, is located approximately 0.5 miles north of Forbes Road. The second, referred to as the center turnaround, is located approximately 0.29 miles south of Forbes Road. The third, referred to as the southern turnaround, is located approximately 1.10 miles south of Forbes Road. Acceleration and/or deceleration lanes are provided at all turnarounds.



Photo 1: Wampanoag Trail (Route 114) looking northbound from proposed site access.

The travel lanes along the corridor vary from 12 - 13 feet wide in both directions. The outside shoulders are approximately 10 feet, and the inside shoulders vary from approximately 1- 3 feet. The wide outside shoulders are often used by motorists accessing the roadway from adjacent driveways as acceleration and deceleration lanes. The posted speed limit along the corridor is 45 miles per hour, and land use is primarily commercial with some residential.



Photo 2: Wampanoag Trail (Route 114) at Forbes Street

Wampanoag Trail (Route 114) at Forbes Street
Forbes Street intersects Wampanoag Trail (Route 114) from
the west to form an unsignalized, threeintersection. Forbes Street is stop controlled at the intersection,
while Wampanoag Trail (Route 114) operates freely. Due to
the raised median along Wampanoag Trail (Route 114), access
to or egress from Forbes Street is through right turns only and
is signed accordingly. Forbes Street motorists must use the
available turnarounds on Wampanoag Trail (Route 114) to
change direction. At the intersection, Wampanoag Trail (Route
114) has two 13-foot-wide southbound travel lanes, with an
approximate 20-foot-wide outside lane north of the
intersection to allow deceleration for a right turn onto Forbes
Street. This off-ramp onto Forbes Street has an advisory speed
of 25 miles per hour. Forbes Street is comprised of two 13-



foot-wide travel lanes separated by a solid double yellow line. At the intersection, the eastbound and westbound lanes on Forbes Street are separated by a large grass median. Shoulders along Forbes Street are approximately 5-feet wide which narrow to a varying width from approximately 1 3 in the vicinity of the intersection. Prior to its intersection with Forbes Street, the west shoulder on Wampanoag Trail (Route 114) reduces from a 10-foot shoulder to a 3-foot shoulder before widening back to a 10-foot-wide shoulder south of the intersection. All approaches to the intersection have existing concrete curbing and no sidewalk.

Wampanoag Trail (Route 114)/Socony Trail/Northern Turnaround on Wampanoag Trail

In the vicinity of the northern turnaround, Wampanoag Trail is comprised of two 12.5-wide travel lanes with a deceleration lane located on the northbound side and acceleration lane on the southbound side. The acceleration and deceleration lanes will be expressed in more detail below. A 10-foot shoulder exists on both sides of the roadway on the outside and a varying shoulder of widths from 1 3 exists on the inside. Socony Road is located just south of the turnaround.

Heading south on Wampanoag Trail, within the merge lane from the turnaround on Wampanoag Trail is a slip ramp to provide access to Socony Road. Approximately 225 feet further south of the entrance ramp to Socony Road is a enter ramp that allows merge traffic onto Wampanoag trail.

The northern turnaround on Wampanoag Trail (Route 114) within the study area is located approximately 0.5 mile north of Forbes Street. This turnaround provides the opportunity for



Photo 3: Wampanoag Trail (Route 114) at Northern Turnaround

northbound traffic on Wampanoag Trail (Route 114) to switch direction and travel southbound along the roadway. The deceleration lane provided for northbound traffic is approximately 12-feet wide and 240 feet long, while the acceleration lane provided for southbound traffic is approximately 12-feet wide and 200 feet long. The northern turnaround itself is comprised of one 20-foot lane with a 3-foot shoulder on the inside closest to the median. Curbing exists along all approaches with the exception of the east side of Wampanoag Trail (Route 114).



Photo 5: Wampanoag Trail (Route 114) at Southern Turnaround

Wampanoag Trail (Route 114) at the Southern Turnaround In the vicinity of the southern turnaround, Wampanoag Trail is comprised of two 12.5-wide travel lanes with a deceleration lane located on the northbound side and acceleration lane on the southbound side. The acceleration and deceleration lanes will be expressed in more detail below. A 10-foot shoulder exists on both sides of the roadway on the outside and a varying shoulder of widths from 1-3 feet exists on the inside. The southern turnaround on Wampanoag Trail (Route 114) within the study area is located approximately 1.10 miles south of Forbes Street. This turnaround provides the opportunity for both northbound and southbound motorists to change directions. As it would not be used by residents of Wampanoag Meadows, the northbound to southbound portion of this turnaround was not included in this study. For the southbound to northbound turnaround, an approximate 12-foot wide and 225-foot-long deceleration lane is provided on the southbound



side, and an approximate 12-foot wide and 200-foot acceleration lane is provided on the northbound side. The southern turnaround itself is comprised of one 19-foot lane with an 8-foot shoulder on the inside closest to the median. Curbing exists along all approaches of the intersection.

Existing Traffic Volumes

Based on the traffic counts completed, the following peak hours were recorded:

Table 1: Intersection Peak Hours

	Weekday AM Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
Wampanoag	7:15 a.m. to 8:15 a.m.	4:45 p.m. to 5:45 p.m.	12:00 p.m. to 1:00 p.m.
Trail/Socony			
Road/Northern			
Turnaround			
Wampanoag	7:15 a.m. to 8:15 a.m.	4:30 p.m. to 5:30 p.m.	12:00 p.m. to 1:00 p.m.
Trail/Forbes			
Street			
Wampanoag	7:45 a.m. to 8:45 a.m.	4:15 p.m. to 5:15 p.m.	12:00 p.m. to 1:00 p.m.
Trail/Southern			
Turnaround			

The need for seasonal adjustments was considered. The study area is not considered a tourist location. Additionally, school was in regular session at the time of the traffic counts. Therefore, no adjustments were applied to the existing volumes.

To be conservative, the existing peak hours of traffic were used for the capacity analysis at intersections. The existing a.m. and p.m. peak hour traffic volumes are shown in Figure 3 and the existing Saturday midday peak hour volumes are shown in Figure 4.



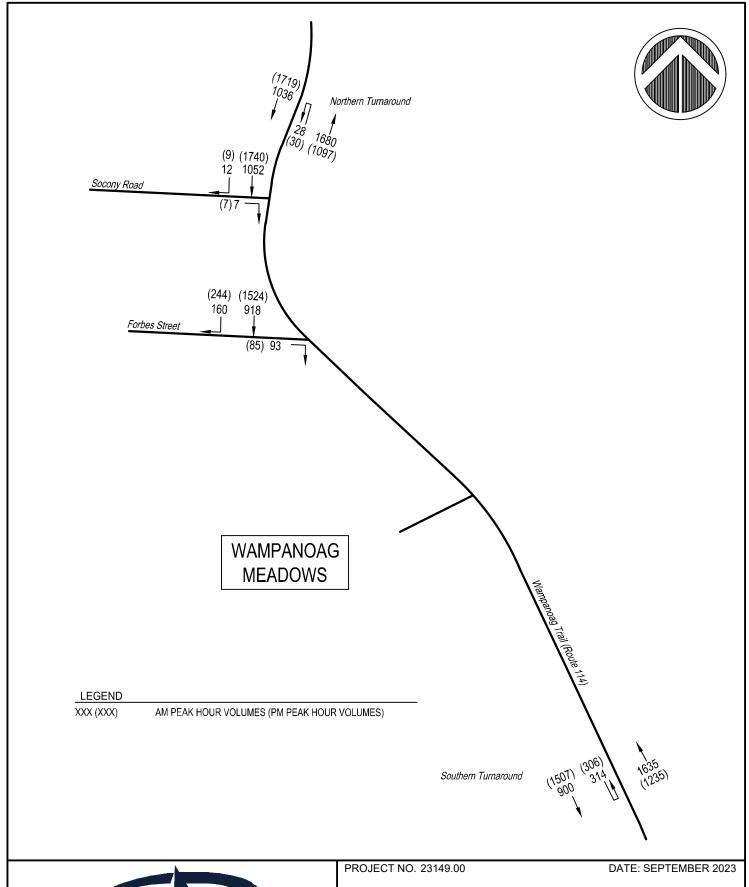




FIGURE 3

2023 EXISTING VOLUMES - WEEKDAY WAMPANOAG MEADOWS COMMERCIAL DEVELOPMENT EAST PROVIDENCE, RHODE ISLAND

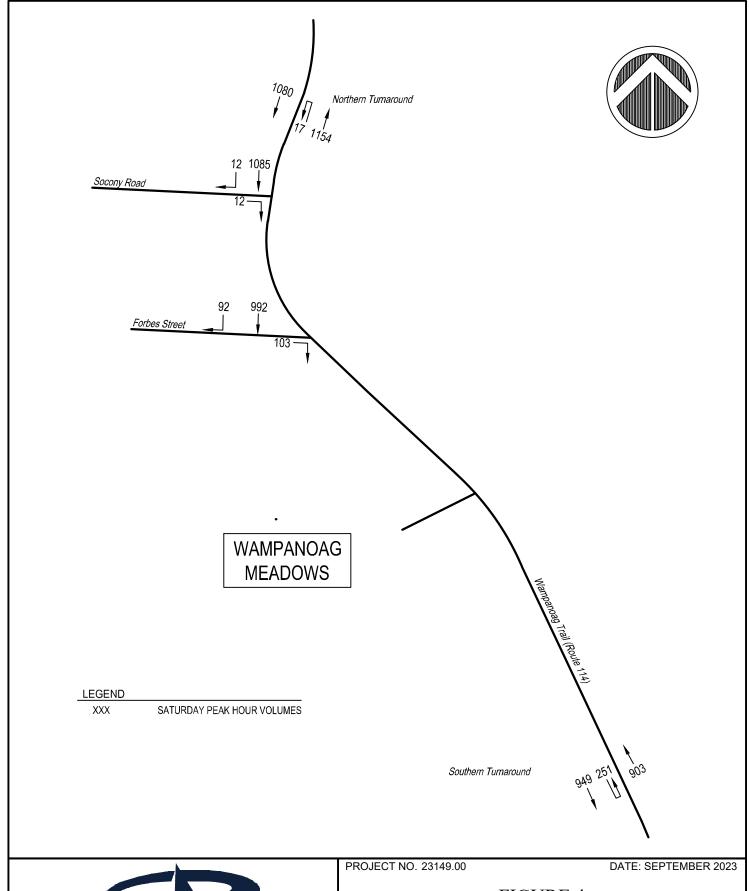




FIGURE 4

2023 EXISTING VOLUMES - SATURDAY WAMPANOAG MEADOWS COMMERCIAL DEVELOPMENT EAST PROVIDENCE, RHODE ISLAND

Safety Analysis

Crash Data

Crash data obtained from the East Providence Police Department and the Barrington Police Department for the period from January 2020 through August 2023 (44 months) was reviewed for the roadway network surrounding the project site.

Table 2: Crash Summary

	•	Crash Severity			Crash Type				
Roadway/Intersection	Total Crashes	PDO	Non-Fatal Injury	Fatal Injury	Angle	Rear End	Sideswipe, Same Direction	Loss of Control/ Object	
Wampanoag Trail	15	14	1	0	2	3	0	10	
Forbes Street/ Wampanoag Trail	3	3	0	0	0	2	0	1	
Wampanoag Trail/ Mink Street	25	23	2	0	2	19	2	2	
Wampanoag Trail/ Reardon Avenue	6	4	2	0	1	3	2	0	
Wampanoag Trail/ Mohawk Drive	2	2	0	0	0	1	0	1	
Wampanoag Trail/ President Avenue	1	0	1	0	1	0	0	0	
Wampanoag Trail/ Argyle Avenue	4	4	0	0	0	2	1	1	

PDO = Property Damage Only

Between the areas in the vicinity of Mink Street and the southern turnaround, an approximate 2.1 miles length of roadway, 56 crashes were reported, 6 of which involved an injury. Only 6 of the 56 crashes resulted in an injury, and 6 occurred on a wet or snowy roadway and 1 was during foggy conditions.

Of the reported crashes, 8 were single-vehicle loss of control, 4 were single-vehicle collisions with an animal (three deer, one coyote), 30 were rear-end crashes, 5 were sideswipes in the same direction, 6 were angle crashes, and 1 was a motorist collision with an object. Many of the crashes, 19 of 56, involved a rear end collision at the Wamponoag Trail/Mink Street intersection. The rear end collisions are typically the result of drivers not paying attention.

Fifteen of the 56 reported crashes occurred at various addresses along Wampanoag Trail (Route 114). Overall, the severity of the crashes is low and based on the traffic volumes, the frequency of crashes is not excessive.

A summary table of all crash data reviewed is provided in Appendix B.



Sight Distance

A spot speed study was performed for the southbound direction of Wampanoag Trail (Route 114) north of the Wampanoag Meadows development entrance, in the vicinity of 1275 Wampanoag Trail. The data collected is summarized in the table below. The full speed study is included in Appendix A.

Table 3: Speed Data Results for Wampanoag Trail (Route 114)

	Posted Speed	Average Speed	True Median (50 th Percentile)	85 th Percentile	10 MPH Pace	% over 45 MPH
Southbound	45	47	47	53	46-55	66

Based on the spot speed study performed, a design speed of 55 miles per hour was selected for Wampanoag Trail (Route 114), which is greater than the posted 45 mile per hour speed limit. According to the latest edition of the American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy on the Geometric Design of Highways and Streets*, the minimum safe stopping sight distance for a 55 mile per hour speed is 495 feet and for a 45 mile per hour speed is 360 feet. The minimum required intersection sight distance for a right turn from stop for a 55 mile per hour speed is 530 feet and for a 45 mile per hour speed is 430 feet.

From the proposed Wampanoag Meadows site egress, the available stopping sight distance and intersection sight distance is greater than 600 feet, assuming minor clearing at the front of the site that will be necessary to construct the proposed layout. The stopping sight distance and intersection sight distance for both the posted speed and the selected design speed meet the requirements set forth by AASHTO. There are minor obstacles such as utility poles, overhanging tree branches and signage that slightly hinder the motorist vision; however, vehicles are still visible through these obstacles.

Future Conditions

To account for background growth within the vicinity of the project, the existing traffic volumes were projected over a five-year horizon from 2023 to 2028. Recent Census data for the City of East Providence and the Town of Barrington was reviewed to determine the appropriate growth rate. Historic data showed an annual decrease in population in East Providence but an increase in Barrington.

Table 4: Background Growth Factors

	East Providence	Barrington
2010	47037	16310
2020		17153
2022	46691	
Difference	-346	843
Percentage	074%	0.517%

To remain conservative, for the purpose of this study, we used the more conservative growth rate of 0.517%.

Future No-Build condition traffic volumes for the morning and afternoon peak hours are provided in Figure 5 and the Saturday peak hour volumes are in Figure 6.



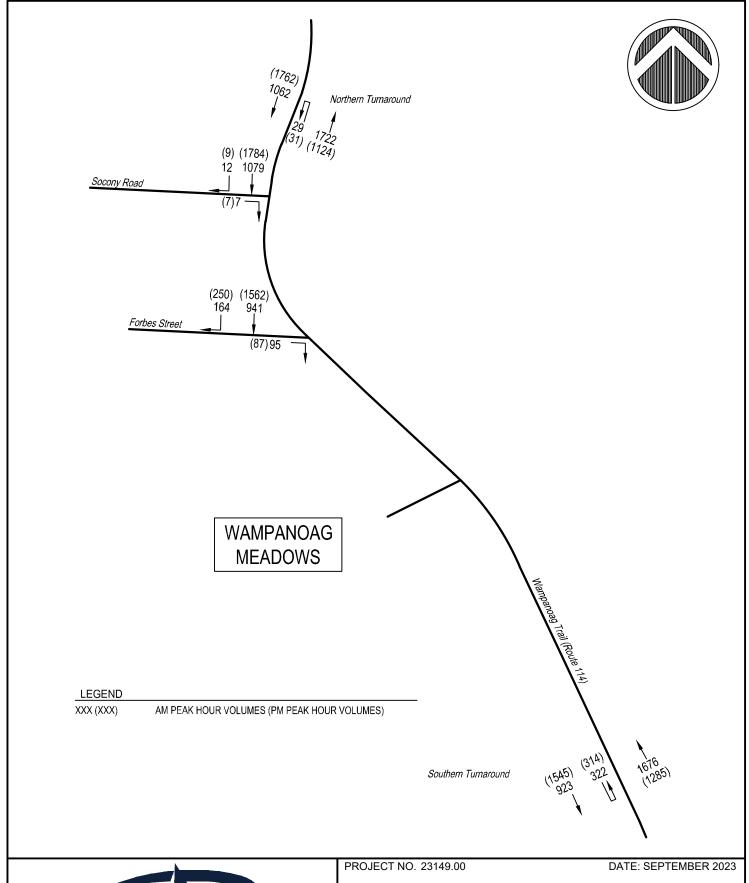




FIGURE 5

2028 FUTURE NO-BUILD VOLUMES - WEEKDAY WAMPANOAG MEADOWS COMMERCIAL DEVELOPMENT EAST PROVIDENCE, RHODE ISLAND

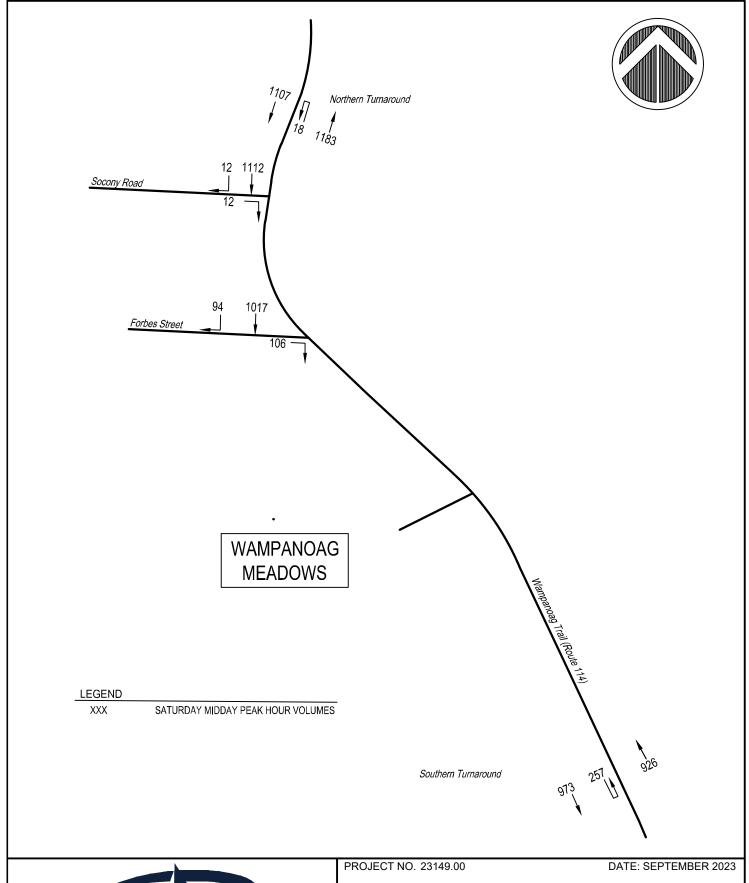




FIGURE 6

2028 FUTURE NO-BUILD VOLUMES-SATURDAY WAMPANOAG MEADOWS COMMERCIAL DEVELOPMENT EAST PROVIDENCE, RHODE ISLAND

Build Conditions

The future 2028 build condition represents the future 2028 no-build condition plus the traffic expected to be generated by the construction of the proposed development.

Trip Generation

The number of new trips expected by the proposed 416-unit Wampanoag Meadows development was estimated using the latest edition of the industry standard Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Trip generation calculations for the proposed development were completed utilizing the appropriate Land Use Codes identified in Table 5 below, for the weekday morning and afternoon peak hours and the Saturday midday peak hour. Values calculated for the peak hour of adjacent street traffic and as well as the peak of the generator were compared, and the more conservative value was chosen.

A summary of the trip generations is provided in Table 5 below, and complete trip generation calculations are provided in Appendix C.

Table 5: Trip Generation Summary

Tuble 3. Trip dent		Weekday	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
	Entering	944	40	126	85
LUC 220 – Multifamily Housing (Mid Rise) (416	Exiting	944	126	73	86
units)	Total	1889	166	199	171
LUC 932-High Turnover	Entering	129	13	13	14
(Sit-Down) Restaurant (2,400 s.f.)	Exiting	128	10	9	13
(2,400 S.I.)	Total	257	23	22	27
	Entering	151	3	19	23
LUC 931 – Fine Dining Restaurant (3,600 s.f.)	Exiting	151	-	9	15
2105111111111 (0,000 5121)	Total	302	3	28	38
	Entering	348	18	42	37
LUC 822 – Strip Retail Plaza (11,053 s.f.)	Exiting	348	13	42	36
1 11211 (11)000 5111)	Total	696	31	84	73
LUC 151 – Mini Warehouse (Self Storage)	Entering	43	3	4	6
	Exiting	43	2	5	4
(59,092 s.f.)	Total	86	5	9	10



Trip Distribution

Trip distribution was completed for the Wampanoag Meadows development by adding the proposed traffic into the existing traffic stream based on the existing travel patterns in the study area. Because of the raised median on Wampanoag Trail (Route 114), the proposed site entrance will allow only right-in and right-out movements. To change directions, residents of Wampanoag Meadows will be required to use one of the existing turnarounds north and south of the site along Wampanoag Trail.

The site-generated trips and distribution are shown in Figure 7 and Figure 8 which are added to the Future Non-Build conditions to obtain the Future Build Conditions. The Future Build Conditions are shown in Figure 9 and Figure 10.



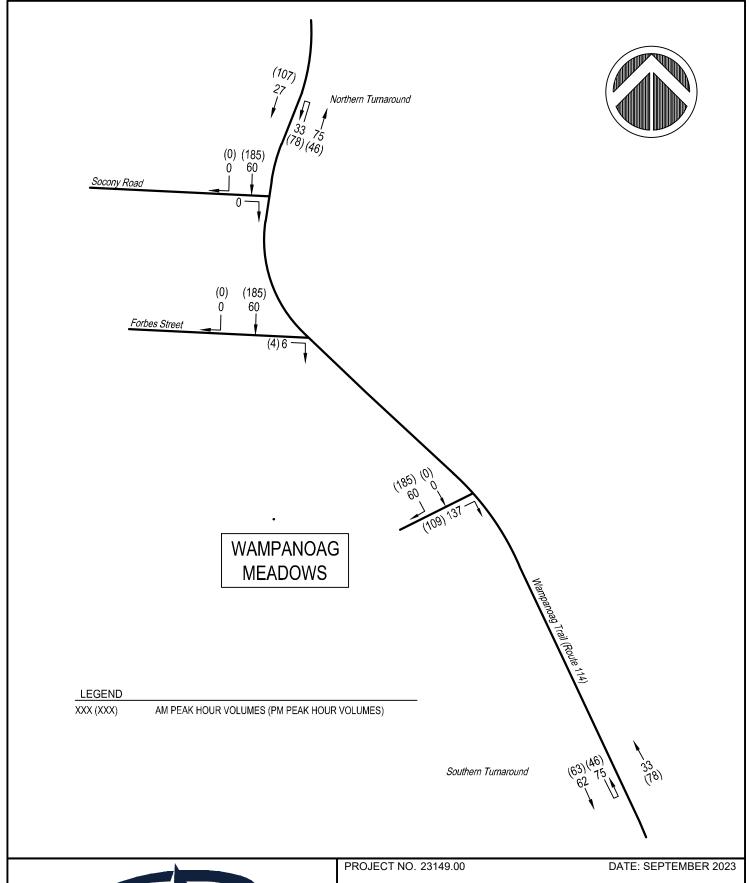




FIGURE 7 SITE GENERATED TRIPS - WEEKDAY WAMPANOAG MEADOWS COMMERCIAL DEVELOPMENT

EAST PROVIDENCE, RHODE ISLAND

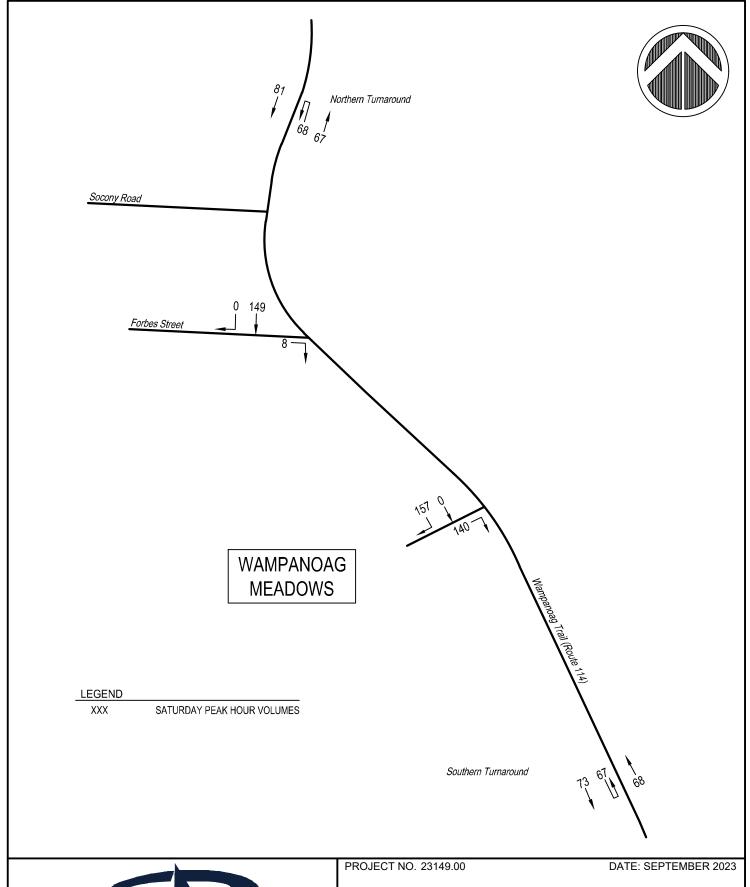




FIGURE 8 SITE GENERATED TRIPS - SATURDAY WAMPANOAG MEADOWS COMMERCIAL DEVELOPMENT

EAST PROVIDENCE, RHODE ISLAND

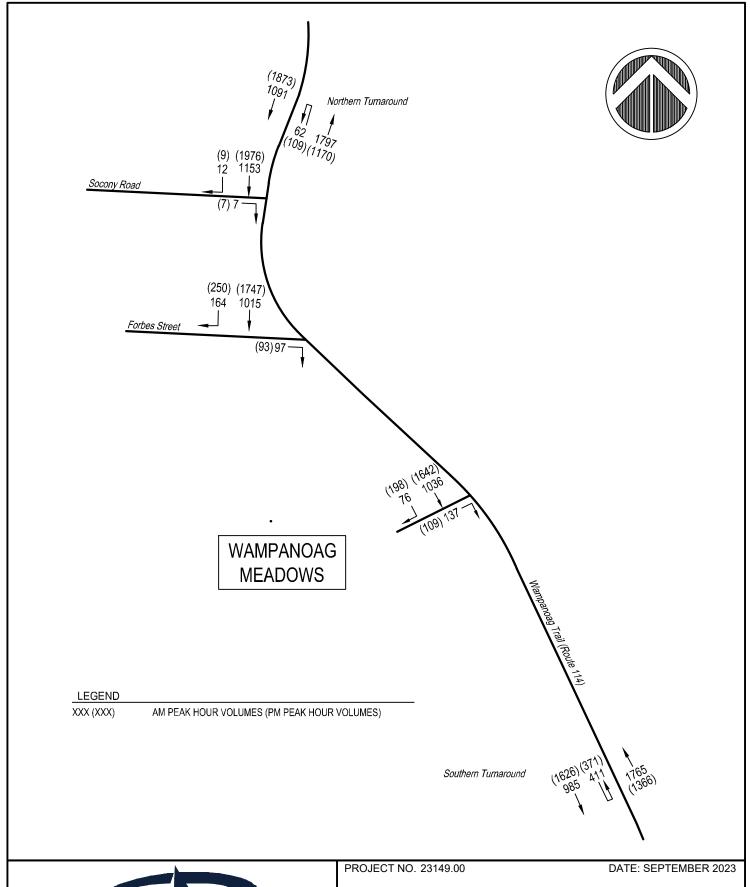




FIGURE 9

2028 FUTURE BUILD VOLUMES - WEEKDAY WAMPANOAG MEADOWS COMMERCIAL DEVELOPMENT EAST PROVIDENCE, RHODE ISLAND

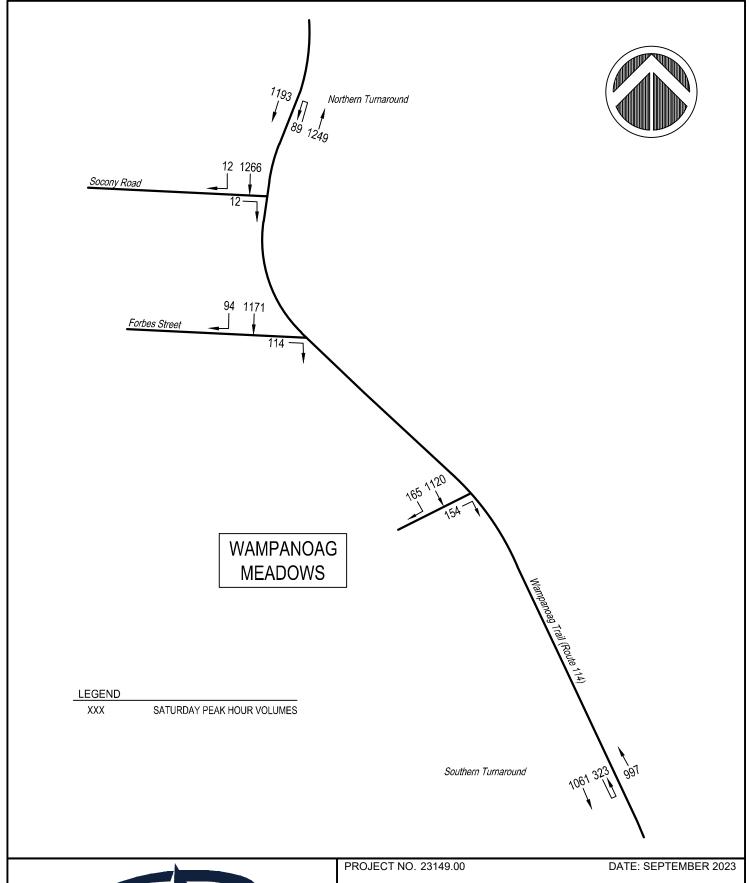




FIGURE 10 2028 FUTURE BUILD VOLUMES - SATURDAY WAMPANOAG MEADOWS COMMERCIAL DEVELOPMENT

EAST PROVIDENCE, RHODE ISLAND

Capacity Analysis – Existing, Future No-Build, and Future Build Conditions

Capacity analysis was completed for the study intersections and turnarounds for existing, future 2028 no-build, and future 2028 build conditions. Capacity analysis characterizes intersections based on their level of service (LOS). LOS is a quality measure describing operational conditions within a traffic stream, generally in terms of service measures such as speed, travel times, traffic interruptions, etc. Six LOS are defined for each type of facility, from A to F, with A representing the best operating conditions and F representing the worst operating conditions.

Wampanoag Trail Intersection Analysis

The LOS criteria for unsignalized intersections are provided in Table 6 below, and a full LOS table with results from all intersections is provided in Table 7.

Table 6: LOS Criteria for Unsignalized Intersections

	Unsignalized Intersection
LOS	Delay Time (sec/veh)
A	0-10
В	> 10-15
С	> 15-25
D	> 25-35
Е	> 35-50
F	> 50

Table 7: LOS Table – Unsignalized Intersections

	Weekday AM Peak			Weekday PM Peak			Saturday PM Peak		
	Existing 2023	Future (2028) No-Build	Future Build 2023	Existing 2023	Future (2028) No- Build	Future (2028) Build	Existing 2023	Future (2028) No- Build	Future (2028) Build
Wampanoag Tra	il (Route 114)	at Forbes Street		•	•				
Southbound	N/C	N/C	N/C	N/C	N/C	N/C	N/C	N/C	N/C
Eastbound	B (14.7)	C (15.1)	C (16.1)	C (20.5)	C (21.4)	D (26.2)	C (15.3)	C (15.7)	C (18.4)
Wampanoag Trail (Route 114) at Proposed Wampanoag Meadows Site Driveway									
Southbound	N/A	N/A	N/A	N/A	N/C	N/C	N/A	N/A	N/C
Eastbound	N/A	N/A	C (17.3)	N/A	N/C	D (31.4)	N/A	N/A	C (22.4)

Legend: LOS (Delay per vehicle in seconds) N/C = No conflict; N/A = Not applicable

Wampanoag Trail (Route 114) and Forbes Street

Comparing the Future No-Build to the Future Build conditions, the only reduction in level of service (LOS) is during the weekday p.m. peak hour which reduces from a LOS C to a LOS D with an increase of delay by 4.8 seconds. LOS D is still considered an acceptable LOS>

Wampanoag Trail (Route 114) and the Proposed Wampanoag Meadows Entrance
The Wampanoag Meadows entrance was analyzed as a threecontrol on the exit drive. During the a.m., p.m. peak and Saturday midday peak hours, the
intersection of Wampanoag Trail (Route 114) with the Wampanoag Meadows exit is expected to
operate at an acceptable level of service, with delays less than 32 seconds per vehicle.



Wampanoag Trail Turnaround Analysis

According to the Highway Capacity Manual (HCM), ramp junctions are characterized by their merge and diverge maneuvers. They often create turbulence in the merging or diverging traffic stream, and LOS for these facilities is based on traffic density, measured in passenger cars per mile per lane. The LOS criteria for freeway merge and diverge segments is provided in Table 8 below, and a full LOS table with results for the merge and diverge movements required to enter and exit the proposed site via the roadway U-turns is provided in Table 9.

Table 8: LOS Criteria for Freeway Merge and Diverge Segments

LOS	Density (pc/mi/ln)	Comments
A	≤ 10	Unrestricted operations
В	> 10-20	Merging and diverging maneuvers noticeable to drivers
C	> 20-28	Influence area speeds begin to decline
D	> 28-35	Influence area turbulence becomes intrusive
Е	> 35	Turbulence felt by virtually all drivers
F	Demand Exceeds Capacity	Ramp and freeway queues form

Table 9: LOS Table - Freeway Merge and Diverge Segments

Table 9: LOS Table - Freeway Merge and Diverge Segments									
	W	eekday AM P	eak	We	ekday PM P	eak	Satu	ırday Mid-Da	ay Peak
	Existing 2023	Future (2028) No-Build	Future (2028) Build	Existing 2023	Future (2028) No-Build	Future (2028) Build	Existing 2023	Future (2028) No-Build	Future (2028) Build
Northern Tu	rnaround (I	Merge)					•		
Mainline Demand	1036	1062	1719	1762	1873	1091	1080	1107	1193
Ramp Demand	28	29	30	31	109	62	17	323	323
Speed	55	55	55	55	55	55	55	55	55
Density	11.6	11.9	19.2	19.7	21.9	12.6	12.3	17.7	18.7
LOS	В	В	В	В	С	В	В	В	В
Southern Tu	rnaround (I	Diverge)							
Mainline Demand	900	923	1507	1545	1626	985	949	973	1061
Ramp Demand	314	322	306	314	371	411	251	257	323
Speed	55	55	55	55	55	55	55	55	55
Density	10.6	11.0	16.9	17.3	18.3	11.8	11.3	11.6	12.7
LOS	В	В	В	В	В	В	В	В	В

The turnarounds along Wampanoag Trail (Route 114) were analyzed using the procedures provided in the HCM for freeway merge and diverge segments. It should be noted that the minimum travel speed allowed for HCM merge and diverge analysis is 55 miles per hour. This speed corresponds to the design speed selected for Wampanoag Trail (Route 114), which is based on the measured 85th percentile speed for the southbound direction. The LOS results for the two turnarounds are provided in Table 9.



Wampanoag Trail (Route 114) and the Northern Turnaround

The northern turnaround on Wampanoag Trail (Route 114), located north of the proposed site, currently operates at LOS B during the AM peak hour, PM peak hour and the Saturday Mid-Day Peak Hour. Under future no-build, the LOS remains unchanged during the peak hours. Comparing the Future No-Build to Build Conditions, the only reduction in LOS is during the weekday afternoon peak hour with a reduction from LOS B to LOS C. The increases in delay is less than two seconds per vehicle.

Wampanoag Trail (Route 114) and the Southern Turnaround

The southern turnaround is located at the southern limit of the study area for the proposed Wampanoag Meadows. As part of this study, only the movement from southbound to northbound was analyzed, as the northbound to southbound movement is not likely to be impacted by the proposed development. Under existing conditions, the southern turnaround operates at LOS B during the a.m., p.m. and Saturday midday peak hour. The increase delay for each of the scenarios is approximately 1 second.

Conclusions & Recommendations

Based on the crash data reviewed, the overall frequency and severity of crashes along the 2.1-mile length of Wampanoag Trail (Route 114) studied for this project is relatively low. Forty-five percent of crashes occurred north of the northern turn around at the Wampanoag Trail/Mink Street intersection. The majority of those crashes were rear enders where drivers were distracted and were not paying attention to the vehicle in front of the,

Many of the crashes involved single vehicles losing control, rear-end collisions or vehicles hitting a deer in the roadway. Also, none of the crashes resulted in a fatality while only 10% resulted in injuries that included a bloody nose, neck/back pain or a headache. It is not expected that the addition of trips from the proposed Wampanoag Meadows development will create additional safety concerns along Wampanoag Trail (Route 114).

Stopping and intersection sight distance for the Wampanoag Meadows site egress is sufficient allowing vehicles to exit the site safely and efficiently. The stopping sight and intersection sight distance for the Wampanoag Meadows site egress is sufficient for both the posted speed and 85th percentile speeds as previously stated. Some tree trimming may be required when vegetation begins to grow to maintain visibility of oncoming vehicles.

It is proposed to continue coordination with RIDOT, to further investigate options for the driveway entrance on Wampanoag Trail. Although there is no history of crashes in this area, as the project proceeds further, Pare will look at options with RIDOT including signalization at the intersection, the incorporation of a deceleration lane and acceleration lane at the entrance and the installation of signage to alert motorists of the development.

The developer will also continue coordination with the City and the bus company to investigate moving the pick-up and drop-off for school children off of Wampanoag Trail and locate a stop within the development.

Level of service and delay impacts are expected to be minimal at the intersections and turnarounds in the vicinity of the proposed Wampanoag Meadows. The addition of site traffic to the roadway network has minimal impact on the LOS, and delay increases are less than ten seconds per vehicle during all peak hours.



Based on our safety and capacity analyses, we are of the opinion that this project as proposed can be built with little or no impact on the roadways.



John Flatley Company Wampanoag Meadows-Commercial Development

APPENDIX A Traffic Counts & Speed Study

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn) City, State: E. Providence, RI Client: Pare/Derek Hug

File Name: 05758A Site Code : 23149 Start Date : 9/13/2023

Page No : 1

		Groups Pri	nted- Cars	& Peds - Trucks	& Buses - Bi	kes by Direc				
	Wampanoag	Trail (Route 1	14)	Wampanoag	Trail (Route)	114)	Soco	ony Road		
	Fr	om North		Fre	om South		Fre	m West		
Start Time	Right	Thru	Peds	Thru	Left	Uturn	Right	Left	Peds	Int. Total
07:00 AM	8	189	0	0	0	1	8	0	0	206
07:15 AM	2	246	0	0	0	9	2	0	0	259
07:30 AM	5	256	0	0	0	5	0	0	1	267
07:45 AM	2	278	0	0	0	9	0	0	0	289
Total	17	969	0	0	0	24	10	0	1	1021
08:00 AM	3	272	0	0	0	5	5	0	0	285
08:15 AM	3	227	0	0	0	1	2	0	0	233
08:30 AM	2	230	0	0	0	4	4	0	0	240
08:45 AM	3	253	0	0	0	6	44	0	0	266
Totai	11	982	0	0	0	16	15	0	0	1024
Grand Total	28	1951	0	0	0	40	25	0	1	2045
Apprch %	1.4	98.6	0	0	0	100	96.2	0	3.8	
Total %	1.4	95.4	0	0	0	2	1.2	00	0	
Cars & Peds	2	1906	0	0	0	40	13	0	1	1962
% Cars & Peds	7.1	97.7	0	0	0	100	52	0	100	95.9
Trucks & Buses	26	45	0	0	0	0	12	0	0	83
% Trucks & Buses	92.9	2.3	0	0	0	0	48	0	0	4.1_
Bikes by Direction	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0

	Wamp	anoag Tra		114)	Wamp	anoag Tra		114)		Socony			
		From	North			From S	South			From	West		
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Utum	App, Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	M to 08:4:	5 AM - Pe	ak I of 1									
Peak Hour for Entire	Intersection	Begins at 0	7:15 AM									,	
07:15 AM	2	246	0	248	0	0	9	9	2	0	0	2	259
07:30 AM	5	256	0	261	0	0	5	5	0	0	1	1	267
07:45 AM	2	278	0	280	0	0	9	9	0	0	0	0	289
08:00 AM	3	272	0	275	0	0	5_	5	5	0	0	5	285
Total Volume	12	1052	0	1064	0	0	28	28	7	0	1	8	1100
% App. Total	1.1	98.9	0		0	0	100		87.5	0	12,5		
PHF	.600	946	.000	.950	.000	.000	.778	.778	.350	.000	.250	.400	.952
Cars & Peds	1	1023	0	1024	0	0	28	28	4	0	1	5	1057
% Cars & Peds	8.3	97.2	0	96.2	0	0	100	100	57.1	0	100	62.5	96.1
Trucks & Buses	11	29	0	40	0	0	0	0	3	0	0	3	43
% Trucks & Buses	91.7	2.8	0	3.8	0	0	0	0	42.9	0	0	37.5	3.9
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug

File Name: 05758A Site Code : 23149

Start Date : 9/13/2023

Page No :1

Groups Printed- Cars & Peds

	Wannanaga	Trail (Route		Wampanoag		114)	Soco	my Road		
		om North	114)		om South	114)		m West		
Start Time	Right	Thru	Peds	Thru	Left	Uturn	Right	Left	Peds	Int. Total
07:00 AM	0	185	0	0	0	1	0	0	0	186
07:15 AM	0	240	0	0	0	9	0	0	0	249
07:30 AM	1	249	0	0	0	5	0	0	1	256
07:45 AM	0	272	0	0	0	9	0	0	0	281
Total	1	946	0	0	0	24	0	0	1	972
						1			4	
08:00 AM	0	262	0	0	0	5	4	0	0	271
08:15 AM	0	221	0	0	0	1	£	0	0	223
08:30 AM	1	228	0	0	0	4	4	0	0	237
08:45 AM	0	249	0	0	0	6	4	0	0	259
Total	1	960	0	0	0	16	13	0	0	990
O1T1	1	1000	اه	0	0	40	13	n	1 1	1962
Grand Total	2	1906	0	0	U			0	7.1	1702
Apprch %	0.1	99.9	0	0	Ü	100	92.9	0		
Total %	0.1	97.1	0	0	Ü	2	0.7	Ü	0.1	

	Wamp	anoag Tra	uil (Route 11	4)	Wamp	anoag Tra	il (Route	114)		Socony	Road		
		From	North			From	South			From	West		
Start Time	Right	Thru	Peds A	App. Total	Thru	Left	Uturn	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	M to 08:4	5 AM - Peak	l of l									
Peak Hour for Entire	Intersection	Begins at (07:15 AM										
07:15 AM	0	240	0	240	0	0	9	9	0	0	0	0	249
07:30 AM	1	249	0	250	0	0	5	5	0	0	1	1]	256
07:45 AM	0	272	0	272	0	0	9	9	0	0	0	0	281
08:00 AM	0	262	0	262	0	0	5	5	4	0	0	4	271
Total Volume	1	1023	0	1024	0	0	28	28	4	0	1	5	1057
% App. Total	0.1	99.9	0		0	00	100		80	0	20		
PHF	.250	,940	.000	.941	.000	.000	.778	.778	.250	.000	.250	,313	.940

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758A Site Code: 23149

Start Date : 9/13/2023

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Groups Printed- Trucks & Buses

					mba i mitea. Ti	HICKS OF EDUSOR	3				
		Wampanoag	Trail (Route	114)	Wampanoag	Trail (Route	114)		ony Road	ļ	
		Fre	om North		Fr	om South		Fre	m West		
	Start Time	Right	Thru	Peds	Thru	Left	Uturn	Right	Left	Peds	Int, Total
,	07:00 AM	8	4	0	0	0	0	8	0	0	20
	07:15 AM	2	6	0	0	0	0	2	0	0	01
	07:30 AM	4	7	0	0	0	0	0	0	0	11
	07:45 AM	2	6	0	0	0	0	0	0	0	8
	Total	16	23	0	0	0	0	10	0	0	49
	08:00 AM	3	10	0	0	0	0	ĺ	0	0	14
	08:15 AM	3	6	0	0	0	0	1	0	0	10
	08:30 AM	1	2	0	0	0	0	0	0	0	3
	08:45 AM	3	4	0	0	0	0	0	00	0	7_
	Total	10	22	0	0	0	0	2	0	0	34
	•										
	Grand Total	26	45	0	0	0	0	12	0	0	83
	Apprch %	36.6	63.4	0	0	0	0	100	0	0	
	Total %	31,3	54.2	0	0	0	0	14.5	0	0	

	Wamp		il (Route North	114)	Wampanoag Trail (Route 114) From South					Socony From			
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Uturn	App. Total	Right	Left	Peds	App. Total	Int, Total
Peak Hour Analysis F	rom 07:00 A	M to 08:4	5 AM - Pe	ak 1 of 1									
Peak Hour for Entire	Intersection	Begins at	07:00 AM					,				1	
07:00 AM	8	4	0	12	0	0	0	0	8	0	0	8	20
07:15 AM	2	6	0	8	0	0	0	0	2	0	0	2	10
07:30 AM	4	7	0	11	0	0	0	0	0	0	0	0	11
07:45 AM	2	6	0	8	0	0	0	0	0	0	0	0	8
Total Volume	16	23	0	39	0	0	0	0	10	0	0	10	49
% App, Total	41	59	0		0	0	0		100	0	0		
PHF	.500	.821	.000	,813	.000	,000	.000	.000	.313	.000	.000	.313	.613

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug

> Appreh % Total %

File Name: 05758A Site Code: 23149 Start Date: 9/13/2023

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			Gro	ups Printed- Bik	es by Direction	Off				
	Wampanoag	Trail (Route	114)	Wampanoag	Trail (Route	114)	Soco	ony Road		
	Fro	m North		Fre	om South		Fre	m West		····
Start Time	Right	Thru	Peds	Thru	Left	Utum	Right	Left	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	. 0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	ام	0	0	ا م	n	0	n l	0
	0	0	0	0	0	0	ກ	0	ŏ	ň
08:15 AM	Ų	U	0	U	Ü	v l	0	0	0	0
08:30 AM	0	0	0	0	0	0	U	0	0	U
08:45 AM	0	0	0	00	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0

	Wamp		nil (Route North	114)	Wamp	anoag Tra From	-	114)		Socony			
Start Time	Right	Thru		App, Total	Thru	Left	Uturn	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire	Intersection 1	Begins at (07:00 AM						ı			1	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	,000	.000	.000	.000	.000	.000	.000	.000	.000

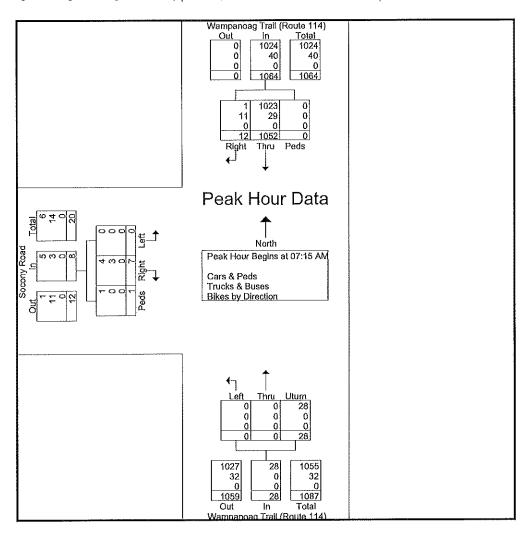
Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758A Site Code: 23149 Start Date: 9/13/2023

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	Wamp	anoag Tra	il (Route	114)	Wamp	anoag Tra	il (Route	114)		Socony	Road		
		From	North			From	South			From	West		
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Uturn	App, Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	M to 08:4	5 AM - Pe	ak l of l									
Peak Hour for Entire								,				t	
07:15 AM	2	246	0	248	0	0	9	9	2	0	0	2	259
07:30 AM	5	256	0	261	0	0	5	5	0	0	1	1	267
07:45 AM	2	278	0	280	0	0	9	9	0	0	0	0	289
08;00 AM	3	272	0	275	0	0	5	5	5	0	0	5	285
Total Volume	12	1052	0	1064	0	0	28	28	7	0	1	8	1100
% App. Total	1.1	98.9	0		0	0	100		87.5	0	12.5		
PHF	.600	.946	.000	.950	.000	.000	.778	.778	,350	.000	.250	.400	.952
Cars & Peds	1	1023	0	1024	0	0	28	28	4	0	1	5	1057
% Cars & Peds	8.3	97.2	0	96.2	0	0	100	100	57.1	0	100	62.5	96.1
Trucks & Buses	11	29	0	40	0	0	0	0	3	0	0	3	43
% Trucks & Buses	91.7	2.8	0	3,8	0	0	. 0	0	42.9	0	0	37.5	3.9
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

Groups Printed- Cars & Peds - Trucks & Buses - Bikes by Direction

N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug

Bikes by Direction

% Bikes by Direction

File Name: 05758B Site Code : 23149

Start Date : 9/13/2023

Int, Total

Page No : 1

Wampanoag Trail (Route 114) Forbes Street Wampanoag Trail (Route 114) From South From West From North Right Peds Peds Left Start Time Right Thru Peds Thru Left 07:00 AM 07:15 AM 07:30 AM 07:45 AM Total

08:00 AM 08:15 AM 08:30 AM 08;45 AM Total **Grand Total** 13.4 86.6 Apprch % 32,6 59.4 2.9 Total % 5.1 Cars & Peds 97.9 98.4 96.7 97.2 % Cars & Peds Trucks & Buses 3.3 2.1 1.6 % Trucks & Buses 2.8

	Wamp	anoag Tra	il (Route	114)	Wam	panoag Tra	il (Route	114)		Forbes			
	_	From 1	North			From	South			From	West		
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int, Total
Peak Hour Analysis F	rom 07:00 A	M to 08:4:	5 AM - Pe	ak 1 of 1									
Peak Hour for Entire	Intersection	Begins at 0	7:15 AM									. 1	
07:15 AM	43	217	0	260	416	0	0	416	14	0	0	14	690
07:30 AM	54	204	0	258	447	0	0	447	27	0	0	27	732
07:45 AM	35	244	0	279	438	0	0	438	35	0	0	35	752
08:00 AM	28	253	0	281	407	0	0	407	17	0	0	17	705
Total Volume	160	918	0	1078	1708	0	0	1708	93	0	0	93	2879
% App. Total	14.8	85.2	0		100	0	0		100	0	0		
PHF	.741	.907	.000	.959	.955	.000	.000	.955	.664	.000	.000	.664	.957
Cars & Peds	155	892	0	1047	1688	0	0	1688	91	0	0	91	2826
% Cars & Peds	96.9	97.2	0	97.1	98.8	0	0	98.8	97.8	0	0	97.8	98.2
Trucks & Buses	5	26	0	31	20	0	0	20	2	0	0	2	53
% Trucks & Buses	3.1	2.8	0	2.9	1.2	0	0	1.2	2.2	0	0	2.2	1,8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758B Site Code: 23149

Start Date : 9/13/2023

Page No: 1

Groups Printed- Cars & Peds

	Wampanoag	Trail (Route	114)	Wampanoag	Trail (Route	14)	Forb	es Street		
l	Fr	om North		Fro	om South		Fro	m West		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	23	166	0	359	0	0	14	0	0	562
07:15 AM	42	211	0	412	0	0	14	0	0	679
07;30 AM	51	198	0	442	0	0	26	0	0	717
07:45 AM	34	238	0	433	0	0	35	0	0	740_
Total	150	813	0	1646	0	0	89	0	0	2698
1			- 1			. 1	1.0		اه	600
08;00 AM	28	245	0	401	0	0	16	0	0	690
08:15 AM	29	194	0	365	0	0	17	0	0	605
08:30 AM	21	214	0	369	0	0	15	0	0	619
08:45 AM	33	220	0	327	0	0	11	0	0	591
Total	111	873	0	1462	0	0	59	0	0	2505
Grand Total	261	1686	οl	3108	0	0	148	0	0	5203
Appreh %	13.4	86.6	ŏ	100	0	0	100	0	0	
Total %	5	32,4	0	59.7	0	0	2.8	0	0	

	Wamı	anoag Tra	il (Route	114)	Wam	panoag Tra	il (Route	114)		Forbes	Street		
	_	From				From S	South			From	West		
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App, Total	Right	Left	Peds	App. Total	Int, Total
Peak Hour Analysis F	rom 07:00 A	M to 08:4	5 AM - Pe	eak 1 of 1									
Peak Hour for Entire	Intersection	Begins at 0	7:15 AM									. 1	
07:15 AM	42	211	0	253	412	0	0	412	14	0	0	14	679
07:30 AM	51	198	0	249	442	0	0	442	26	0	0	26	717
07:45 AM	34	238	0	272	433	0	0	433	35	0	0	35	740
08:00 AM	28	245	0_	273	401	0	0	401	16	0	0	16	690
Total Volume	155	892	0	1047	1688	0	0	1688	91	0	0	91	2826
% App. Total	14.8	85.2	0		100	0	0		100	0	0		*****
PHF	.760	.910	.000	.959	.955	.000	.000	.955	.650	.000	.000	.650	.955_

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758B Site Code: 23149

Start Date : 9/13/2023

Page No: 1

Groups Printed- Trucks & Buses

	Wampanoas	g Trail (Route		Wampanoag	Trail (Route		Forb			
	From North			om South		Fro				
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int, Total
07:00 AM	0	11	0	3	0	0	0	0	0	14
07:15 AM	1	6	0	4	0	0	0	0	0	11
07:30 AM	3	6	0	5	0	0	1	0	0	15
07:45 AM	1	6	0	5	0	0	0	0	0	12
Total	5	29	0	17	0	0	1	0	0	52
						1			. 1	
08:00 AM	0	8	0	6	0	0	1	0	0	15
08:15 AM	2	6	0	9	0	0	1	0	0	18
08:30 AM	1	1	0	12	0	0	1	0	0	15
08:45 AM	0	5	0	5	0	0	1	00	0	11
Total	3	20	0	32	0	0	4	0	0	59
Grand Total	8	49	o l	49	0	0	5	0	0	111
Apprch %	14	86	0	100	0	0	100	0	0	
Total %	7.2	44.1	ő	44.1	0	0	4.5	0	0	

	Wamj	panoag Tra	14)	Wampanoag Trail (Route 114)				Forbes Street					
		From		From South				From West					
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of I													
Peak Hour for Entire	Intersection	Begins at (7:30 AM									1	
07:30 AM	3	6	0	9	5	0	0	5	1	0	0	1	15
07:45 AM	1	6	0	7	5	0	0	5	0	0	0	0	12
08:00 AM	0	8	0	8	6	0	0	6	1	0	0	1	15
08:15 AM	2	6	0	8	9	0	0	9	1	0	0	1	18
Total Volume	6	26	0	32	25	0	0	25	3	0	0	3	60
% App. Total	18.8	81.2	0		100	0	0		100	0	0		
PHF	.500	.813	.000	.889	.694	.000	.000	.694	.750	.000	.000	.750	.833

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758B Site Code: 23149

Start Date : 9/13/2023

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Groups Printed- Bikes by Direction

			OI,	Mobalithed Dir	100 0 7 2 11 0011	· · · · · · · · · · · · · · · · · · ·				
	Wampanoa	g Trail (Route	: 114)	Wampanoag	Trail (Route	114)	Forl			
	F	rom North			om South		Fr			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	00	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Appreh %	0	0	0	0	0	0	0	0	0	
Total %										

	Wamj	panoag Tra From	114)	Wampanoag Trail (Route 114) From South				Forbes Street From West					
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire	Intersection	Begins at ()7:00 AM									,	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0_	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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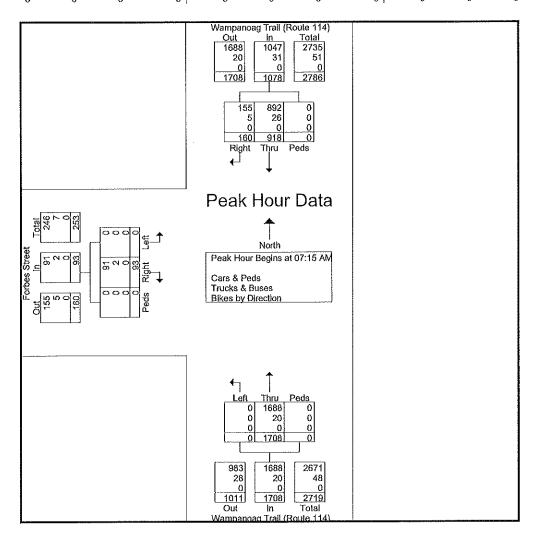
N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug File Name : 05758B Site Code : 23149

Start Date : 9/13/2023

	Wamp	oanoag Tra	il (Route	114)	Wamp	anoag Tra		114)		Forbes			
		From I	Vorth			From	South			From	West		
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	AM to 08:4:	5 AM - Pe	eak 1 of 1									
Peak Hour for Entire I	ntersection	Begins at 0	7:15 AM									ı	
07:15 AM	43	217	0	260	416	0	0	416	14	0	0	14	690
07:30 AM	54	204	0	258	447	0	0	447	27	0	0	27	732
07:45 AM	35	244	0	279	438	0	0	438	35	0	0	35	752
08:00 AM	28	253	0	281	407	0	0	407	17	00	0	17	705
Total Volume	160	918	0	1078	1708	0	0	1708	93	0	0	93	2879
% App. Total	14.8	85.2	0		100	0	0		100	0	0		
PHF	.741	.907	.000	.959	.955	.000	.000	.955	.664	.000	.000	.664	,957
Cars & Peds	155	892	0	1047	1688	0	0	1688	91	0	0	91	2826
% Cars & Peds	96.9	97.2	0	97.1	98.8	0	0	98.8	97.8	0	0	97.8	98.2
Trucks & Buses	5	26	0	31	20	0	0	20	2	0	0	2	53
% Trucks & Buses	3.1	2,8	0	2.9	1.2	0	0	1.2	2,2	0	0	2,2	1.8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug

File Name: 05758C Site Code : 23149

Start Date : 9/13/2023

Page No: 1

Groups Printed- Cars & Peds - Trucks & Buses - Bikes by Direction

	Wampanoag ' Fro	Trail (Route om North	114)	Wampanoag Fro	Frail (Route 1 m South	114)		ommunity Ga Vicinity) om West	rden	
Start Time	Right	Thru	Uturn	Thru	Left	Peds	Right	Left	Peds	Int, Total
07:00 AM	0	0	73	0	0	0	0	0	0	73
07:15 AM	0	0	73	0	0	0	0	0	0	73
07:30 AM	0	0	71	0	0	0	0	0	0	71
07:45 AM	0	0	79	0	0	0	0	0	0	79
Total	0	0	296	0	0	0	0	0	0	296
,						. 1			ا م	71
08:00 AM	0	0	74	0	0	0	0	0	0	74
08:15 AM	0	0	71	0	0	0	0	0	0	71
08:30 AM	0	0	90	0	0	0	0	0	0	90
08:45 AM	0	0	64	0	0	0	0	0	0	64
Total	0	0	299	0	0	0	0	0	0	299
Grand Total	٥	0	595	0	0	0	0	0	0	595
Appreh %	ő	ñ	100	Õ	Ô	0	0	0	0	
Total %	ñ	ñ	100	ŏ	ň	ō	Ō	0	0	
Cars & Peds	<u> </u>	0	587	0	0	0	0	0	0	587
% Cars & Peds	Ŏ	ñ	98.7	Õ	ō	0	0	0	0	98.7
Trucks & Buses	0	0	8	0	0	0	0	0	0	8
% Trucks & Buses	0	0	1,3	0	0	0	0	0	0	1.3
Bikes by Direction	Ô	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0

	Wamp	anoag Tra From		114)	Wamp	anoag Trai From S		114)	Barrin	gton Com (Vici From	inity)	arden	
Start Time	Right	Thru	Uturn	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	from 07:00 A	M to 08:4	5 AM - Pe										
Peak Hour for Entire	Intersection 1	Begins at C	7:45 AM	,									
07:45 AM	0	0	79	79	0	0	0	0	0	0	0	0	79
08:00 AM	0	0	74	74	0	0	0	0	0	0	0	0	74
08:15 AM	0	0	71	71	0	0	0	0	0	0	0	0	71
08:30 AM	0	0	90	90	0	0	0	0	0	0	0.	0	90
Total Volume	0	0	314	314	0	0	0	0	0	0	0	0	314
% App. Total	0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.872	.872	.000	.000	.000	.000	.000	.000	.000	,000,	.872
Cars & Peds	0	0	309	309	0	0	0	0	0	0	0	0	309
% Cars & Peds	0	0	98.4	98.4	0	0	0	0	0	0	0	0	98.4
Trucks & Buses	0	0	5	5	0	0	0	0	0	0	0	0	5
% Trucks & Buses	0	0	1.6	1.6	0	0	0	0	0	0	0	0	1.6
Bikes by Direction	l 0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

Transportation Data Corporation Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn) City, State: E. Providence, RI

Client: Pare/Derek Hug

File Name: 05758C Site Code : 23149

Start Date : 9/13/2023

Page No:1

Groups Printed- Cars & Peds

				3foups Finited- o	cars oc reus					
	Wampanoag Fro	Trail (Route om North	114)	Wampanoag Fro	Trail (Route : om South	114)	•	ommunity Ga Vicinity) om West	rden	
Start Time	Right	Thru	Uturn	Thru	Left	Peds	Right	Left	Peds	Int, Total
07:00 AM	0	0	73	0	0	0	0	0	0	73
07:15 AM	0	0	71	0	0	0	0	0	0	71
07:30 AM	0	0	71	0	0	0	0	0	0	71
07:45 AM	0	0	78	0	0	0	0	0	0	78
Total	0	0	293	0	0	0	0	0	0	293
	_	_	 1			ا م	2		ا م	7.1
08:00 AM	0	0	71	0	0	0	Ü	0	0	71
08:15 AM	0	0	70	0	0	0	0	0	0	70
08:30 AM	0	0	90	0	0	0	0	0	0	90
08:45 AM	0	0	63	0	0	0	0	0	0	63_
Total	0	0	294	0	0	0	0	0	0	294
Grand Total	0	0	587	0	0	0	0	0	0	587
Appreh %	0	0	100	0	0	0	0	0	0	
Total %	ō	Ō	100	0	0	0	0	0	0	

	Wamp		uil (Route North	114)	Wampa	114)	Barrin	gton Com (Vic From	inity)	ırden			
Start Time	Right	Thru	Uturn	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	.M to 08:4	5 AM - Pe	ak l of l									
Peak Hour for Entire	Intersection l	Begins at (07:45 AM				•					4	
07:45 AM	0	0	78	78	0	0	0	0	0	0	0	0	78
08:00 AM	0	0	71	71	0	0	0	0	0	0	0	0	71
08:15 AM	0	0	70	70	0	0	0	0	0	0	0	0	70
08:30 AM	0	0	90	90	0	0	0	0	0	0	0	0	90_
Total Volume	0	0	309	309	0	0	0	0	0	0	0	0	309
% App. Total	0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.858	.858	.000	.000	.000	,000	.000	.000	.000	.000	.858

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn) City, State: E. Providence, RI Client: Pare/Derek Hug

File Name: 05758C Site Code : 23149

Start Date : 9/13/2023

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Groups Printed- Trucks & Buses

			CII.	Jupa i illited ki	uong ee Dugee					
	Wampanoag Fro	Trail (Route 1	114)	Wampanoag Fro	Trail (Route om South	114)		ommunity Gar Vicinity) om West	rden	
Start Time	Right	Thru	Uturn	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	2	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	1
Total	0	0	3	0	0	0	0	0	0	3
08:00 AM	0	0	3	0	0	0	0	0	0	3
08:15 AM	0	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	Ĺ	0	0	0	0	0	0	. 1
Total	0	0	5	0	0	0	0	0	0	5
Grand Total	0	0	8	0	0	0	0	0	0	8
Apprch %	0	0	100	0	0	0	0	0	0	
Total %	0	0	100	0	0	0	0	0	0	

	Wamp	anoag Tra From I	il (Route 11 North	4)	Wampa	114)	Barring	gton Com (Vici From	inity)	urden			
Start Time	Right	Thru	Utum 2	App, Total	Thru	App, Total	Right	Left	Peds	App, Total	Int. Total		
Peak Hour Analysis F	rom 07:00 A	M to 08:4:	5 AM - Peal	c 1 of 1									
Peak Hour for Entire	Intersection I	Begins at 0	7:15 AM					- 1				ا ه	•
07:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	3	3	0	0	0_	0	0	0	0	0	3_
Total Volume	0	0	6	6	0	0	0	0	0	0	0	0	6
% App. Total	0	0	100		0	0	0		0	0_	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	500_

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N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name : 05758C Site Code : 23149

Start Date : 9/13/2023

			Gro	aps Printed- Bik	es by Directi	on				
	Wampanoag Fro	Trail (Route om North	114)		Trail (Route om South	114)		ommunity Ga Vicinity) om West	rden	
Start Time	Right	Thru	Uturn	Thru	Left	Peds	Right	Left	Peds	Int, Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch % Total %	0	0	0	0	0	0	0	0	0	

	Wamp		il (Route 11 North	4)	Wamp	114)	Barring		munity Ga inity) West	rden			
Start Time	Right	Thru	Utum A	pp. Total	Thru	App. Total	Right	Left	Peds	App, Total	Int, Total		
Peak Hour Analysis F	rom 07:00 A	M to 08:4	5 AM - Peak	1 of 1									
Peak Hour for Entire	Intersection I	Begins at ()7:00 AM									1	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000_

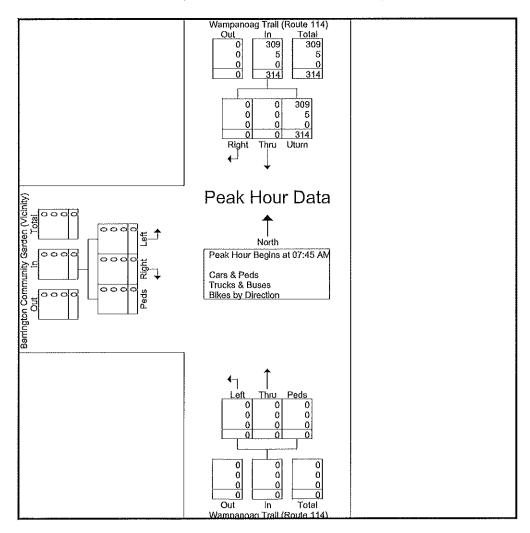
Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758C Site Code: 23149

Start Date : 9/13/2023

	Wamp	anoag Tra From 1		114)	Wamp	oanoag Tra From	•	114)	Barrin	gton Com (Vic From	inity)	arden	
Start Time	Right	Thru	Uturn	App. Total	l Thru Left Peds App. Total					Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	M to 08:4:	5 AM - Pe	eak 1 of 1									
Peak Hour for Entire !	Intersection 1	Begins at 0	7:45 AM					i					
07:45 AM	0	0	79	79	0	0	0	0	0	0	0	0	79
08:00 AM	0	0	74	74	0	0	0	0	0	0	0	0	74
08:15 AM	0	0	71	71	0	0	0	0	0	0	0	0	71
08:30 AM	0	0	90	90	0	0	0	0	0	0	0	0	90_
Total Volume	0	0	314	314	0	0	0	0	0	0	0	0	314
% App. Total	0	0	100		0	0	0		0	0	0		
PHF	.000	000,	.872	.872	,000	.000	.000	.000	.000	.000	,000	.000	.872
Cars & Peds	0	0	309	309	0	0	0	0	0	0	0	0	309
% Cars & Peds	0	0	98.4	98.4	0	0	0	0	0	0	0	0	98.4
Trucks & Buses	0	0	5	5	0	0	0	0	0	0	0	0	5
% Trucks & Buses	0	0	1.6	1.6	0	0	0	0	0	0	0	0	1.6
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



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N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758AA Site Code: 23149

Start Date : 9/13/2023

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Groups Printed- Bikes by Direction

	Wampanoag	Trail (Route 1	114)	Wampanoag '		114)		ny Road		
	Fro	om North		Fro	m South		Fro	m West		
Start Time	Right	Thru	Peds	Thru	Left	Uturn	Right	Left	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0.	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	n	ا ه	0	0	0	0	0	o l	0
Appreh %	0	n	ŏ	Õ	ñ	0	0	ŏ	ŏl	•
Total %	Ū	· ·	١	Ü	v		v	Ü	Ĭ	

	Wamp	anoag Tra	il (Route	114)	Wam	panoag Tra	il (Route	114)		Socony	Road		
		From	North			From	South			From	West		
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Uturn	App. Total	Right	Left	Peds	App. Total	Int, Total
Peak Hour Analysis F	rom 04:00 P	M to 05:45	5 PM - Pea	ak 1 of 1									
Peak Hour for Entire	Intersection I	Begins at 0	4:00 PM					-				1	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	. 0	0_
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		00	0	0		0	0	0_		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758AA Site Code: 23149

Start Date : 9/13/2023

Page No : 1

Groups Printed- Trucks & Buses

		Wampanoag Trail (Route 114) From North			Trail (Route	114)		ny Road		
	Fre	om North		Fro	n South		Fro	m West		
 Start Time	Right	Thru	Peds	Thru	Left	Utum	Right	Left	Peds	Int, Total
04:00 PM	0	4	0	0	0	0	1	0	0	5
04:15 PM	2	2	0	0	0	0	0	0	0	4
04:30 PM	0	2	0	0	0	0	0	0	0	2
04:45 PM	1	2	0	0	0	0	0	0	0	3_
Total	3	10	0	0	0	0	1	0	0	14
05:00 PM	3	1	0	0	0	0	0	0	0	4
05:15 PM	1	2	0	0	0	0	0	0	0	3
05:30 PM	3	2	0	0	0	0	0	0	0	5
05:45 PM	2	2	0	0	0	0	0	0	0	4_
Total	9	7	0	0	0	0	0	0	0	16
Grand Total	12	17	0	Λ	Λ	n l	1	n	n I	30
	41.4	58.6	n	U O	ņ	ň	100	Ô	ň	50
Appreh %			0	0	0	0	3,3	n O	ň	
Total %	40	56.7	υj	U	U	υį	2,2	U	U	

	Wamp	anoag Tra	il (Route	114)	Wam	panoag Tra	il (Route	114)		Secony	Road		
	•	From				From	South			From	West	·····	
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Uturn	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 04:00 P	M to 05:45	PM - Pe	ak l of l									
Peak Hour for Entire	Intersection I	Begins at C	5:00 PM						1			Ī	
05:00 PM	3	1	0	4	0	0	0	0	0	0	0	0	4
05:15 PM	1	2	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	3	2	0	5	0	0	0	0	0	0	0	0	5
05:45 PM	2	2	0	. 4	0	0	0	0	0	0	0	0	4_
Total Volume	9	7	0	16	0	0	0	0	0	0	0	0	16
% App. Total	56.2	43.8	0		0	0	0		0	0	0		
PHF	.750	.875	.000	.800	.000	.000	,000	.000	.000	.000	.000	.000	.800

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn) City, State: E. Providence, RI

Client: Pare/Derek Hug

File Name: 05758AA Site Code : 23149

Start Date : 9/13/2023

Page No: 1

Groups Printed- Cars & Peds

			<u> </u>	TORDS Y THROAT	Juito CO L COO	MILLION TO THE PARTY OF THE PAR		***		
	Wampanoag	Trail (Route	114)	Wampanoag	Trail (Route	114)	Soce	ny Road		
		rom North		Fre	m South		Fre	m West		
Start Time	Right	Thru	Peds	Thru	Left	Uturn	Right	Left	Peds	Int. Total
04:00 PM	1	352	0	0	0	1	8	0	1	363
04:15 PM	0	372	0	0	0	4	3	0	0	379
04:30 PM	0	436	0	0	0	7	2	0	0	445
04:45 PM	0	428	0	0	0	11	3	0	0	442
Total	1	1588	0	0	0	23	16	0	1	1629
									1	
05:00 PM	1	466	0	0	0	11	3	0	0	48 i
05:15 PM	0	397	0	0	0	5	1	0	0	403
05:30 PM	0	442	0	0	0	3	0	0	0	445
05:45 PM	0	422	0	0	0	8	1	0	0	431
Total	1	1727	0	0	0	27	5	0	0	1760
Grand Total	2	3315	0	0	0	50	21	0	1	3389
Apprch %	0.1	99.9	o l	0	0	100	95.5	0	4.5	
Total %	0.1	97.8	o l	0	0	1.5	0.6	0	0	

	Wamj	oanoag Tra From	uil (Route North	114)	Wampanoag Trail (Route 114) From South					Socony From	y Road West		
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Uturn	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 04:00 I	PM to 05:4	5 PM - Pe	ak l of l									
Peak Hour for Entire !	Intersection	Begins at	04:30 PM	1								1	
04:30 PM	0	436	0	436	0	0	7	7	2	0	0	2	445
04:45 PM	0	428	0	428	0	0	11	11	3	0	0	3	442
05:00 PM	1	466	0	467	0	0	11	11	3	0	0	3	481
05:15 PM	0	397	0	397	0	0	5	5	1	0	0	1	403
Total Volume	1	1727	0	1728	0	0	34	34	9	0	0	9	1771
% App, Total	0.1	99,9	0		0	0	100		100	0	0		
PHF	.250	.927	.000	,925	.000	.000	.773	.773	.750	.000	.000	.750	.920

Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug

% Bikes by Direction

File Name: 05758AA Site Code: 23149

Start Date : 9/13/2023

Page No : 1

Groups Printed- Cars & Peds - Trucks & Buses - Bikes by Direction Socony Road Wampanoag Trail (Route 114) Wampanoag Trail (Route 114) From South From West From North Int. Total Peds Right Peds Thru Left Uturn Right Left Start Time Thru 04:00 PM 04:15 PM 04:30 PM 04:45 PM Total 05:00 PM 05:15 PM 05:30 PM 05:45 PM Total Grand Total 95.7 4.3 99.6 Appreh % 0.4 0.6 97.5 1.5 Total % 0.4 Cars & Peds 95.5 99.1 14.3 99.5 % Cars & Peds Trucks & Buses 4.5 0.9 % Trucks & Buses 85.7 0.5 Bikes by Direction

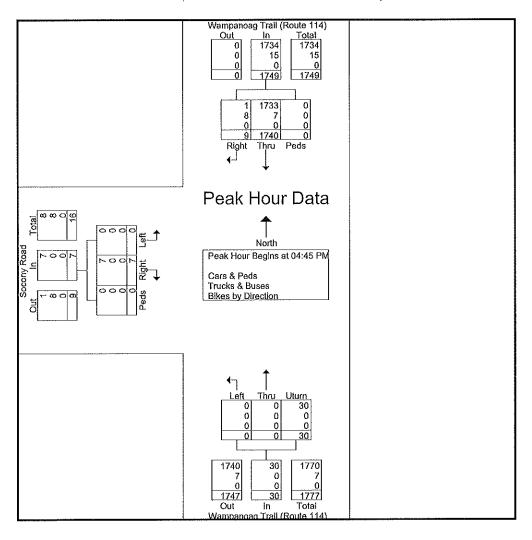
	Wamj	oanoag Tra	il (Route	114)	Wam	panoag Tra		114)		Socony			
		Frem	North			From	South			From			
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Uturn	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F				ak 1 of 1									
Peak Hour for Entire]	Intersection	Begins at 0	04:45 PM						ı			. 1	
04:45 PM	1	430	0	431	0	0	11	11	3	0	0	3	445
05:00 PM	4	467	0	471	0	0	11	11	3	0	0	3	485
05:15 PM	i	399	0	400	0	0	5	5	ſ	0	0	1	406
05:30 PM	3	444	0	447	0	00	3	3	0	0	0	0	450_
Total Volume	9	1740	0	1749	0	0	30	30	7	0	0	7	1786
% App. Total	0.5	99.5	0		0	0	100		100	0	0		
PHF	.563	.931	.000	.928	.000	.000	.682	.682	.583	.000	.000	.583	.921
Cars & Peds	1	1733	0	1734	0	0	30	30	7	0	0	7	1771
% Cars & Peds	11.1	99.6	0	1,99	0	0	100	100	100	0	0	100	99.2
Trucks & Buses	8	7	0	15	0	0	0	0	0	0	0	0	15
% Trucks & Buses	88.9	0.4	0	0.9	0	0	0	0	0	0	0	0	0.8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758AA Site Code: 23149 Start Date: 9/13/2023

	Wamp	anoag Trai	l (Route 1	14)	Wamp	anoag Trai		114)		Socony			
		From 1	Vorth			From S	South			From V	West		
Start Time	Right	Thru	Peds	App, Total	Thru	Left	Uturn	App, Total	Right	Left	Peds	App, Total	Int, Total
Peak Hour Analysis F	rom 04:00 P	M to 05:45	PM - Peak	1 of 1									
Peak Hour for Entire !	Intersection l	Begins at 0	4:45 PM									ı	
04:45 PM	1	430	0	431	0	0	11	11	3	0	0	3	445
05:00 PM	4	467	0	471	0	0	11	11	3	0	0	3	485
05:15 PM	1	399	0	400	0	0	5	5	1	0	0	1	406
05:30 PM	3	444	0	447	0	0	3	3	0	0	0	0	450
Total Volume	9	1740	0	1749	0	0	30	30	7	0	0	7	1786
% App. Total	0.5	99.5	0		0	0	100		100	0	0		
PHF	.563	.931	.000	.928	.000	.000	.682	.682	583،	.000	.000	.583	.921
Cars & Peds	1	1733	0	1734	0	0	30	30	7	0	0	7	1771
% Cars & Peds	11.1	99.6	0	99.1	0	0	100	100	100	0	0	100	99.2
Trucks & Buses	8	7	0	15	0	0	0	0	0	0	0	0	15
% Trucks & Buses	88.9	0.4	0	0.9	0	0	0	0	0	0	0	0	0.8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



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N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758BB

Site Code : 23149 Start Date : 9/13/2023

Page No : 1

Groups Printed- Cars & Peds - Trucks & Buses - Bikes by Direction

	Wampand	Wampanoag Trail (Route 114) From North			Trail (Route	114)		bes Street		
		From North		Fre	om South		Fr	om West		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	42	328	0	249	0	0	14	0	0	633
04:15 PM	47	338	0	294	0	0	11	0	0	690
04:30 PM	51	391	0	299	0	0	17	0	0	758
04;45 PM	58	388	0	256	0	0	25	0	0	727
Total	198	1445	0	1098	0	0	67	0	0	2808
05:00 PM	70	400	o	294	0	0	24	0	0	788
05:15 PM	65	345	0	278	0	0	19	0	0	707
05:30 PM	43	407	0	255	0	0	16	0	0	721
05:45 PM	40	392	0	196	0	0	[4	0	0	642
Total	218	1544	0	1023	0	0	73	0	0	2858
Grand Total	416	2989	0	2121	0	0	140	0	0	5666
Appreli %	12.2	87.8	0	100	0	0	100	0	0	
Total %	7.3	52.8	0	37,4	0	0	2.5	0	0	
Cars & Peds	416	2970	0	2105	0	0	140	0	0	5631
% Cars & Peds	100	99.4	0	99.2	0	0	001	0	0	99.4
Trucks & Buses	0	19	0	16	0	0	0	0	0	35
% Trucks & Buses	0	0.6	0	0.8	0	0	0	0	0	0.6
Bikes by Direction	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0 [0

	Wamp	oanoag Tra		114)	Wamp	anoag Tra From		114)		Forbes From		and the same of th	
		From	North				Soun						. 1
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int, Total
Peak Hour Analysis F	rom 04:00 F	M to 05:45	PM - Pe	ak 1 of 1									
Peak Hour for Entire	Intersection	Begins at 0	4:30 PM										
04:30 PM	51	391	0	442	299	0	0	299	17	0	0	17	758
04:45 PM	58	388	0	446	256	0	0	256	25	0	0	25	727
05:00 PM	70	400	0	470	294	0	0	294	24	0	0	24	788
05:15 PM	65	345	0	410	278	0	0	278	19	0	0	19	707
Total Volume	244	1524	0	1768	1127	0	0	1127	85	0	0	85	2980
% App. Total	13.8	86.2	0		100	0	0		100	0	0		
PHF	.871	,953	.000	.940	.942	.000	.000	.942	.850	.000	.000	.850	,945
Cars & Peds	244	1515	0	1759	1120	0	0	1120	85	0	0	85	2964
% Cars & Peds	100	99.4	0	99.5	99.4	0	0	99.4	100	0	0	100	99.5
Trucks & Buses	0	9	0	9	7	0	0	7	0	0	0	0	16
% Trucks & Buses	0	0.6	0	0.5	0.6	0	0	0.6	0	0	0	0 [0.5
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0 [0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

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N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758BB

Site Code : 23149

Start Date : 9/13/2023

Page No: 1

Groups Printed- Cars & Peds

	Wampanoag	Wampanoag Trail (Route 114)			Trail (Route	114)		es Street		
	Fı	om North		Fre	m South		Fre	m West		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	42	324	0	246	0	0	14	0	0]	626
04:15 PM	47	336	0	291	0	0	11	0	0	685
04:30 PM	51	389	0	299	0	0	17	0	0	756
04;45 PM	58	385	0	254	0	0	25	0	0	722
Total	198	1434	0	1090	0	0	67	0	0	2789
05:00 PM	70	397	0	290	0	0	24	0	0	781
05:15 PM	65	344	0	277	0	0	19	0	0	705
05:30 PM	43	405	0	252	0	0	16	0	0	716
05:45 PM	40	390	0	196	0	0	14	0	0	640
Total	218	1536	0	1015	0	0	73	0	0	2842
Grand Total	416	2970	0	2105	0	0	140	0	0	5631
Apprch %	12.3	87.7	o	100	0	0	100	0	0	
Total %	7.4	52.7	0	37.4	0	0	2.5	0	0	

	Wamp	anoag Tra		114)	Wam	panoag Tra		114)		Forbes From			
		From	IVOΠN			From	Soum						
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App, Total	Int, Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire	Intersection	Begins at (14:30 PM									1	
04:30 PM	51	389	0	440	299	0	0	299	17	0	0	17	756
04:45 PM	58	385	0	443	254	0	0	254	25	0	0	25	722
05:00 PM	70	397	0	467	290	0	0	290	24	0	0	24	781
05:15 PM	65	344	0	409	277	0	0.	277	19	0	0	19	705
Total Volume	244	1515	0	1759	1120	0	0	1120	85	0	0	85	2964
% App. Total	13.9	86.1	0		100	0	0		100	0	0		
PHF	.871	,954	.000	.942	,936	.000	.000	.936	.850	.000	.000	.850	,949

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N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758BB

Site Code : 23149

Start Date: 9/13/2023

Page No: 1

Groups Printed- Trucks & Buses

		Wampanoag Trail (Route 114) From North			Trail (Route 1	14)		es Street		
	Fre	om North		Fro	m South		Fre	m West		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	0	4	0	3	0	0	0	0	0	7
04:15 PM	0	2	0	3	0	0	0	0	0	5
04:30 PM	0	2	0	0	0	0	0	0	0	2
04:45 PM	0	3	0	2	0	0	0	0	0	5_
Total	0	11	0	8	0	0	0	0	0	19
						,				
05:00 PM	0	3	0	4	0	0	0	0	0	7
05:15 PM	0	1	0	i	0	0	0	0	0	2
05:30 PM	0	2	0	3	0	0	0	0	0	5
05:45 PM	0	2	0	0	00	0	0	0	0	2_
Total	0	8	0	8	0	0	0	0	0	16
Grand Total	0	19	اه	16	0	οl	0	0	0	35
Apprch %	Õ	100	ő	100	Õ	ő	0	0	0	
Total %	ő	54.3	ő	45.7	Õ	0	0	0	0	

	Wamp	anoag Tra	il (Route	114)	Wamp	oanoag Tra		114)		Forbes			
		From	North			From	South			From	West		
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire	Intersection l	Begins at (04:00 PM									1	
04:00 PM	0	4	0	4	3	0	0	3	0	0	0	0	7
04:15 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	3	0	3	2	00	0	2	00	0	0	0	5
Total Volume	0	11	0	11	8	0	0	8	0	0	0	0	19
% App, Total	0	100	0		100	0	0		0	0	0		·····
PHF	.000	,688	.000	.688	.667	.000	.000	.667	.000	.000	.000	.000	.679_

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N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758BB

Site Code : 23149

Start Date : 9/13/2023

Page No: 1

Groups Printed- Bikes by Direction

			CHOU	ha i miten- big	CS UY DITCCIN	J11				
	Wampanoag '	Trail (Route l	14)	Wampanoag '	Trail (Route	114)		es Street		
		om North		Fro	m South		Fro	m West		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Appreh %	0	0	0	0	0	0	0	0	0	
Total %			1			[

	Wamp	anoag Tra From l	•	114)	Wampanoag Trail (Route 114) Forbes Street From South From West								
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App, Total	Int, Total
Peak Hour Analysis F	rom 04:00 F	M to 05:45	FPM - Pea	ak 1 of 1									
Peak Hour for Entire]	Intersection	Begins at 0	4:00 PM	•								1	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	00
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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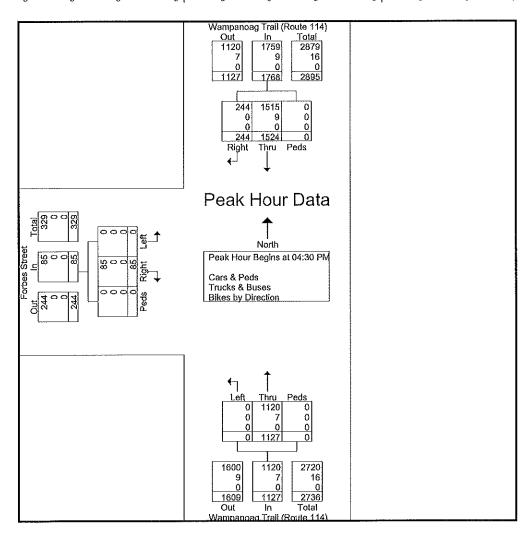
N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758BB Site Code: 23149

Start Date : 9/13/2023

	Wann	anoag Tra	il (Route	114)	Wan	panoag Tra	il (Route	114)	Forbes Street				
	wanip		m (Route North	117)	17 411	From		,		From '			
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left		App, Total	Int. Total
					111111	Len	r cus	Zpp. rotai	Nigitt	Leit	1 cus	App, Total	III. IOIAI
Peak Hour Analysis F				ak l of l									
Peak Hour for Entire	Intersection .	Begins at (34:30 PM	,					1			1	
04:30 PM	51	391	0	442	299	0	0	299	17	0	0	17	758
04:45 PM	58	388	0	446	256	0	0	256	25	0	0	25	727
05:00 PM	70	400	0	470	294	0	0	294	24	0	0	24	788
05:15 PM	65	345	0	410	278	0	0	278	19	0	0	19	707_
Total Volume	244	1524	0	1768	1127	0	0	1127	85	0	0	85	2980
% App. Total	13.8	86.2	0		100	0	0		100	0	0		
PHF	.871	.953	.000	,940	.942	.000	.000	.942	.850	.000	.000	.850	.945
Cars & Peds	244	1515	0	1759	1120	0	0	1120	85	0	0	85	2964
% Cars & Peds	100	99.4	0	99.5	99.4	0	0	99.4	100	0	0	100	99.5
Trucks & Buses	0	9	0	9	7	0	0	7	0	0	0	0	16
% Trucks & Buses	0	0.6	0	0.5	0.6	0	0	0.6	0	0	0	0	0.5
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758CC Site Code: 23149

Start Date : 9/13/2023

	Wampanoag ' Fro	Groups Pr Trail (Route om North		Wampanoag	Trail (Route lom South	i	Barrington Co (\sqrt{Free} Free	/icinity) m West		
Start Time	Right	Thru	Uturn	Thru	Left	Peds	Right	Left	Peds	Int, Total
04:00 PM	0	0	58	0	0	0	0	0	0	58
04:15 PM	0	0	65	0	0	0	0	0	0	65
04:30 PM	0	0	85	0	0	0	0	0	0	85
04:45 PM	0	0	69	0	0	0	0	00	0	69
Total	0	0	277	0	0	0	0	0	0	277
05:00 PM	0	0	87	0	0	0	0	0	0	87
05:15 PM	0	0	58	0	0	0	0	0	0	58
05:30 PM	0	0	58	0	0	0	0	0	0	58
05:45 PM	0	0	43	0	0	0	0	0	0	43
Total	0	0	246	0	0	0	0	0	0	246
Grand Total	0	0	523	0	0	0	0	0	0	523
Appreh %	0	0	100	0	0	0	0	0	0	
Total %	0	0	100	0	0	0	0	0	0	
Cars & Peds	0	0	521	0	0	0	0	0	0	52
% Cars & Peds	0	0	99.6	0	0	0	0	0	0	99.0
Trucks & Buses	0	0	2	0	0	0	0	0	0	:
% Trucks & Buses	0	0	0.4	0	0	0	0	0	0	0.4
Bikes by Direction	0	0	0	0	0	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0	0	0	0	0	(

	Wamp		iil (Route North	114)	Wamp	oanoag Tra From S			Barring	gton Com (Vic From	inity)		
Start Time	Right	Thru	Utum	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 04:00 P	M to 05:4	5 PM - Pe	ak I of I									
Peak Hour for Entire	Intersection I	Begins at ()4:15 PM										
04:15 PM	0	0	65	65	0	0	0	0	0	0	0	0	65
04:30 PM	0	0	85	85	0	0	0	0	0	0	0	0	85
04:45 PM	0	0	69	69	0	0	0	0	0	0	0	0	69
05:00 PM	0	0	87	87	0	0	0	0	0	0	0	0	87_
Total Volume	0	0	306	306	0	0	0	0	0	0	0	0	306
% App. Total	0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.879	.879	.000	.000	.000	.000	.000	.000	.000	,000	.879
Cars & Peds	0	0	304	304	0	0	0	0	0	0	0	0	304
% Cars & Peds	0	0	99.3	99.3	0	0	0	0	0	0	0	0	99.3
Trucks & Buses	0	0	2	2	0	0	0	0	0	0	0	0	2
% Trucks & Buses	0	0	0.7	0.7	0	0	0	0	0	0	0	0	0.7
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

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N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

Total

Grand Total

Apprch %

Total %

ō

City, State: E. Providence, RI Client: Pare/Derek Hug

File Name: 05758CC Site Code: 23149

Start Date : 9/13/2023

Page No : 1

Groups Printed- Cars & Peds Barrington Community Garden Wampanoag Trail (Route 114) Wampanoag Trail (Route 114) (Vicinity) From North From South From West Int, Total Peds Left Peds Right Left Start Time Right Thru Uturn Thru 04:00 PM 04:15 PM 04:30 PM 04:45 PM Total 05:00 PM 05:15 PM 05:30 PM 05:45 PM

	Wamp	anoag Tra From	il (Route 11 North	4)	Wampanoag Trail (Route 114) From South Thru Left Peds App Total				Barring	gton Comm (Vici From V		en	
Start Time	Right	Thru	Uturn /	App, Total	Thru	Left	Peds	App. Total	Right	Left	Peds A	pp. Total	Int. Total
Peak Hour Analysis F	rom 04:00 P	M to 05:45	5 PM - Peak	1 of 1									
Peak Hour for Entire]	Intersection I	Begins at (14:15 PM					1				- 1	
04:15 PM	0	0	64	64	0	0	0	0	0	0	0	0	64
04:30 PM	0	0	85	85	0	0	0	0	0	0	0	0	85
04:45 PM	0	0	69	69	0	0	0	0	0	0	0	0	69
05:00 PM	0	0	86	86	0	0	0	0	0	0	0	0	86
Total Volume	0	0	304	304	0	0	0	0	0	0	0	0	304
% App. Total	0	0	100		0	0	0_		0	0	0		
PHF	.000	.000	.884	.884	.000	.000	.000	.000	.000	.000	.000	.000	.884

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758CC Site Code: 23149

Start Date : 9/13/2023

			Gro	oups Printed- Tr	ucks & Buses					
	Wampanoag Fro	Trail (Route om North	114)	Wampanoag Fro	Trail (Route 1 om South	14)	•	ommunity Gar Vicinity) om West	rden	
Start Time	Right	Thru	Uturn	Thru	Left	Peds	Right	Left	Peds	Int, Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	00	0	0	0	0	0	0_
Total	0	0	1	0	0	0 [0	0	0	1
05:00 PM	0	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	1
Grand Total	0	0	2	0	0	0	0	0	0	2
Appreh %	0	0	100	0	0	0	0	0	0	
Total %	0	0	100	0	0	0	0	0	0	

	Wam	panoag Tra From	il (Route 1 North	14)	Wampanoag Trail (Route 114) From South Barrington Community Garden (Vicinity) From West					arden			
Start Time	Right	Thru	Uturn	App. Total	Thru	Left	Peds	App, Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 04:00)	PM to 05:4:	5 PM - Peak	: 1 of 1									
Peak Hour for Entire	Intersection	Begins at ()4:15 PM	,								. 1	
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	1	0	00	0	0	0	0	0	0	1
Total Volume	0	0	2	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	0	00		0	0	0		
PHF	,000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758CC Site Code: 23149

Start Date : 9/13/2023

			Gro	ups Printed- Bik	es by Directio	n				
	Wampanoag Fro	Trail (Route :	114)	Wampanoag Fro	Trail (Route 1 om South	14)		ommunity Ga Vicinity) om West	rden	
Start Time	Right	Thru	Uturn	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0
Grand Total Apprch %	0	0 0	0	0 0	0	0	0 0	0	0 0	0
Total %						l			l	

	Wamp		il (Route North	114)	Wamp	anoag Tra From S		114)	Barring	gton Com (Vici From	inity)	arden	
Start Time	Right	Thru	Uturn	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	rom 04:00 P	M to 05:4	5 PM - Pea	k l of l									
Peak Hour for Entire	Intersection I	Begins at (34:00 PM					1				1	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	00		0	00	0		00	0	0		
PHF	.000	.000	.000	,000	.000	.000	.000	.000	.000	.000	.000] 000,	.000

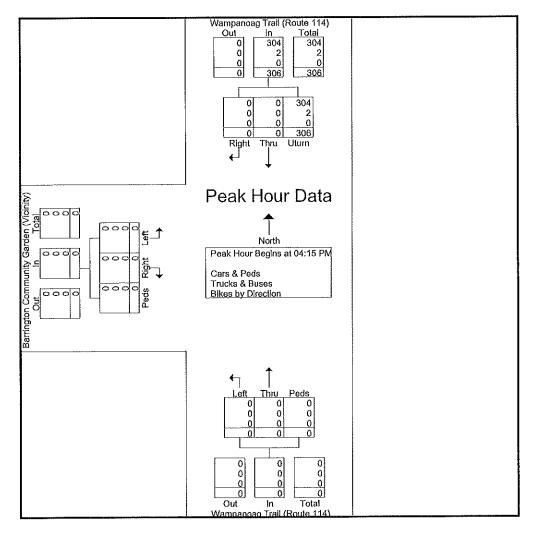
Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758CC Site Code: 23149

Start Date : 9/13/2023

	Wamp	anoag Tra From I		114)	Wampanoag Trail (Route 114) From South Thru Left Peds App. Total Right Left Peds App. Total								
Start Time	Right	Thru	Uturn	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App, Total	Int. Total
Peak Hour Analysis F	rom 04:00 P	M to 05:45	5 PM - Pe	ak 1 of 1									
Peak Hour for Entire I	Intersection 1	Begins at 0	4:15 PM					ŧ				. 1	
04:15 PM	0	0	65	65	0	0	0	0	0	0	0	0	65
04:30 PM	0	0	85	85	0	0	0	0	0	0	0	0	85
04:45 PM	0	0	69	69	0	0	0	0	0	0	0	0	69
05:00 PM	0	0	87	87	0	0	0	0	0	0	0_	0	87_
Total Volume	0	0	306	306	0	0	0	0	0	0	0	0	306
% App. Total	0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.879	.879	,000	.000	.000	.000	.000	.000	.000	.000	.879
Cars & Peds	0	0	304	304	0	0	0	0	0	0	0	0	304
% Cars & Peds	0	0	99.3	99.3	0	0	0	0	0	0	0	0	99.3
Trucks & Buses	0	0	2	2	0	0	0	0	0	0	0	0	2
% Trucks & Buses	0	0	0.7	0.7	0	0	0	0	0	0	0	0	0.7
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



Transportation Data Corporation Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114)

W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758AAA

Site Code : 23149 Start Date : 9/23/2023

Page No : 1

Groups Printed- Cars & Peds - Trucks & Buses - Bikes by Direction

	Wampanoag	Trail (Route 1	14)	Wanupanoag	Trail (Route	114)	Soco	my Road		
		m North		Fre	m South		Bre	m West		
Start Time	Right	Thru	Peds	Three	Left	Utum	Right	Left	Peds	Int. Total
11:00 AM	2.	227	0	()	()	1	0	()	0	230
11:15 AM	0	240	0	0	()	2	0	()	0	242
H:30 AM	2	245	()	0	0	S]	()	0	1	253
11:45 AM	į .	278	0	()	()	6	<u> </u>	()	0	286
Total	5	990	0	O	()	14		0	1 ‡	1011
12;00 PM	4	267	0	0	0	2	3	0	0	276
12:15 PM	2	258	0	0	0	7	1	0	0	268
12:30 PM	5	263	0	0	0	7	4	0	0	279
12:45 PM	***	297	0	0	0		4	0	0	303
Total	12	1085	0	0	0	17	12	0	() [1126
Grand Total	17	2075	οl	0	0	31	13	0	1	2137
Appreh %	8,0	99,2	0	0	0	100	92,9	0	7.1	
Total %	0,8	97.1	0	0	0	1,5	0,6	0	0	
Cars & Peds	()	2065	0	0	0	31	13	()	1	2110
% Cars & Peds	0	99.5	0	0	0	100	100	()	100	98.7
Trucks & Buses	17	10	0	0	0	0	0	0	0	27
% Trucks & Buses	100	0.5	0	0	0	0	()		0	1.3
Bikes by Direction	0	()	0	()	0	0	0	()	0	0
% Bikes by Direction	()	()	0	0	0	0	0	()	0	0

	Wamp	апоар Тта	il (Route I	14)	Wanq	anoag Trai	I (Route	H4)		Socony	Road		
		From	North			Pront 5	outh			<u> From S</u>	Vest		
Start Time	Right	Thru	Peds	App. Total	The	Left	Uttun	App. Total	Right	Left	Peds	App, Fotal	Int, Total
Peak Hour Analysis F	ioni 11:00 /	M to 12:4:	5 PM - Pea	k Lof L									
Peak Hour for Entire	hacrsection	Begins at 1	2:00 PM					,				4	
12:00 PM	4	267	0	271	()	0	2	2	3	()	()	3	276
12:15 PM	2	258	0	260	0	0	7	7	1	()	()	I I	268
12:30 PM	5	263	0	268	0	0	7	7	ıţ.	0	()	4	279
12:45 PM	1	297	()	298	()	()	1	1	4	()	()	4	303
Total Volume	12	1085	0	1097	Ο	0	17	17	12	()	()	12	1126
% App. Total	1.1	98,9	()	}	()	()	100		100	()	()		
PAF	.600	,913	.000	.920	.000	.000	,607	.607	.750	,000	.000	.750	.929
Cars & Peds	0	1079	0	1079	0	()	17	17	12	()	()	12	1108
% Cars & Peds	0	99.4	0	98,4	()	()	100	100	100	()	()	100	98.4
Trucks & Buses	12	6	0	18	0	0	{}	0	()	0	()	0	18
% Trucks & Buses	100	0.6	0	1.6	0	0	{}	0-]	0	()	()	0	1.6
Bikes by Direction	O	0	()	0	Ð	0	()	()	0	()	()	0	0
G Biles by Direction	()	0	0	0]	0	()	{}	0	0	()	()	0]	0

Transportation Data Corporation Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114)

W: Socony Road (Incl. NB to SB Uturn)
City, State: E. Providence, RI
Client: Pare/Derek Hug

File Name: 05758AAA

Site Code : 23149

Start Date : 9/23/2023

Page No : 1

Groups Printed- Cars & Peds

	· · · · · · · · · · · · · · · · · · ·	Wampanoag	Trail (Route	(14)	Wampanoag '		14)		ny Road		
		Fire	om North		<u>l'ro</u>	<u>m South</u>		Fro	m West		
	Start Time	Right	Theu	Peds	Thro	<u>Left</u>	Utun	Right	Left	Peds	Int. Total
	11:00 AM	0	225	0	()	()	l l	()	0	0	226
	11:15 AM	0	239	0	0	()	2	{}	()	0	241
	H:30 AM	0	244	0	()	()	5	()	0	l l	250
	11:45 AM	()	278	()	()	0	6			0	285
	Total	()	986	0	()	0	14	I	0	1	1002
	12:00 PM	()	263	0	0	0	2	3	0	0	268
	12:15 PM	()	258	0	()	0	7	1	()	0	266
	12:30 PM	()	261	0	0	0	7	4	()	()	272
	12:45 PM	()	297	0	()	0	()	4	0	()	302
	Total	()	1079	0	()	()	17	42	0	0	1108
	Grand Total	()	2065	0	()	0	31	43	0	1	2110
	Appreh %	()	100	0	()	0	100	92,9	O	7.1	
	Total %	0	97.9	0	()	0	1,5	0,6	O	0	

	Wamp	anoag Tra	il (Route I	14)	Wamp	авоау Тта	it (Route 1	14)		Socony	Road		
	,	From	North			Front 5	South			From	West		
Start Time_	Right	Thuu	Peds	App. Total	Thu	Left	Uturu	App. Total	Right	Left	Peds z	App, Total	Int. Total
Peak Hour Analysis F	rom EL:00 A	M to 12:4	5 PM - Peal	k toff									
Peak Hom for Fathre	Intersection	Begins at 1	2:00 PM					ı					
12:00 PM	0	263	()	263	0	()	2	2	.3	()	()	3	268
12:15 PM	0	258	0	258	{}	()	\mathcal{I}	7	1	()	()	1	266
12:30 PM	0	261	0	261	()	()	7	7	J	()	()	4	272
12:45 PM	0	297	O	297	0	()	ł		<u></u>	()	()	4	302
Total Volume	()	1079	()	1079	0	()	17	17	12	()	()	12	F108
ું. App. Total	()	100	()		()	()	100		100	()			
P(-1)2	,000	,908	.000	.908	.000	.000	.607	,607			.000	.750	.917_

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N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RU Client: Pare/Derek Hug File Name: 05758AAA

Site Code : 23149

Start Date : 9/23/2023

Page No : 1

Groups Printed- Tracks & Buses

				(110)	abs Linica - ira						
1		Wampanoag '	Trail (Route 1	H4)	- Wampanoag 1	frail (Route I	14)		my Road		
			m North		Pro	m South		Fre	<u>im West</u>		
	Statt Time	Right	Thua	Peds	Thou	<u>Left</u>	Utun	Right	Left	Peds	Int. Total
	11:00 AM	2	2	0 [()	0	()	()	()	0	4
	13:15 AM	()	1	0	()	0	0	()	()	0	ł
	11:30 AM	2	l	0	()	0	0	()	()	0	3
	11:45 AM	1	()	0	()	()	0	()	()	0	į
	Total	5	4	0	0	0	0	()	0	()	9
	12:00 PM	4	4	0	()	()	0	()	0	0	8
	12:15 PM	2	()	0	()	0	0	0	()	0	2
	12:30 PM	.5	2	. ()	0	()	0	()	()	0	7
	12:45 PM	1	()	()	0	0	0]	0	0	()	1.
	Total	12	6	0	()	0	0	0	0	0	18
	•										
	Grand Total	17	10	0	()	0	0	()	()	0	27
	Appreh %	63	37	0	()	0	0	0	0	0	
	Total %	63	37	0	0	0	0	0	()	0	

	Wamp	anoag Tta	il (Route 11	4)	Wamp	аноар Теа	il (Route 1	14)		Socony	Road		
		From 1	North			From S	South			From '	West		
Start Time	Right	Three	Peds A	λρρ, Total	Thin L	Left	_ Utano	App, Total	Right	Left	Peds	App, Total	Int. Total
Peak Hour Analysis F	rom 11:00 A	M to 12:4:	i PM - Peak	Lot 1									
Peak Hour for Entire	mersection l	Begius at 1	1:45 AM					,					
H:45 AM	I	0	O	f j	0	0	0	0	0	()	()	()	}
12:00 PM	4	ı,ţ.	0	8	0	()	0	0	0	()	0	0	8
12:15 PM	2	()	0	2	()	()	0	0	0	()	()	0	2
12:30 PM	5	2	0	7	()	()	()	0.		()	()	0	7 .
Total Volume	12	6	0	18	0	0	()	0	0	()	()	0	18
S. App. Total	66,7	33,3	()		()	()	0		()	0	()		
PHF	.600	.375	.000	,563	.000	.000	.000	.000	.000	,000	.000	.000	

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N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758AAA

Site Code : 23149

Start Date : 9/23/2023

Page No : 1

Groups Printed- Bikes by Direction

				ЕЦОП	bz rannen- ərki					and a second second	
F		Wampanoag	Trail (Route 1	14)	. Wampanoag '	Frail (Route 1	14)		ny Ruad		
			om North			m South	.,	oel,	m West		
- 1	Start Time	Right	Thu	Peds	Thre	Left	<u>Utun</u>	Right	Left	Pcds	Int. Total
•	11:00 AM	()	0	0	0	()	0	()	0	0	0
	11:15 AM	0	0	0	0	0	()	0	0	0	()
	11:30 AM	0	0	0	()	0	0	O	0	0	0
	H:45 AM	()	0	0	()	()	0	()		0	()
-	Total	()	()	0	0	()	0	0	0	0	0
										,	
	12:00 PM	()	0	0	()	()	0	0	0	0	0
	12:15 PM	()	0	0	()	0	0	0	()	0	()
	12;30 PM	0	0	0	0	0	0	()	()	0	0
	12:45 PM	0	O	0	()	0	()	()	0	0	()
	Total	()	()	0	0	0	0	()	()	0	()
	Graud Total	0	0	0	0	0	0	()	0	0	()
	Appreh %	()	()	0	0	0	0	0	0	0	
	Total 😘						[

	Wanga	шояе Тта	il (Route 11	4)	Wamp	anoag Tra	if (Route 1	14)		Socony	Road		
		From	North			From S	South			From	West		,
Start Time	Right	Thru	Peds A	pp. Total	Thus	Left	Uttern .	App. Total	Right	Lasft.]_	Peds A	App, Total	Int. Total
Peak Hour Analysis F	iom 11:00 A	M to 12:4:	5 PM - Peak	l of f									
Peak Hour for Entire	Intersection I	Begins at 1	1:00 AM										
11:00 AM	0	()	0	0	0	0	()	0	0	()	0	0	0
11:15 AM	0	()	()	0	0	0	()	0	()	0	0	0	()
11:30 AM	0	()	0	0	()	{}	()	0	0	()	0	0	()
11:45 AM	0	()	0	0	0	- 0	()	0	()	()	. 0		0
Total Volume	0	()	0	0	0	()	()	0	0	0	0	0	0
S. App, Total	()	()	0		0	()	()		0	()	()		
PHF	()()(),	.000	.000	.000	.000	,000	.080	.000	.000	,000	.000	,000	.000

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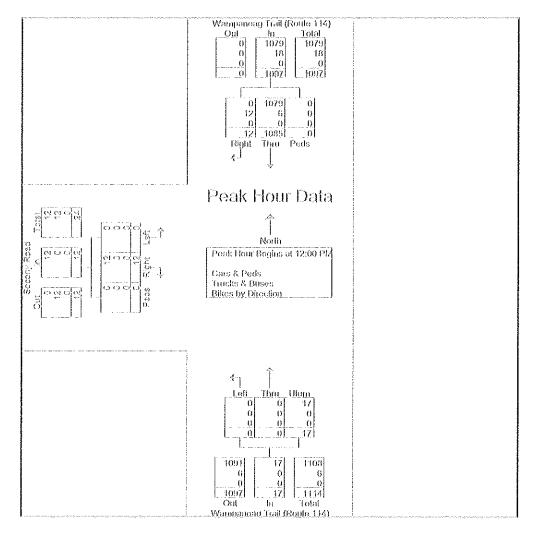
N/S: Wampanoag Trail (Route 114) W: Socony Road (Incl. NB to SB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug -file Name : 05758AAA

Site Code : 23149

Start Date : 9/23/2023

	Wamp	auoag Trai	if (Route 1)	4)	Wampa	шоар Тта	il (Route 1	(4)		Socony	Road		
		<u>From 1</u>	North			From S	South			From	West		
Start Time	Right	Thru	Peds /	App. Total	Theu	Left	Utun	App, Total	Right	Left	Peds	App. Total	Int, Total
Peak Hom Analysis F	rom 11:00 A	M to 12:45	i PM - Peak	Lof L									
Peak Hom for Entire	Intersection I	3egins at 1	2:00 PM					,				,	
12:00 PM	4	267	()	271	0	0	2	2	3	0	0	3]	276
12:15 PM	2	258	()	260	()	()	7	7	1	()	0	1	268
12:30 PM	5	263	()	268	()	()	7	7	<i>4</i> §	0	()	4	279
<u> 12:45 PM</u>	11	297	()	298	()	()		1	4	0	()	4	303
'fotal Volume	12	1085	0	1097	()	()	17	17	12	0	()	12	1126
% App, Total		98.9	()		_()	()	100		100	-0	()		
<u> 1916 </u>	.600	.913	.000	.920	.000	.000	.607	.607	.750	.000	.000	.750	.929
Cats & Peds	()	1079	0	1079	0	()	17	17	12	0	()	12	1108
% Cars & Peds	0	99,4	0	98.4	()	()	100	f00	100	0	()	100	98.4
Trucks & Buses	12	6	0	18	()	()	0	0	()	()	0	0	18
% Trucks & Buses	100	0.6	0	1,6	0	()	0	0	0	()	()	0	1.6
flikes by Direction	0	()	0	0	()	()	0	0	O	0	()	0	0
Sc Bilass by Direction	()	0	0	0	0	()	()	0	()	0	0	0	0



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N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug

file Name: 05758BBB

Site Code : 23149

Start Date : 9/23/2023

		Groups Pr	inted- Cars o	y Peds - Tracks						
	Wampanoag	Trail (Ronte	[14]		Trail (Route 1	14)		cs Street		
	Fig	im North		<u>Pro</u>	am South		Fro	m West		
Start Time	Right	Thru	Peds	Thus	Left	Peds	<u> Right</u>	Left]	Peds	Int. Total
11:00 AM	28	200	0	253	()	0	21	()	0	502
D:15 AM	39	206	0	253	0	0	20	()	0	518
F1;30 AM	36	212	0	256	0	0	21	()	()	525
11:45 AM	40	233	0	271	0	0	16	()	0	560
Total	143	851	()	1033	()	0	78	0	0	2105
12:00 PM	28	231	0	284	0	0	25	0	0	568
12:15 PM	21	241	0	295	(1	0.	32	0	0	589
12:30 PM	19	242	0	298	()	0	24	()	0	583
12:45 PM	24	278	0	277	0	0	22	0	0	601
Total	92.	992	0	1154	0	0	103	()	0	2341
C170.201	235	1843	n l	2187	0	o l	181	n	n l	4446
Grand Total	233 11.3	88.7	0	100	0	ől	100	ñ	ő	
Appreh %	5.3	41,5	Α.	49.2	0	61	4.1	ń	ő	
Total %		18,32	()	2170			179		<u>-</u>	4416
Cars & Peds	235			99.2	0	7.1	98,9	Ö	n l	99.3
G. Cars & Peds	100	99.4	·			·····	28.2	···························	·	30
Tracks & Buses	0	11		17	U	2	1.1	0		0.7
% Trucks & Buses		0,6		0.8					X-	
Bikes by Direction	()	()	0	0	()	0	0	0	0	0
% Bikes by Direction	()	0	0.1	0	0	0	0	()	0.1	()

[Wann	anoag Tra	il (Route 1	14)	Wamp	anoag Trai		114}		Forbes			
		From 3	North			From S	South	· · · · · · · · · · · · · · · · · · ·		From	West .		
Start Time	Right	Thru	Peds 4	App. Total	Thu	Left	Peds	App. Total	Right	Left	Peds	App, Total	Int. Fotal
Peak Hour Analysis F	rom 11:00 /	M to 12:4:	5 PM - Peak	Cloft									
Peak Hom for Entire	Intersection	Begins at 1	2:00 PM									ı	
12:00 PM	28	231	0	259	284	()	0	284	25	0	()	25	568
12:15 PM	21	241	()	262	295	0	()	295	32	()	()	.32	589
12:30 PM	19	242	0	261	298	0	0	298	24	()	()	24	583
12:45 PM	24	278	0	302	277	(}	0	277	22	()	()	22	601
Total Volume	92	992	()	1084	1154	()	0	1154	103	0	()	103	2341
G App. Total	8.5	91.5	Ð		100	()	()		100	()	()		
P14F	,821	.892	.000	.897	.968	.000	.000	.968	.805	.000	.000	.805	.974
Cars & Peds	92	986	()	1078	1146	()	0	1146	102	0	()	102	2326
% Cars & Peds	100	99,4	0	99.4	99,3	()	()	99,3	99.0	0	- ()	99,0	99.4
Trucks & Buses	0	6	()	6	8	()	0	8	ł	0	{}	£	15
% Trucks & Buses	0	0,6	()	0.6	0.7	()	0	0.7	1,0	()	0	1,0	0.6
Bikes by Direction	0	()	()	0	{)	()	0	0	0	0	()	()	0
C. Bilen by Dimedian	0	O	ti	n l	{)	()	0	0	0	0	()	0	()

Transportation Data Corporation Mario Perone, mperone1(@yerizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758BBB

Site Code : 23149

Start Date : 9/23/2023

Page No : 1

Groups Printed- Cars & Peds

		Wampanoag	Trail (Route 1	and the second of the second	Wampanoag '		14)		es Street		
		Fig	ını North		Fre	m South		Fro	m West		
	Start Time	Right	That	Peds	Thu	<u>Left</u>	Peds	Right	Left	Peds	Int. Total
1	11:00 AM	28	198	0	248	()	0	20	()	0	494
	11:15 AM	39	204	0	252	0	0	20	()	0	515
	11:30 AM	36	211	0	254	0	0	21	()	0	522
	U:45 AM	40	233	0	270	()	0]	16	()	0	559
	Total	143	846	0	1024	0	0	77	0	0	2090
	·									4	
	12:00 PM	28	227	0	281	0	0	25	()	0	561
	12:15 PM	21	241	0	295	0	0	32	()	0]	589
	12:30 PM	19	240	0	293	0	0	24	0	0	576
	12:45 PM	24	278	0	277	0	0	21	()	0	600
	Total	92	986	0	1146	()	0	102	()	0	2326
	·										
	Grand Total	235	1832	0	2170	0	0	179	0	0	4416
	Appreh %	11,4	6,88	0	100	0	0	100	0	0	
	Total %	5.3	41,5	0	49.1	0	0	4.1	0	0 [

	Wamo	anoag Tra	il (Route 11-	4)	Wamp	аноад Тга	if (Route 1	14)		Forbes 5	Street		
	•	From	North			From	South			Etom.	<u>West</u>		
Start Time	Right	Thu	Peds A	opp, Total	Three	Left	Pcds .	App, Total	Right	Left	Peds /	ypp, Total	. bit, Total
Peak Hour Analysis I-	rom 11:00 A	M to 12:4	5 PM - Peak	Loff									
Peak Hour for Entire J	Intersection 1	Begius at J	2:00 PM					1				1	
12:00 PM	28	227	0	255	281	()	()	281	25	0	0	25	561
12:15 PM	21	241	0	262	295	()	0	295	32	()	0	.32	589
12:30 PM	19	240	()	259	293	()	()	293	24	0	0	24	576
12:45 PM	24	278	0	302	277	()	0.	277	21	0	()	21	600
Total Volume	92	986	0	1078	11-16	()	0	1146	102	()	()	102	2326
G App, Total	8.5	91.5	0		100	()	()		100	()	0		
121 [17	.821	.887	.000	.892	.971	.000	.000	.971	.797	,000	.000	.797	.969

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N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Parc/Derek Hug File Name: 05758BBB

Site Code : 23149

Start Date : 9/23/2023

Page No : 1

Groups Printed-Trucks & Buses

	Cirolips Printed- Ducks & Duses										
	Wampanoag '	Frail (Ronte 1	14)	- Wampanoag '	Frail (Route 1	l4)		es Strect			
	Fro	m North		1'ro	m South		Pro	m West			
Start Time	Right	This	Peds	Thu	Left	Peds	Right	1.eft	Peds	ht. Total	
11:00 AM	0	2	0	5	0	()	1	()	()	8	
D:15 AM	0	2	0 }	1	0	0	()	0	0	3	
H:30 AM	()	l l	0	2	0	0	0	0	0	3	
11:45 AM	()	0	0	1	()	0	()	()	0	<u> </u>	
Total	()	5	()	9	()	0		0	()	15	
·											
12:00 PM	()	4	()	3	0	0	()	0	0	7	
12:15 PM	()	()	0	()	0	0	0	0	0 [()	
12;30 PM	()	2	0	5	0	0	()	0	0	7	
12:45 PM	()	()	0	()	0	0		0	0_		
Total	()	6	0	8	()	0	1	0	0	15	
·											
Grand Total	0	11	0	17	0	0	2	0	0	.30	
Appreh %	()	(00	0	100	0	0]	100	()	0		
Total %	0	36,7	0	56.7	0	() [6.7	O	0		

	Wamp	anoag Tra	il (Route 1	14)	Wamp	amoag Tra	il (Route f	14)		Forbes:	Street		
	·	From	North	1		From	South			From	<u>West</u>		
Start Time	Right	Thru	Peds	App. <u>Total</u>	Then	Left	Peds	App. Total	Right	Left	Peds /	App, Total	Int. Total
Peak Hour Analysis F	rom 11:00 /			: Fof I									
Peak Hour for Entire	Intersection	Begins at 1	1:00 AM										
H:00 AM	O	λ	0	2	S	0	0	5	l l	0	{)	1	8
H:15 AM	()	2.	()	2	1	0	0	1	0	{)	0	()	3
11:30 AM	0	1	()	1	2	()	0	2	()	0	{)	0	3
H:45 AM	()	()	0	0	1	()	()	<u>L</u>	()	0	0	0	1
Total Volume	0	5	0	5	9	()	()	9	I	0	0	1	15
G. App, Total	()	100	()		100	()			100	0	0		. ,
PHF	.000	.625	,000	625]	.450	,000	.000	.450	,250	.000	.000		.469

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N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: E. Providence, RI Client: Pare/Derek Hug

12:45 PM

Grand Total Appreh % Total % File Name: 05758BBB

Site Code : 23149

Start Date : 9/23/2023

Page No : 1

			Gro	nps Printed Biky	s by Directio	<u> </u>				
	Wampanoag	Trail (Ronte l		Wampanoag "	Frail (Route 1	(4)	Forb	es Sheet	1	
		om North			m South		Pio	m West		
Start Time	Right	Thra	Peds	Thau	Left[Peds	Right	Loft	Peds	Int. Total
11:00 AM	0	()	()	()	0	0	()	0	0	()
D:15 AM	0	()	0	()	()	0	0	0	0	()
D:30 AM	0	()	0	0	()	0	()	0	0	()
11:45 AM	()	0	0	()	()	0	()	()	0	()
Total	()	()	0 [0	0	0	0	0	0	0
12:00 PM	0 -	{}	0	()	0	0	()	0	0	0
12:15 PM	0	0	0	()	0	0	()	()	0	0
12:30 PA4	0	Ð	0	()	()	0	0	()	0	()

 $\begin{bmatrix} 0 & 0 & 0 \\ 0 & 0 & 0 \end{bmatrix}$

	Wampa	nong Tra From	il (Route 14 North	4)	Wamp	anoag Tra Front		[14]		Forbes From			
Start Time	Right	Thu	Pcds A	op, Total	Thuu	Left	Peds	App, Total	Right	Left	Peds /	App. Total	_Int. Potal_
Peak Hour Analysis F	rom 11:00 A	M to 12:4	5 PM - Peak	Loft									
Peak Hom for Entire I	intersection J	legins at l	H:00 AM										
1E00 AM	0	()	0	0	()	()	0	0	()	()	()	0	{ }
H:15 AM	0	0	()	0	0	{}	()	0	()	()	0	0	()
H:30 AM	0	()	()	0	()	()	0	0	()	()	0	0	()
11:45 AM	0	()	0	()	0	0	()	Q.	()	- 0	. 0		
Total Volume	()	()	()	()	()	()	()	0	()	()	()	0	()
% App. Total	0	()	0	l	0	()	()		()	()	0		
PHF	.000	.000	.000	.000	.000	,000	.000	.000,	.000	.000	,000	.000	.0800

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N/S: Wampanoag Trail (Route 114)

W: Forbes Street

City, State: 15. Providence, RI

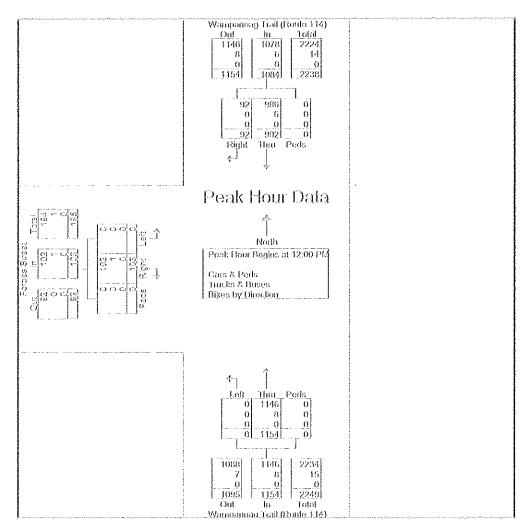
Client: Pare/Derek Hug

File Name: 05758BBB

Site Code : 23149

Start Date : 9/23/2023

	Wamij	anoag Tra	if (Route 1	14)	Wam	рацоар Ттаі	I (Route	114)		Forbes 5	Strect		
		Prom ?	North			From 5	South			From '	West		
Start Time	Right	Thra	Peds	App. Total	Thru	Left	Peds	App, Total	Right	Left	Peds]	App, Total	Int. Total
Peak Hour Analysis F	rom 11:00 /	M (o 12:4:	SPM - Pea	tt fof L									
Peak Hour for Entire	Intersection	Begins at 1	2:00 PM										
12:00 PM	28	231	0	259	284	O	()	284	25	0	()	25	568
12:15 PM	21	241	0	262	295	0	()	295	.32	()	()	.32	589
12:30 PM	. 10	242	0	261	298	()	()	298	24	0	()	24	583
12:45 PM	24	278	0	.302	277			277	22	()	()	22	601
Total Volume	92	992	()	1084	1154	0	0	1154	103	Ð	()	103	2341
S. App. Total	8,5	91.5	_0		100	()	()		100	0	()		
PDE	.821	.892	.000	.897	.968	()()()	,000	.968	805	.000	.000	.805	.974
Cars & Peds	92	986	()	1078	1146	()	0	1146	102	0	()	102	2326
% Cars & Peds	100	99,4	()	99.4	99.3	0	0	99.3	99.0	0	()	99.0	99,4
Tuteks & Buses	0	6	()	6	8	0	0	8	1	0	0	1	15
Ca Trucks & Buses	0	0.6	()	0.6	0.7	()	0	0.7	1,0	0	()	1.0	0,6
Bikes by Direction	0	0	()	0	0	()	0	0	0	0	()	0	()
G. Bikes by Direction	()	()	()	0	()	()	()	0	0	0	0	()	()



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N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Flug

File Name: 05758CCC

Site Code : 23149

Start Date : 9/23/2023

		Groups Pr	inted: Cars	& Peds - Trucks	& Buses - Bil	es by Dire	ction			
	Wampanoag' Fre		1	Wampanoag '		1	Barington Co (V	mounity Ga 'icinity) m West	rden	
Start Time	Right	Thra	Utmn	Thru	Left	Peds	Right	Left	Peds	Int, Total
11:00 AM	0	0	55	()	()	0	0	0	0	55
H:15 AM	0	()	73	0	0	0	()	()	0	73
£1:30 AM	0	()	56	()	0	0	0	()	0	56
MASEH.	()				()	0	0	<u>0</u>		
Total	()	()	239	()	0	0]	0	0	0	239
,			,			1			1	
12:00 PM	()	0	66	()	0	0	()	()	0	66
12:15 PM	0	0	68	0	()	0	()	0	0	68
12;30 PM	0	0	61	()	()	0	()	0	0	61
12:45 PM	()	0	56_	0	()	0.].	()	0	0	56
Total	()	0	251	0	0	()	0	0	0	251
	1					+			. 1	
Grand Fotal	0	0	490	()	()	0]	()	0	0	490
Appreh % -	0	0	100	0	0	0	()	()	0	
Total %	0	()	100	0	0			()	0	
Cars & Peds	0	0	485	()	()	()	0	0	0	485
% Cars & Peds	()	0	99	()	0	()	<u>()</u>	()	0	99
Tracks & Buses	0	0	5	()	0	()	0	0	0	5
% Trucks & Buses	()			()	0	()		0	0.	
Bikes by Direction	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	()	0	0	0	()	0	()

	Wamp	anoag Trai From S		114)	Wamp	anoag Trai Prom S		114)	Barrin		nunity Ga inity) West	rden	
Start Time	Right	Thru	Utum	App. Total	Theu	Len	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis F	ion H;00 Λ	M to 12;45	5 PM - Pea	d: Lof L									
Peak Hour for Entire I	Intersection I	Begins at 4	$2:00 \mathrm{PM}_{\odot}$						•				
12:00 PM	0	()	66	66	4)	()	()	0	- 0	()	()	0	66
12:15 PM	0	0	68	68	0	()	()	0	0	()	()	0	68
12:30 PM	()	()	61	61	0	()	()	0	0	()	()	0	61
12:45 PM	()	()	56	56	()	()	()	()	0	()	()	0	56
Total Volume	0	()	251	251	{ }	0	()	()	0	()	()	()	251
% App, Total	0	()	100		0	()	()		- 0	()	()		
PHF	.000	.000	.923	.923	.000	(000)	.000	.000	.000	.000	.000	.000	923
Cars & Peds	0	()	249	249	0	()	()	0	0	()	()	0	240
% Cars & Peds	0	()	99.2	99.2	0	0	()	0	0	()	()	()	99,2
Trucks & Buses	0	()	2	2	0	0	()	0	0	()	()	0	2
気 Trucks 巻 Buses	0	()	0.8	0,8	0	()	()	0	0	()	()	0	8,0
Bikes by Direction	0	()	0	0	0	()	(1	0	- 0	()	0	0	0
Sc Bikes by Direction	0	()	0	0	0	()	()	0	0	()	()	0	()

Transportation Data Corporation Mario Perone, mperone l@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn) City, State: E. Providence, RI

Client: Pare/Derek Hug

File Name: 05758CCC

Site Code : 23149

Start Date : 9/23/2023

Page No :1

Groups Printed- Cars & Peds

		Wampanoag Trail (Route 114) From North Right Thru Utum			Trail (Route 1 m South	14)		ommunity Ga Vicinity) om West	rden	
Start Time	Right	Thru	Uturn	Thru	Left	Peds	Right	Left	Peds	Int. Total
11:00 AM	0	0	53	0	0	0	0	0	0	53
11:15 AM	0	0	73	0	0	0	0	0	0	73
11:30 AM	0	0	56	0	0	0	0	0	0	56
11:45 AM	0	0	54	0	00	0	0	0	0	54
Total	0	0	236	0	0	0	0	0	0	236
									4	
12:00 PM	0	0	66	0	0	0	0	0	0	66
12:15 PM	0	0	67	0	0	0	0	0	0	67
12:30 PM	0	0	61	0	0	0	0	0	0	61
12:45 PM	0	0	55	0	0	0	0	0	0	55
Total	0	0	249	0	0	0	0	0	0	249
						,				
Grand Total	0	0	485	0	0	0	0	0	0	485
Appreh %	0	0	100	0	0	0	0	0	0	
Total %	0	0	100	0	0	0	0	0	0	

	Wamp		ail (Route 1 North	14)	Wamp	anoag Trai From S		114)	Barring		nunity Ga inity) West	urden	
Start Time	Right	Thru	Uturn .	App, Total	Thru	Left	Peds	App, Total	Right	Left	Peds	App, Total	Int. Total
Peak Hour Analysis F	rom 11:00 A	M to 12:4	15 PM - Peal	k Lof 1									
Peak Hour for Entire	Intersection	Begins at	11:15 AM	,									
H:15 AM	0	0	73	73	0	0	0	0	0	0	0	0	73
11:30 AM	0	0	56	56	0	0	0	0	0	0	0	0	56
11:45 AM	0	0	54	54	0	0	0	0	0	0	0	0	54
12:00 PM	0	0	66	66	0	0	0	0	00	0	0	0	66
Total Volume	0	0	249	249	0	0	0	0	0	0	0	0	249
% App. Total	0	0	100		0	0	00		0	0	0		
PHF	,000	.000	.853	.853	,000	.000	.000	.000	,000	,000	.000	.000	.853

Transportation Data Corporation Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn) City, State: E. Providence, RI Client: Pare/Derek Hug

File Name: 05758CCC

Site Code: 23149 Start Date : 9/23/2023

				Gr	oups Printed- T	rucks & Busc	8				
		Wampanoag Fr	Trail (Route om North	114)		Trail (Route om South	114)		ommunity Ga /icinity) on West	rden	
	Start Time	Right	Thru	Uturn	Thru	Left	Peds	Right	Left	Peds	Int. Total
<u></u>	11:00 AM	0	0	2	0	0	0	0	0	0	2
	11:15 AM	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	1	0	0	0	0	0	0	1
	Total	0	0	3	0	0	0	0	0	0	3
	12:00 PM	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	1	0	0	0	0	0	0	1
	12:30 PM	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	i	0	0	0	0	0	0	1
	Total	0	0	2	0	0	0	0	0	0	2
	Grand Total	0	0	5	0	0	ο	0	0	0	5
	Appreh %	0	0	100	0	0	0	0	0	0	
	Total %	0	0	100	0	0	0	0	0	0	

	Wamp	anoag Tra From	nil (Route 114 North	4)	Wamp	panoag Tra From	•	114)	Barrin	gton Com (Vic From	inity)	arden	
Start Time	Right	Thru	Uturn A	pp, Total	Thru	App, Total	Right	Left	Peds	App, Total	Int. Total		
Peak Hour Analysis I	rom 11:00 A	M to 12:4	5 PM - Peak	l of l									
Peak Hour for Entire	Intersection I	Segins at :	11:00 AM										
11:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	1	0	0	0	0	0	0	()	0	<u> </u>
Total Volume	0	0	3	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	100		0	0	0		0	0	0_		
PHF	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	,000	.000	.375

Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758CCC

Site Code : 23149

Start Date : 9/23/2023

Page No: 1

Groups Printed- Bikes by Direction

			UIL	inho i marca, im	Ken by Direc	tton .				
		g Trail (Route From North	114)		g Trail (Route rom South	e 114)		Community G (Vicinity) From West	arden	·
Start Time	Right	Thru	Uturn	Thru	Left	Peds	Right	Left	Peds	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0 [0	0	0	0
11;45 AM	0	0	0_	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
									1	
12:00 PM	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
									1	
Grand Total	0	0	0	0	0	0	0	0	0	0
Appreh %	0	0	0	0	0	0	0	0	0	
Total %						l			ŀ	

	Wamp	-	ail (Route North	114)	Wam	panoag Tra From	nil (Route South	114)	Barrington Community Garden (Vicinity) From West				
Start Time	Right	Thru	Uturn	App, Total	Thru	Left	Peds	App, Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0_	0	0	00	0	0	.0.	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		00	0	0		
PHF	.000	.000	,000	.000	.000	.000	.000	.000	.000	.000	.000	,000	.000

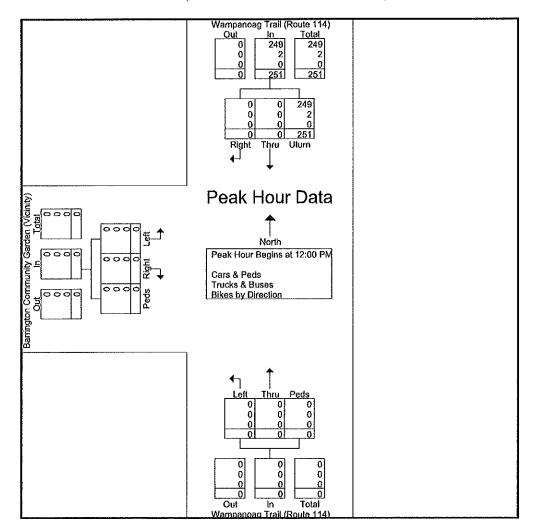
Mario Perone, mperone1@verizon.net tel (781) 587-0086 cell (781) 439-4999

N/S: Wampanoag Trail (Route 114) W: #1691 BCG (Incl. SB to NB Uturn)

City, State: E. Providence, RI Client: Pare/Derek Hug File Name: 05758CCC

Site Code : 23149 Start Date : 9/23/2023

	Wampanoag Trail (Route 114) From North				Wampanoag Trail (Route 114) From South				Barrin				
Start Time	Right	Thru	Uturn	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int, Total
Peak Hour Analysis F	rom 11:00 A	M to 12:4	5 PM - Pe	ak Lof I									
Peak Hour for Entire I	Intersection 1	Begins at I	2:00 PM									,	
12:00 PM	0	0	66	66	0	0	0	0	0	0	0	0	66
12:15 PM	0	0	68	68	0	0	0	0	0	0	0	0	68
12:30 PM	0	0	61	61	0	0	0	0	0	0	0	0	61
12:45 PM	0	()	56_	56	0	0	0	0	0	0	0	0	56
Total Volume	0	0	251	251	0	0	0	0	0	0	0	0	251
% App. Total	0	0	100		0	0	0		0	0	()		
PHF	.000	,000	.923	.923	,000	.000	.000	,000	.000	,000	,000	.000	.923
Cars & Peds	0	0	249	249	0	0	0	0	0	0	0	0	249
% Cars & Peds	0	0	99.2	99.2	0	0	0	0	0	0	0	0	99,2
Trucks & Buses	0	0	2	2	0	0	0	0	0	0	0	0	2
% Trucks & Buses	0	0	8.0	0.8	0	0	0	0	0	0	0	0	0.8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



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Wampanoag Trail (Route 114) just north of #1200 North Pointe Drive

City, State: E. Providence, RI Client: Pare/Derek Hug

05758AVOLUME Site Code: 23149

Start	Wed	13-Sep- 23	Thu	14-Sep- 23	Fri	15-Sep- 23	Daily A	verage
Time	A.M.	P.M.	A.M.	P.M	A,M.	P.M.	A.M.	P.M.
12:00	14	270	1	232	*	*	8	2
12:15	9	240	2	222	*	*	6	2
12:30	9	288	1	221	*	*	5	2
12:45	12	215	2	241	*	*	7	2
01:00	5	219	0	224	*	*	2	2
01:15	3	225	1	220	*	*	2	2
01.10			•	214	*	*	2 2	2
01:30	3	193	0		4	*	2	
01:45	7	191	2	229		, , , , , , , , , , , , , , , , , , ,	4	2
02:00	3	216	1	236		•	2	2
02:15	3	218	0	243	*		2	2
02:30	2	249	0	282	*	*	1	2
02:45	7	231	0	267	*	*	4	2
03:00	7	276	0	346	*	*	4	3
03:15	8	310	0	325	*	. *	4	3
03:30	9	341	1	353	*	*	5	3
03:45	12	308	1	294	*	*	6	
04:00	16	254	7	291	*	*	12	2
04:15	15	291	1	274	*	*	8	2
04:13	35	305	8	283	*	*	22	2
				203	*	*		
04:45	33	257	15	311	-		24	2
05:00	47	286	27	314	,		37	3
05:15	65	280	14	293	* .	*	40	2
05:30	81	249	44	254	*	*	62	2
05:45	117	193	86	257	*	*	102	2
06:00	138	203	120	219	*	*	129	2
06:15	175	208	135	225	*	*	155	2
06:30	235	182	192	214	*	*	214	1
06:45	305	145	285	149	*	*	295	1
07:00	357	160	282	164	*	*	320	1
07:15	410	150	392	161	*	*	401	1
07:30	439	114	405	186	*	*	422	1
07:35	429	105	434	128	*	*	432	1
			352	114	*	*	380	1
08:00	407	94			*	*		ı
08:15	374	86	321	94			348	
08;30	388	69	360	95			374	
08:45	331	75	316	78	* .	*	324	
09:00	327	72	285	88	*	*	306	
09:15	303	43	248	63	*	*	276	
09:30	299	44	284	50	*	*	292	
09:45	255	42	223	40	*	*	239	
10:00	249	39	266	53	*	*	258	
10:15	264	23	240	33	*	*	252	
10:30	264	28	295	31	*	*	280	
10:45	250	13	230	26	*	*	240	
11:00	243	20	204	33	*	*	224	
11:15	253	20	196	31	*	*	224	
11:13	246	4	207	17	*	*	226	
11:30		1	250		*	*	252 252	
	253			9	^	0		0.0
Total	7716	8027	6736	8727	0	U	7234	83
combined	157	43	154	163	0		156	09
<u>Total</u>								
Peak	07:15	03:00	- 07:15	03:00	# #	-	- 07:15	03
Vol.	1685	1235	- 1583	1318		#	- 1635	12 0.9
P.H.F.	0.960	0.905	0.912	0.933			0.946	

Transportation Data Corporation Mario Perone, mperone 1@verizon.net

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Wampanoag Trail (Route 114) te just north of #1200 North Pointe Drive

City, State: E. Providence, RI Client: Pare/Derek Hug

Combined Total

Percentage

05758AVOLUME Site Code: 23149

Start	13-Sep-23	NB		Hour Tota	ls
Time	Wed	Morning	Afternoon	Morning	Afternoon
12:00		14	270		
12:15	i	9	240		
12:30	ı	9	288		
12:45	i	12 5 3	215	44	1013
01:00	l .	5	219		
01:15		3	225		
01:30	t	3 7	193		
01:45	}	7	191	18	828
02:00)		216		
02:15	<u>;</u>	3 3 2 7 7	218		
02:30)	2	249		
02:45	j	7	231	15	914
03:00)	7	276		
03:15		8	310		
03:30		9	341		
03:45		12	308	36	1235
04:00		16	254		
04:15		15	291		
04:30		35	305		
04:45		33	257	99	1107
05:00		47	286		
05:15	,	65	280		
05:30)	81	249		
05:45		117	193	310	1008
06:00)	138	203		
06:15	<u>'</u>	175	208		
06:30		235	182		
06:45	,	305	145	853	738
07:00))	357	160		
07:15	,	410	150		
07:30))	439	114		
07:45	, 5	429	105	1635	529
08:00	,	407	94		
08:1		374	86		
08:30) }	388	69		
08:4	,	331	75	1500	324
09:00		327	72	,555	
09:1		303	43		
09:30) `	299	44		
		255	42	1184	201
09:45) }	249	39	, , , ,	
10:00	J -	264	23		
10:19)	264	28		
10:30	J -	250	13	1027	10
10:4		243	20	1027	10
11:00	-	243 253	20 2		
11:1:		203	4		
11:30 11:4	-	246		995	2
11:4:	<u> </u>	253	1	<u> </u>	
Tota	il	7716	8027		

15743

0.0%

Page 2

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Wampanoag Trail (Route 114) te just north of #1200 North Pointe Drive

City, State: E. Providence, RI Client: Pare/Derek Hug 05758AVOLUME Site Code: 23149

Start	14-Sep-23	NB		Hour To	als
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:00		1	232	-	
12:15		2	222		
12:30		1	221		
12:45		2	241	6	91
01:00		0	224	_	•
01:15		1	220		
01:30		ó	214		
01:45		2	229	3.	0.0
02:00			229	3.	88
02.00		1	236		
02:15		0	243		
02:30		0	282	•	
02:45		0	267	1	102
03:00		0	346		
03:15		0	325		
03:30		1	353		
03:45		. 1	294	2	1318
04:00		7	291	_	
04:15	•	1	274		
04:30		8	283		
04:45		15		0.4	445
04.40 05.00		10	311	31	115
05:00		27	314		
05:15		14	293		
05:30	•	44	254		
05:45		86	257	171	1118
06:00		120	219		
06:15		135	225		
06:30		192	214	•	
06:45		285	149	732	807
07:00		282	164	.02	00.
07:15		392	161		
07:30		405	186		
07.30				4540	200
07:45		434	128	1513	639
08:00		352	114		
08:15		321	94		
08:30		360	95		
08:45		316	78	1349	381
09:00		285	88		
09:15		248	63		
09:30		284	50		
09:45		223	40	1040	24
10:00		266	53	1040	24
10:15		240	33		
10.10		240			
10:30		295	31		
10:45		230	26	1031	14:
11:00		204	33		
11:15		196	31		
11:30		207	17		
11:45		250	9	857	90
Total		6736	8727		
Combined Total		15463	0.2.		
Percentage	0.0%	10100			
Total	0.070	14452	16754	aw-w	
iviai		46.3%	53.7%		
Percent		40.3%	33.778		
		40.3% ADT 14,284	33.7 %	AADT 14,284	

05758Aspeed Site Code: 23149

Transportation Data Corporation

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Wampanoag Trail (Route 114)
just north of #1200 North Pointe Drive
City, State: E. Providence, RI
Client: Pare/Derek Hug

	95th	Percent	61	65	28	90	63	22	49	62	62	62	61	61	61	58	62	63	63	62	61	28	56	58	29	54						
	85th	Percent	27	90	57	57	58	59	56	59	58	28	22	57	22	54	28	53	58	28	22	52	52	54	56	52	***************************************					
		Total	4	18	1 5	36	66 6	310	853	1635	1500	1184	1027	995	1013	828	914	1235	1107	1008	738	529	324	201	103	27	15743		02:00	1635	15:00	1235
	71	75	0	0	0	0	~	0	7	~	80	ო	۲	7	0	0	ιŋ	S)	4	~	4	0	0	0	0	0	36	0.2%	08:00	80	14:00	τO
	99	70	0	_	0	0	ო	10	23	20	20	17	7	12	12	τ-	5	21	27	139	<u></u>	4	₹~*	7	0	0	223	1.4%	00:90	23	16:00	27
	61	65	က	2	0	7	80	30	101	152	125	97	68	52	56	21	79	115	91	65	38	9	2	4	ťΩ	0	1135	7.2%	07:00	152	15:00	115
	26	90	6	0	4	ဖ	18	53	242	472	368	298	189	189	195	76	181	253	237	244	136	29	17	20	ਨ	0	3291	20.9%	02:00	472	15:00	253
	بر 13	55	15	۴	0	œ	26	92	264	573	456	356	262	271	278	191	253	347	304	326	224	146	89	20	27	o,	4550	28.9%	00:20	573	15:00	347
	46	50	ဖ	ω	7	1	33	83	169	306	331	290	305	290	301	260	250	316	315	256	213	177	114	00	25	4	4132	26.2%	08:00	331	15:00	316
	4	45	7	7	7	4	9	26	34	74	125	87	148	138	115	202	103	130	7-	71	92	06	91	48	16	IJ	1734	11.0%	10:00	148	13:00	202
	36	40	4	_	_	0	· 71	თ	9	တ	23	12	21	23	53	52	20	7	တ	138	12	27	25	5	4	ស	352	2.2%	08:00	23	13:00	25
	31	32	0	0	•	-	0	0	0	7	4	0	7	ო	12	7	7	~	0	_	~	0	ო	~	0	0	47	0.3%	08:00	4	12:00	12
	26	30	0	~	0	0	0	0	0	0	0	0	0	0	~	0	0	τ-	0	0	0	0	0	0	0	0	က	0.0%	01:00	1	12:00	_
	21	25	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%				
,	16	20	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				
	<u>-</u>	<u>1</u>	0	0	0	0	0	2	12	26	40	24	24	15	12	4	ထ	25	თ	∞	4	· ro	m	*	~	4	237	1.5%	08:00	40	15:00	25
Northbound	Start	Time	09/13/23	04:00	05:00	03:00	04:00	02:00	00:90	02:00	08:00	00:60	10:00	11:00	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	Percent	AM Peak	Vol.	PM Peak	Vol.

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Wampanoag Trail (Route 114) just north of #1200 North Pointe Drive

City, State: E. Providence, RI Client: Pare/Derek Hug

05758Aspeed Site Code: 23149

4	Percent	58	8	44	44	ζ. 4	61	09	00	29	59	59	90	90	61	62	63	64	63	62	61	62	62	61	63									
4	Dercent	55	32	4	43	50	53	22	22	54	56	56	56	56	58	58	58	29	59	58	57	56	58	25	52									
	F-	ြ	ო	τ-	8	34	171	732	1513	1349	1040	1031	857	916	887	1028	1318	1159	1118	807	639	381	241	143	06	15463		07:00	1513	15:00	1318	31206		
7	7 2	0	0	0	0	0	<u></u>	4	0	₩.	7	က	ъ	2	ဖ	3	က	Ω	7	မ	ო	0	۲.	*	~	51	0.3%	11:00	IJ	13:00	9	06	0.3%	<u> </u>
ä	38		0	0	0	_	თ	Ф	10	9	Ŋ	∞	œ	<u>5</u>	9	48	22	35	26	10	ဖ	7	4	_	ო	202	1.3%	02:20	10	16:00	32	425	1.4%	
7	- ig	8	0	0	0	0	7	35	89	36	38	43	36	40	55	58	111	121	122	22	37	23	16	∞	4	913	5.9%	00:20	68	17:00	122	2048	6.6%	**************************************
ŭ	8 6	1																								1		02:20	304	15:00	293	6039	19.4%	
Ţ,	- 4C		0	0	0	4	26	208	459	277	285	280	198	232	246	280	373	357	343	246	166	105	64	38	21	4209	27.2%	02:00	459	15:00	373	8759	28.1%	
87	2 G	0	0	0	0	တ	27	207	363	254	260	283	228	242	223	302	309	261	240	223	195	128	8	43	34	3942	25.5%	00:20	363	15:00	303	8074	25.9%	
7	+ 4 - 73	-	0	۴	₩.	7	37	79	139	133	177	160	147	156	118	117	134	97	71	68	103	68	30	20	14	1878	12.1%	00:60	177	12:00	156	3612	11.6%	
96	8 4		0	0	0	∞	12	12	33	49	29	43	27	32	23	19	45	17	7	<u>რ</u>	74	7	4	7	4	410	2.7%	08:00	49	15:00	45	762	2.4%	
24	- K	3	τ	0	***	~	5	3	တ	33	7	13	9	13	10	0	7	7	₩	0	0	₩.	0	v -	2	119	0.8%	08:00	33	12:00	<u>6</u>	166	0.5%	43 MPH 50 MPH 58 MPH 62 MPH
90	3 8	0	0	0	0	0	~ →	0	7	36	√.	Υ-	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0.3%	08:00	36			4	0.1%	64 85 82 82
20	- c	0	0	0	0	0	0	v-	~	30	4 →	0	۲۰۰	0	0	0	0	0	0	0	0	0	0	0	0	34	0.2%	08:00	30			8	0.1%	0.0.0.0.
) (4	2 5	0	0	0	0	0	0	0	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	0.7%	08:00	115			115	0.4%	15th 50th 85th 95th
	- (-	7	0	0	-	12	56	125	225	7	61	91	58	5	4	21	21	16	ო	۲	n	0	0	0	801	5.2%	08:00	225	12:00	28	1038	3.3%	
Northbound	Tine	09/14/23	01:00	02:00	03:00	04:00	02:00	00:00	02:00	08:00	00:60	10:00	11:00	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	Percent	AM Peak	Vol.	PM Peak	Vol.	Grand	Percent	

46-55 MPH 10 MPH Pace Speed:

Stats

Number of Vehicles > 45 MPH: Percent of Vehicles > 45 MPH: Mean Speed(Average):

25435 81.5% 50 MPH

Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

05758Aclass Site Code: 23149

4) tel (781)

Wampanoag Trail (Route 114)
just north of #1200 North Pointe Drive
City, State: E. Providence, RI
Client: Pare/Derek Hug
Northbound

		Total	44	18	5	36	66	310	853	1635	1500	1184	1027	995	1013	828	914	1235	1107	1008	738	529	324	201	103	27	15743		02:00	1635	15:00 1235
N 97	70 AX	Multi	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			
0120	o Axle	Multi	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%			
1	Vo AX	Multi	0	0	0	0	0	0	0	0	7	0	₩	~	0	~	~	0	0	0	0	0	0	0	0	0	ဖ	%0:0	08:00	2	13:00
7.4	>o AXI	Double	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%			
() . () L	o Axie	Double	0	0	0	0	0	0	0	~	ນ	1	7	~	~	0	ო	0	~	$\overline{}$	~	0	0	0	0	0	17	0.1%	08:00	5	14:00 3
I.	V2 AX	Double	0	0	~	0	0	0	7	တ	9	80	တ	7	∞	7	4	7	0	4	2	0	7	0	0	0	11	0.5%	00:20	တ	13:00
A A . I.	4 Axle	Single	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			15:00
	3 Axle	Single	0	0	0	0	0	~	0	4	S)	~	2	4	ო	9	4	_	***************************************	0	0	0	0	0	0	0	32	0.2%	08:00	2	13:00 6
	z Axie	6 Tire	2	_	0	4	15	28	72	80	81	70	72	63	85	86	83	76	75	99	43	35	20	ဖ	2	2	1070	8.9%	08:00	81	13:00 86
		Buses	2	_	0	~	7	7	7	9	21	9	15	7	7	16	∞	23	က	5	9	ო	0	~	~	0	151	1.0%	08:00	21	15:00 23
	2 Axle	Long	9	ო	0	4	20	65	135	249	262	227	160	161	184	139	168	232	195	162	120	76	36	26	17	0	2647	16.8%	08:00	262	15:00 232
(Cars &	Trailers	34	13	4	27	63	208	635	1278	1110	869	765	750	724	566	642	899	830	770	566	415	266	168	80	25	11717	74.4%	07:00	1278	15:00 899
		Bikes	0	0	0	0	0	~	7	4	8	0	~	1	~	ო	_	~	0	0	0	0	0	0	0	0	25	0.2%	08:00	∞	13:00 3
Northodina	Start	Time	09/13/23	01:00	02:00	03:00	04:00	02:00	00:00	07:00	08:00	00:60	10:00	11:00	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Day Total	Percent	AM Peak	Vol.	PM Peak Vol.

Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

> Wampanoag Trail (Route 114) just north of #1200 North Pointe Drive

City, State: E. Providence, RI

05758Aclass Site Code: 23149

		Total	9	ന	_	7	સ	171	732	1513	1349	1040	1031	857	916	887	1028	1318	1159	1118	807	639	381	241	143	90	15463		07:00	1513	15:00	1318	31206	;) 	
	>6 Axl	Multi	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					C	1	%0:0
	6 Axle	Multi	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%					С	,	%0.0
	<6 Ax	Multi	0	0	0	0	0	0	0	0	0	0	0	0	0	~	0	0	~	0	~	0	0	0	0	0	က	0.0%			13:00	~	σ	•	%0.0
	>6 Axl	Double	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
	5 Axle	Double	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7	~	0	0	0	0	0	0	0	7	0.0%	11:00	2	14:00	2	24	•	0.1%
	<5 Axl	Double	0	0	0	0	0	~	~	4	4	ო	5	2	4	~	9	7	Ð	ო	~	~	0	0	0	0	48	0.3%	10:00	5	15:00	7	125		0.4%
	4 Axle	Single	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%			14:00	~	8	İ	%0.0
	3 Axle	Single	0	0	0	0	0	0		4	S.	4	7	7	~	0	2	7	ო	2	0	0	0	0	0	0	28	0.2%	08:00	5	16:00	ო	09		0.2%
	2 Axle	6 Tire	0	0	0	0	~	1	24	58	53	44	63	41	44	54	73	105	69	62	51	38	20	80	Φ	4	832	5.4%	10:00	63	15:00	105	1902		6.1%
		Buses	0	0	0	0	0	4	∞	7	18	ιΩ	တ	9	7	7	9	24	9	Ω	Ŋ	0	8	~	8	-	124	0.8%	08:00	18	15:00	24	275		%6.0
	2 Axle	Long	Ō	0	0	0	5	27	5	175	174	147	171	134	148	140	177	261	189	196	135	75	20	29	18	12	2373	15.3%	02:20	175	15:00	261	5020		16.1%
ug.	Cars &	Trailers	9	ന	~	2	24	128	278	1256	1075	828	780	664	712	629	755	914	878	845	609	522	309	202	115	73	11958	77.3%	02:00	1256	15:00	914	23675		75.9%
Dient: Pare/Derek Hug		Bikes	0	0	0	0	7	0	10	တ	20	တ	~	Θ	Ŋ	ιO	2	ო	7	ťΩ	S)	0	0	~	0	0	88	%9.0	08:00	20	16:00	~	114		0.4%
Client: Pare/Derek Hug	Start	Time	09/14/23	01:00	02:00	03:00	04:00	02:00	00:90	00:20	08:00	00:60	10:00	11:00	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Day Total	Percent	AM Peak	Vol.	PM Peak	Vol.	Grand	l otal	Percent

Transportation Data Corporation
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Wampanoag Trail (Route 114) just south of #1275 Driveway City, State: E. Providence, RI Client: Pare/Derek Hug

05758Bvolume Site Code: 23149

Start	Wed	13-Sep- 23	Thu	14-Sep- 23	Fri	15-Sep- 23	Daily A	verage
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	17	256	25	246	*	*	21	25
12:15	24	274	19	264	*	*	22	26
12:30	18	249	21	259	*	*	20	25
12:45	6	237	15	247	*	*	10	24
01:00	14	213	12	224	*	*	13	21
01:15	13	210	11	239	*	*	12	22
01:30	5	217	4	236	*	*	4	22
01.30	8	244		230 277	*	*	6	26
01:45			4		*	*	4	25
02:00	2	219	5	289				
02:15	3	295	4	333			4	31
02:30	6	278	7	333	~	*	6	30
02:45	5	284	4	307	*	*	4	29
03:00	5	275	3	308	*	*	4	29
03:15	5	268	8	316	*	*	6	29
03:30	4	304	7	332	*	*	6	31
03:45	7	344	6	361	*	*	6	35
04:00	5	318	9	385	*	*	7	35
04:00	5	340	12	340	*	*	8	34
	40		12	3 4 0	*	*	12	37
04:30	12	389	13	359			12	
04:45	14	385	12	377	-		13	38
05:00	23	388	20	369	*	*	22	37
05:15	28	349	19	401	*	*	24	37
05:30	39	412	44	381	*	*	42	39
05:45	53	358	56	350	*	*	54	35
06:00	58	288	58	315	*	*	58	30
06:15	78	263	82	301	*	*	80	28
06:30	117	221	138	237	*	*	128	22
06:45	163	236	155	241	*	*	159	23
					*	*	174	22
07:00	178	197	171	242		4		
07:15	218	187	250	202			234	19
07:30	216	166	247	236	*	*	232	20
07:45	282	165	325	187	*	*	304	17
08:00	253	157	255	180	*	*	254	16
08:15	194	154	224	168	*	*	209	16
08;30	217	138	222	153	*	*	220	14
08:45	236	112	222	151	*	*	229	13
09:00	245	102	241	146	*	*	243	12
09:15	212	115	208	113	*	*	210	11
			197	103	*	*	200	,
09:30	202	93		103	•	*	228	
09:45	239	78	218	77		*	228	7
10:00	197	64	215	83	•	•	206	-
10:15	203	68	230	56	*		216	•
10:30	224	70	231	52	*	*	228	•
10:45	259	39	245	48	*	*	252	4
11:00	220	41	214	43	*	*	217	4
11:15	215	43	234	29	*	*	224	;
11:30	216	35	231	40	*	*	224	
11:45	233	40	223	28	*	*	228	
			5376	10964	0	0	5287	105
Total	5196	10178	9910	10304	U	U	JZ01	100
ombined	153	74	163	40	0		158	359
Total								
Peak	07:15	04:45	- 07:15	04:45	- H	-	- 07:15	04:4
Vol.	969	1534	- 1077	1528	-		- 1024	153
P.H.F.	0.859	0.931	0.828	0,953			0.842	0.96
		OT 15,857	AADT 15,857					

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05758Bvolume Site Code: 23149

Wampanoag Trail (Route 114) just south of #1275 Driveway City, State: E. Providence, RI Client: Pare/Derek Hug

Start	14-Sep-23	SB		Hour Total	s
Time	Thu	Morning	Afternoon	Morning	Afternoon
12:00		25	246	-	
12:15		19	264		
12:30		21	259		
12:45		15	247	80	1016
01:00		12	224		
01:15		11	239		
01:30		4	236		
01:45		4	277	31	976
02:00		5	289		
02:15		4	333		
02:30		4 7	333		
02:45		4	307	20	1262
03:00		3	308	20	1202
03:15		8	316		
		7	332		
03:30			361	24	4047
03:45		6		24	1317
04:00		9	385		
04:15		12	340		
04:30		13	359		
. 04:45		12	377	46	1461
05:00		20	369		
05:15		19	401		
05:30		44	381		
05:45		56	350	139	1501
06:00		58	315		
06:15		82	301		
06:30		138	237		
06:45		155	241	433	1094
07:00		171	242	100	,001
07:00 07:15		250	202		
07.10		200	236		
07:30		247		000	002
07:45		325	187	993	867
08:00		255	180		
08:15		224	168		
08:30		222	153		
08:45		222	151	923	652
09:00		241	146		
09:15		208	113		
09:30		197	103		
09:45		218	77	864	439
10:00		215	83		
10:15		230	56		
10:30		231	52]
10:45		245	48	921	239
11:00		214	43	34.	
11:15		234	29		
11:30		231	40		
11:45		223	28	902	140
				50∠	140]
Total		5376	10964		
Combined Total	2.22	16340			
Percentage		77131	04440		
_ Total		10572	21142		
Percent		33.3%	66.7%		
ADT		ADT 15,857		AADT 15,857	

Transportation Data Corporation Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

05758Bvolume Site Code: 23149

Wampanoag Trail (Route 114) just south of #1275 Driveway City, State: E. Providence, RI Client: Pare/Derek Hug

Percentage

0.0%

Start	13-Sep-23	SB	THE PROPERTY AND A SECURE OF THE PROPERTY OF T	Hour Tota	als
Time	Wed	Morning	Afternoon	Morning	Afternoon
12:00		17	256	-	
12:15		24	274		
12:30		18	249		
12:45		6	237	65	1016
01:00		· 14	213		
01:15		13	210		
01:30		5	217		
01:45		- 8	244	40	884
02:00		2	219		
02:15		3	295		
02:30		6	278		
02:45		5	284	16	1076
03:00		5	275		
03:15		. 5	268		
03:30		4	304		
03:45		7	344	21	1191
04:00		5	318	- '.	1101
04:15		5	340		
04:30		12	389		
04:45		14	385	36	1432
05:00		23	388	30	1402
05:00		23 28	349		
05:10		28 39	412		
05:30		39		440	4507
05:45		53	358	143	1507
06:00		58	288		
06:15		78	263		
06:30		117	221	440	4000
06:45		163	236	416	1008
07:00		178	197		
07:15		218	187		
07:30		216	166		
07:45		282	165	894	715
08:00		253	157		
08:15		194	154		
08:30		217	138		
08:45		236	112	900	561
09:00		245	102		
09:15		212	115		
09:30		202	93		
09:45		239	78	898	388
10:00		197	64		
10:15		203	68		
10:30		224	70		
10:45		259	39	883	241
11:00		220	41		
11:15		215	43		
11:30		216	35		
11:45		233	40	884	159
Total		5196	10178		
Combined Total		15374	, -		
	0.00/				

Transportation Data Corporation

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Wampanoag Trail (Route 114) just south of #1275 Driveway City, State: E. Providence, RI Client: Pare/Derek Hug

05758Bspeed Site Code: 23149

	95th	Percent	58	57	20	29	\$	55	57	57	57	57	28	22	56	57	28	22	22	57	57	56	28	57	22	28									
	85th	Percent	57	23	49	57	51	52	53	53	54	53	54	23	23	23	54	23	54	53	54	23	53	53	23	23									
		Total	80	31	20	24	46	139	433	993	923	864	921	902	1016	976	1262	1317	1461	1501	1094	867	652	439	239	140	16340		07:00	993	17:00	1501	31714		
	77	75	0	0	0	0	0	0	-	~	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	%0.0	00:90	-			က	0.0%	
	99	70	0	0	0	0	0	0	7	ო	0	_	0	2	2	4	ო	ო	0	0	7	0	7	7	۴	0	27	0.2%	07:00	3	13:00	4	47	0.1%	
	6	65	7	₩.	0	~	0	_	ო	4	00	13	17	10	တ	16	26	12	16	မ	တ	4	12	7	7	2	186	1.1%	10:00	17	14:00	26	341	1.1%	
	56	90	7	_	0	7	7	ဖ	37	69	94	63	85	92	58	61	86	105	138	122	86	53	48	35	9	13	1270	7.8%	08:00	94	16:00	138	2364	7.5%	
	છ	55	26	7	~	ဖ	7	26	104	273	266	209	222	217	220	223	346	368	435	482	318	237	160	96	29	28	4336	26.5%	07:00	273	17:00	482	7988	25.2%	
	46	50	25	4	7.	ω	13	8	133	304	274	246	313	312	348	327	378	397	455	505	380	286	210	150	86	47	5256	32.2%	10:00	313	17:00	505	10183	32.1%	
	41	45	16	7	വ	ιΩ	15	38	96	197	189	203	193	213	248	231	272	257	308	265	199	197	166	103	62	36	3519	21.5%	11:00	213	16:00	308	7149	22.5%	
	36	40	2	_	က	7	ς,	<u>6</u>	36	73	22	82	52	42	81	67	111	80	54	69	61	61	39	34	12	Ø	1012	6.2%	00:60	82	12:00	81	2158	6.8%	
	31	35	-	0	0	0	4	5	7	50	20	22	4	12	4	4	19	19	12	7-	∞	12	7	7	ဖ	4	254	1.6%	00:60	22	14:00	19	547	1.7%	40 MPH 47 MPH 53 MPH 57 MPH
	26	30	- -	0	0	0	0	Φ	ന	Φ	7	თ	4	4	10	7	13	17	4	8	2	7	~	7	0	ζ-	120	0.7%	00:60	တ	15:00	17	241	0.8%	
	21	25	0	0	0	0	0	0	-	τυ	~	ო	Û	11	12	8	∞	26	00	12	တ	S	0	7	0	ζ	117	0.7%	11:00	11	15:00	26	234	0.7%	Percentile Percentile Percentile
٥	16	20	0	0	0	0	0	0	4	ιO	0	7	7	0	0	0	4	ဖ	Ψ-	7	0	_	~	0	0	0	22	0.1%	00:20	S	15:00	ဖ	41	0.1%	15th 50th 85th 95th
	₩.	15	0	0	0	0	0	0	4	27	თ	7	14	4	4	18	21	27	20	25	∞	4	ဖ	7	~	0	219	1.3%	02:00	21	15:00	27	418	1.3%	
Southbound	Start	Time	09/14/23	01:00	02:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	Percent	AM Peak	Vol.	PM Peak	Vol.	Grand	Percent	

46-55 MPH 10 MPH Pace Speed:

Stats

Number of Vehicles > 45 MPH: Percent of Vehicles > 45 MPH: Mean Speed(Average):

20926 66.0% 47 MPH

05758Bspeed Site Code: 23149

Transportation Data Corporation

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Wampanoag Trail (Route 114) just south of #1275 Driveway City, State: E. Providence, RI

	95th	Percent	27	52	8	27	28	26	27	28	28	57	57	28	56	%	58	27	27	26	27	54	93	26	25	58						
	85th	Percent	54	23	54	53	23	52	53	54	54	53	53	54	53	51	54	23	23	53	23	25	49	53	53	54						
		Total	65	40	16	27	36	143	416	894	006	868	883	884	1016	884	1076	1191	1432	1507	1008	715	561	388	241	159	15374		00:80	900	17:00	1507
	71	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	~	0	0	0	0	0	1	0.0%			18:00	τ-
	99	70	0	0	0	0	0	0	7	~	₹	0	/	*	***	0	ო	7	7	ო	~	Y	0	0	~	0	20	0.1%	00:90	2	14:00	က
	61	65	0	0	~	0	_	~	7	15	23	13	-	7	7	က	. 5	12	တ	10	5	ო	0	4	-	5	155	1.0%	00:80	23	14:00	<u>(5</u>
	56	90	7	7	۲.,	7	ო	ω	27	95	92	75	56	8	09	28	86	77	117	91	8	24	ω	25	19	14	1094	7.1%	02:00	95	16:00	117
	51	55	16	10	Ω.	က	7	26	90	243	224	212	190	218	218	131	270	304	417	415	280	149	65	74	55	30	3652	23.8%	00:20	243	16:00	417
	46	20	23	48	9	7	4	48	114	245	298	264	304	298	344	278	330	372	457	530	353	225	157	109	79	59	4927	32.0%	10:00	304	17:00	230
	41	45	14	∞	ო	10	4	22	83	181	189	217	230	196	245	287	225	268	293	307	192	204	220	134	65	27	3630	23.6%	10:00	230	17:00	307
	36	40	4	7	0	4	ω	18	52	61	46	65	49	46	86	116	75	78	79	26	45	73	82	58	17	17	1146	7.5%	00:60	65	13:00	116
	31	35	*	0	0	0	0	12	25	17	16	8	∞	7	16	12	30	22	21	15	17	8	24	9	0	4	293	1.9%	00:90	25	14:00	99
	26	30	0	0	0	0	7	80	ဖ	7	4	5	12	4	တ	12	∞	12	æ,	7	ω	ဖ	۴	/	γ	ო	121	0.8%	10:00	12	13:00	72
	27	25	0	0	0	0	0	0	~	ιΩ	~	ဖ	∞	10	13	∞	ဖ	16	7	7	10	7	ო	0	~	0	117	0.8%	11:00	10	15:00	16
Hug	16	20	0	0	o	0	0	0	0	4	0	£	0	1	_	0	7	4	_	0	~	0	0	0	0	0	19	0.1%	00:60	5	15:00	4
2/Derek	χ	15	0	0	0	0	0	0	က	20	9	<u>\$</u>	<u> </u>	œ	16	თ	16	24	20	21	4	5	٨.,	04	7	0	199	1.3%	00:20	20	15:00	24
Client: Pare/Derek Hug Southbound	Start	Time	09/13/23	01:00	02:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total	Percent	AM Peak	Vol.	PM Peak	Voľ.

Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

05758Bclass Site Code: 23149

Wampanoag Trail (Route 114) just south of #1275 Driveway

\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			Total	65	40	16	2	36	143	416	894	900	868	883	884	1016	884	1076	1191	1432	1507	1008	715	561	388	241	159	15374		08:00	008	17:00	1507
3		>6 Axl	Multi	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%				
		6 Axle	Multi	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				
		<6 AxI	Multi	0	0	0	0	0	0	0	0	0	0	0	0	₹	0	~	0	0	0	0	0	0	0	0	0	2	%0.0			12:00	-
		>6 Axl	Double	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				
		5 Axle	Double	0	0	0	_	~	0	4	ζ	ო	ιΩ	-	0	0	7	~	~	က	0	0	0	2	0	0	0	22	0.1%	00:60	C	16:00	ო
		<5 AxI	Double	0	0	0	0	0	0	ო	7	Ð	9	7	4	ო	0	7	9	7	4	~	0	2	0	0	0	09	0.4%	02:00	11	15:00	ဖ
		4 Axle	Single	0	0	0	0	0	0	0	0	0	_	0	0	0	7	0	0	0	0	0	0	0	0	0	0	က	0.0%	00:60	,	13:00	2
		3 Axle	Single	0	0	0	0	7	0	4	~	ო	~	9	5	4	2	ന	0	_	0	0	~	0	0	0	0	33	0.2%	10:00	9	12:00	4
		2 Axle	6 Tire	~	0	0	7	ന	S	39	42	45	46	37	28	43	33	35	32	36	27	15	7	Ø	4	S	-	498	3.2%	00:60	46	12:00	43
			Buses	_	0	$\overline{}$	0	2	∞	18	7	17	တ	9	ιΩ	∞	∞	17	S	Ŋ	4	2	Υ	~	Υ	~	+	127	0.8%	00:90	<u>~</u>	14:00	17
		2 Axle	Long	6	4	_	0	9	36	102	146	143	149	126	139	146	131	163	171	178	148	26	79	64	46	28	15	2127	13.8%	00:60	149	16:00	178
noeway nce RI	116, 214 126	Cars &	Trailers	54	36	4	18	22	94	248	680	688	671	694	701	803	704	853	970	1203	1324	890	621	483	337	207	141	12456	81.0%	11:00	701	17:00	1324
I #12/0 JJ I Provide	/Derek Hug		Bikes	0	0	0	0	0	0	~	\leftarrow	7	9	9	7	œ	7	-	9	4	0	က	7		0	0	_	46	0.3%	00:60	9	12:00	∞
Just south of #12/5 Litreway City State: H Drowidence RI	Client: Pare/ Southbound	Start	Time	09/13/23	01:00	02:00	03:00	04:00	02:00	00:90	07:00	08:00	00:60	10:00	11:00	12 PM	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Day Total	Percent	AM Peak	Vol.	PM Peak	Vol.

Mario Perone, mperonel @verizon.net tel (781) 587-0086 cell (781) 439-4999

05758Bclass	Site Code. 23149

Start Cars &	s & 2 Axle ers Long 68 7											
3		R	2 Axle	3 Axle Single	4 Axle	<5 AXI	5 Axle	>6 Axl	<6 Axi	6 Axle	>6 Axi	Toto
		7	ဗ		0	O	DOUDING T	O	O	O	O	80
	28 3	0	0	0	0	0	0	0	0	0	0	, ç
	17 2	~	0	0	0	0	0	0	0	0	0	20
	18 2	0	ო	0	0	~	0	0	0	0	0	24
	30 8	2	_	0	0	•	4	0	0	0	0	46
	92 30	∞	9	~	0	2	0	0	0	0	0	139
	261 98	15	44	5	7	က	~	0	0	0	0	433
	737 157	17	59	4	S.	∞	2	0	0	0	0	993
	-	5	56	ო	4	4	7	0	7	0	0	923
	14 167	ω	56	5	ო	7	7	0	0	0	0	864
	708 144	4	45	က	8	7	7	0	0	0	0	921
	715 138	4	26	4	ო	4	Υ-	0	τ-	0	0	902
		Φ	38	က	~	က	~	0	~	0	0	1016
	793 135	9	31	7	7	2	0	0	0	0	0	976
		16	40	4	0	2	_	0	0	0	0	1262
3 1078	•	7	38	~	0	4	0	0	0	0	0	1317
		ო	21	~	0	2	0	0	0	0	0	1461
_		4	19		0	_	0	0	0	0	0	1501
2 97	970 106	4	10	/	0	0	_	0	0	0	0	1094
		ო		0	0	0	0	0	0	0	0	867
		7	ω	0	0	0	0	0	0	0	0	652
		τ-	S	0	0	0	0	0	0	0	0	439
2 2.		~	~	0	0	0	0	0	0	0	0	239
	126 11		2	0	0	0	0	0	0	0	0	140
63 13229	29 2251	131	523	38	22	61	18	0	4	0	0	16340
0.4% 81.0%	13.8%	0.8%	3.2%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	%0:0	
0	Ö	07:00	02:00	00:90	07:00	08:00	04:00		08:00			07:00
		17	59	5	S.	14	4		2			993
	Ť	14:00	14:00	14:00	13:00	15:00	12:00		12:00			17:00
8 1309	186	16	40	4	7	4	√		₩.			1501
109 25685	85 4378	258	1021	71	25	121	40	0	9	0	0	31714
0.3% 81.0%	13.8%	0.8%	3.2%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	%0:0	%0.0	

Transportation Data Corporation Mario Perone, mperone 1@verizon.net tel (781) 587-0086 cell (781) 439-4999

05758Bvolume Site Code: 23149

Wampanoag Trail (Route 114) just south of #1275 Driveway City, State: E. Providence, RI Client: Pare/Derek Hug

Start	Wed	13-Sep- 23		Thu	14-Sep- 23	Fri	15-Sep- 23	Daily A	/erage
Time	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	17	256		25	246			21	25
12:15	24	274		19	264			22	269
12:30	18	249		21	259			20	254
12:45	6	237		15	247			10	242
01:00	14	213		12	224			13	21
01:15	13	210		11	239			12	22
01:30	5	217		4	236			4	220
01:45	8	244		4	277			6	260
02:00	2	219		5	289			4	25
02:15	3	295		4	333			7	314
	6	278		7	333			6	306
02:30								4	
02:45	5	284		4	307	্	20		296
03:00	5	275		3	308	Ş		4	292
03:15	5	268		8	316			6	292
03:30	4	304		7	332		50	6	318
03:45	7	344		6	361			6	352
04:00	5	318		9	385		7.5	7	352
04:15	5	340		12	340	•	•	8	340
04:30	12	389		13	359	•	•	12	374
04:45	14	385		12	377		•	13	381
05:00	23	388		20	369		*	22	378
05:15	28	349		19	401		•	24	375
05:30	39	412		44	381			42	396
05:45	53	358		56	350		•	54	354
06:00	58	288		58	315			58	302
06:15	78	263		82	301		• 0	80	282
06:30	117	221		138	237			128	229
06:45	163	236		155	241			159	238
07:00	178	197		171	242			174	220
07:15	218	187		250	202			234	194
07:30	216	166		247	236		4.3	232	201
07:45	282	165		325	187			304	176
08:00	253	157		255	180			254	168
08:15	194	154		224	168			209	161
08:30	217	138		222	153			220	146
08:45	236	112		222	151			229	132
				244					
09:00	245	102		241	146			243	124
09:15	212	115		208	113	- 0	23	210	114
09:30	202	93		197	103		100	200	98
09:45	239	78		218	77	- 2	28	228	78
10:00	197	64		215	83		0.00	206	74
10:15	203	68		230	56			216	62
10:30	224	70		231	52		2.0	228	61
10:45	259	39		245	48		•	252	44
11:00	220	41		214	43		•	217	42
11:15	215	43		234	29		*	224	36
11:30	216	35		231	40		•	224	38
11:45	233	40		223	28			228	34
Total	5196	10178		5376	10964	0	0	5287	10572
Combined Total	153			163			0	158	
Peak	07:15	04:45		07:15	04:45		4.5	07:15	04:45
Vol.	969	1534	-	1077	1528		- 10	1024	1530
P.H.F.	0.859	0.931		0.828	0.953			0.842	0.966
ADT		OT 15,857	4.40	T 15,857					

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05758Bvolume Site Code: 23149

Wampanoag Trail (Route 114) just south of #1275 Driveway City, State: E. Providence, RI Client: Pare/Derek Hug

Start	14-Sep-23	SB		18	Hour Totals	8
Time	Thu	Morning	Afternoon	Morning		Afternoon
12:00		25	246			
12:15		19	264			
12:30		21	259			
12:45		15	247		80	1016
01:00		12	224			
01:15		11	239			
01:30		4	236			
01:45		4	277		31	976
02:00		5	289		100	8530
02:15		5 4	333			
02:30		7	333			
02:45		4	307		20	1262
03:00		3	308			
03:15		3 8 7 6 9	316			
03:30		7	332			
03:45		6	361		24	1317
04:00		9	385		24	1017
04:15		12	340			
04:30		13	359			
04.30		13	377		40	4404
04:45		12	3//		46	1461
05:00		20	369			
05:15		19	401			
05:30		44	381		400	200
05:45		56	350		139	1501
06:00		58	315			
06:15		82	301			
06:30		138	237			
06:45		155	241		433	1094
07:00		171	242			
07:15		250	202			
07:30		247	236			
07:45		325	187		993	867
08:00		255	180			
08:15		224	168			
08:30		222	153			
08:45		222	151		923	652
09:00		241	146			33.50
09:15		208	113			
09:30		197	103			
09:45		218	77		864	439
10:00		215	83		001	400
10:15		230	56			
10:30		231	52			
10:45		245	48		921	239
11:00		214	43		02,1	200
		224	43			
11:15		234	29			
11:30		231	40		000	***
11:45		223	28		902	140
Total		5376	10964			
Combined Total	5272507	16340				
Percentage	0.0%	77727	22/10/2			
Total		10572	21142			
Percent		33.3%	66.7%			
ADT		ADT 15,857		AADT 15		

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05758Bvolume Site Code: 23149

Wampanoag Trail (Route 114) just south of #1275 Driveway City, State: E. Providence, RI Client: Pare/Derek Hug

> Combined Total Percentage

Start	13-Sep-23		SB			Hour Totals	
Time	Wed	Morning	1000	Afternoon	Morning	D DOOR DANCE SEE	Afternoon
12:00			17	256			
12:15			24	274			
12:30			18	249			
12:45			6	237		65	1016
01:00			14	213			
01:15			13	210			
01:30			5	217			
01:45			8	244		40	88
02:00			2 3 6 5 5	219			
02:15			3	295			
02:30			6	278			
02:45			5	284		16	1076
03:00			5	275			
03:15			5	268			
03:30			4	304			
03:45			7	344		21	119
04:00			5	318			
04:15			4 7 5 5	340			
04:30			12	389			
04:45			14	385		36	1433
05:00			23	388			
05:15			28	349			
05:30			39	412			
05:45			53	358		143	150
06:00			58	288			
06:15			78	263			
06:30			117	221			
06:45			163	236		416	100
07:00			178	197			(1000)
07:15			218	187			
07:30			216	166			
07:45			282	165		894	71
08:00			253	157		-	200
08:15			194	154			
08:30			217	138			
08:45			236	112		900	56
09:00			245	102		000	
09:15			212	115			
09:30			202	93			
09:45			239	78		898	38
10:00			197	64		000	00
			203	68			
10:15			224	70			
10:30			259	39		883	24
10:45			200	41		003	24
11:00			220				
11:15			215	43			
11:30			216	35 40		884	15
11:45			233	40		864	15

15374

0.0%

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> Wampanoag Trail (Route 114) just south of #1275 Driveway City, State: E. Providence, RI

Site Code: 23149 05758Bspeed

Start	-	16	21	58	31	36	41	46	51	98	61	99	7.1	2000	855	95th
Time	15	20	25	30	35	40	45	20	22	09	99	202	75	Total	Percent	Percent
09/14/23	0	0	0	+		2	16	25	26	7	2	0	0	80	75	58
01:00	0	0	0	0	0	-	7	14	1	•	**	0	0	31	83	5
02:00	0	0	0	0	0	(1)	10	11	٠	0	0	0	0	20	49	જ
03:00	0	0	0	0	0	2	ın	00	Θ	2	**	0	0	24	25	28
04:00	0	0	0	0	4	NO.	15	13	7	2	0	0	0	46	51	90
02:00	0	0	0	00	13	13	38	34	26	9	**	0	0	139	92	99
00:00	10		-	m	1.1	38	8	•	104	37	63	74	-	433	23	10
07:00	21	20	10	90	20	73	197	77.7	273	69	14	m	-	993	53	50
08:00	o	0	400	1	20	55	189	274	266	94	60	0	0	923	25	57
00:00	11	2	en	on	22	82	203		209	63	13		0	864	53	5
10:00	14	2	w	4	14	52	193		222	82	17	0	0	921	\$	99
11:00	14	0	+	4	12	42	213		217	65	10	23	0	902	53	5
12 PM	14	0	12	10	14	81	248	348	220	58	0	7	0	1016	53	96
13:00	40	0	00	7	14	67	231		223	91	16	4	0	976	53	55
14:00	21	•	60	43	19	77	272	378	346	98	26	0	0	1262	254	28
15:00	27	9	26	17	10	80	257		368	105	12	m	0	1317	53	5
16:00	20	*	00	14	12	55	308		435	138	16	0	0	1481	25	6
17500	25	2	12	2	1.5	69	265		482	122	9	0	0	1501	53	6
18:00	00	0	60	N	89	61	189		318	86	O)	64	0	1094	54	55
19:00	4		w	1	12	61	197		237	53	4	0	0	867	53	99
20:00	Θ	-	0		7	39	166		160	48	12	7	0	852	53	28
21:00	C	0	2	2	1	¥	103	150	96	35	O	2	0	439	53	10
22:00	•	0	0	0	9	12	62		69	10	64	-	0	239	63	33
23:00	0	0		+	4	00	38		28	13	2	0	0	140	63	28
Total	219	22	117	120	254	1012	3519		4338	1270	186	27	2	16340		
Percent	1.3%	0.1%	0.7%	0.7%	1.6%	6.2%	21.5%		26.5%	7.8%	1.1%	0.2%	960'0	-		
AM Peak	07:00	00:20	11:00	00:60	00:60	00:60	11:00		07:00	08:00	10:00	07:00	00:90	07:00		
Vol.	21	9	11	6	22	82	213	313	273	36	17	m	-	993		
PM Peak	15:00	15:00	15:00	15:00	14:00	12:00	16:00	17:00	17:00	16:00	14:00	13:00		17:00		
Vol.	27	9	26	17	19	81	308	505	482	138	26	4		1501		
Grand	418	41	234	241	547	2158	7149	10183	7988	2364	25	47	60	31714		
Percent	1,3%	0.1%	0.7%	0.8%	1.7%	6.8%	22.5%	32.1%	25.2%	7.5%	1.1%	0.1%	9600			
		15th 50th 85th	15th Percentile : 50th Percentile : 85th Percentile :	क च धंर्	40 MPH 47 MPH 53 MPH											

48-55 MPH 10 MPH Pace Speed:

Stats

Number of Vehicles > 45 MPH: Percent of Vehicles > 45 MPH:

20926 66.0% 47 MPH Mean Speed(Average):

05758Bspeed Site Code: 23149

Transportation Data Corporation

Mario Perone, mperone I@verizon.net tel (781) 587-0086 cell (781) 439-4999

Wampanoag Trail (Route 114) just south of #1275 Driveway

City, State: E. Providence, RI

Start	+	16	21	28	31	36	41	46	61	99	91	99	7.1	35.05	85th	95th
Time	40	20	25	30	35	40	45	20	22	09	92	70	75	Total	Percent	Percent
09/13/23	0	0	0	0		10	14	23	16	7	0	0	0	65	42	29
01:00	0	0	0	0	0	23	60	18	10	2	0	0	0	40	53	55
02:00	0	0	0	0	0	0	60	Ф	10	٠	**	0	0	16	22	8
03:00	0	0	0	0	0	4	10	2	m	2	0	0	0	23	53	57
04:00	0	0	0	2	0	10	4	14	7	es		0	0	36	53	98
06:00	0	0	0	60	7	18	22	48	28	00	*	0	0	143	52	58
00:00	er)	0	-	0	25	52	88	114	06	27	7	7	0	416	eg G	57
07:00	20	च	10	1	17	61	181	245	243	92	15	+	0	894	25	28
08:00	8	0		খ	16	48	189	298	224	92	23	٠	0	900	Z,	28
00:00	100	vo.	60	10	00	65	217	264	212	75	50	0	0	888	53	57
10:00	4	0	00	7	- 60	49	230	304	190	99	÷	*	0	883	53	19
11:00	60		10	4	1	46	196	298	218	84	1		0	884	72	28
12 PM	18		13	o	18	98	245	344	218	90	۲	*	0	1016	23	58
13:00	o	0	00	12	12	116	287	278	131	28	m	0	0	884	5	50
14:00	16	N	40	60	30	75	225	330	270	86	13	m	0	1078	20	89
15:00	24	4	16	12	22	78	268	372	304	77	12	7	0	1191	23	57
16:00	20	٠	11	10	21	79	293	457	417	117	o	8	0	1432	53	57
17:00	21	0	11	7	15	16	307	530	415	91	10	e	0	1507	53	999
18:00	14	*	10	00	17	40	192	353	280	60	w	÷	-	1008	53	57
19:00	NO.	0	7	10	18	73	204	225	149	24	60	٠	0	715	52	Š
20:00	*	0	69	4-	24	82	220	157	65	00	0	0	0	561	49	53
21:00	2	0	0	۳	10	58	134	109	74	25	4	0	0	388	53	28
22:00	24	0	**	٠	0	17	65	79	92	19	٠	•	0	241	23	57
23:00	0	0	0	en	*	17	27	59	30	14	10	0	0	159	95	200
Total	199	19	117	121	293	1146	3630	4927	3652	1094	155	20	1	15374	08220	
Percent	1.3%	0.1%	0.8%	0.8%	1,9%	7.5%	23.6%	32,0%	23.8%	7.1%	1.0%	0.1%	960'0	1000000		
AM Peak	07:00	00:60	11:00	10:00	00:90	00:60	10:00	10:00	07:00	07:00	08:00	06:00		08:00		
Vol.	20	40	10	12	25	99	230	304	243	92	23	2		900		
PM Peak	15:00	15:00	15:00	13:00	14:00	13:00	17:00	17:00	16:00	16:00	14:00	14:00	18:00	17:00		
4744	1 The Co.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1													

Site Code: 23149 05758Aspeed

Transportation Data Corporation

Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

Wampanoag Trail (Route 114) just north of #1200 North Pointe Drive

City, State: E. Providence, RI

Start		18	21	26	31	36	41	48	51	99	61	99	7.1		85th	95th
Time	15	20	25	30	35	40	45	20	55	09	85	70	75	Total	Percent	Percent
09/13/23	0	0	0	0	0	4	7	9	15	6	m	0	0	44	57	91
01:00	0	0	0		0		2	00	-	2	CV		0	18	90	99
02:00	0	0	0	0	-	7	2	1	0	4	0	0	0	15	29	89
03:00	0	0	0	0	+	0	4	15	00	9	2	0	0	38	57	8
04:00	0	0	0	0	0	2	10	31	28	100	00	m	-	66	58	8
02:00	0	0	0	0	2	o	26	83	92	53	8	10	0	310	59	2
06:00	12	0	0	0	0	8	88	169	264	242	101	23	CA	853	99	2
07:00	26	0	0	0	2	o	74	308	573	472	152	20	-	1635	59	62
08:00	40	0	0	0	4	23	125	331	456	368	125	20	60	1500	28	62
00:60	24	0	0	0	0	12	87	290	356	298	16	17	60	1184	58	62
10:00	24	0	0	0	C	21	148	305	262	189	88	7	-	1027	57	9
11:00	4.5	0	0	0	i es	23	138	280	271	189	52	12	2	995	57	9
12 PM	12	0	0		12	29	115	301	278	195	99	12	N	1013	57	9
13:00	4	0	0	0	11	52	202	280	191	76	23	*	0	828	25	28
14:00	00	0	0	0	2	20	103	250	253	181	79	5	10	914	58	82
15:00	25	0	0	+		21	130	316	347	253	115	21	ю	1235	59	63
16:00	Ø	0	0	0	0	6	111	315	304	237	16	27	4	1107	58	8
17:00	00	0	0	0	**	18	71	256	326	244	65	400	-	1008	58	62
18:00	4	0	0	0	4	12	92	213	224	136	38	11	v	738	57	61
19:00	10	0	0	0	0	21	90	177	146	67	19	4	0	529	22	80
20:00	60	0	0	0	m	25	91	114	68	17	2	**	0	324	52	28
21:00	*	0	0	0	*	100	4 69	99	90	20	4	N	0	201	20	28
22:00	*	0	0	0	0	14	16	25	27	15	2	0	0	103	26	99
23:00	4	0	0	0	0	40	w	4	6	0	0	0	0	27	52	25
Total	237	0	0	m	47	352	1734	4132	4550	3291	1135	223	38	15743		
Percent	1.5%	0.0%	960'0	0.0%	0.3%	2.2%	11.0%	26.2%	28.9%	20.9%	7.2%	1.4%	0.2%			
AM Peak	08:00	0000000		01:00	08:00	08:00	10:00	08:00	07:00	07:00	07:00	06:00	08:00	00:20		
Vol.	40			,	4	23	148	331	573	472	162	23	60	1635		
PM Peak	15:00			12:00	12:00	13:00	13:00	15:00	15:00	15:00	15:00	16:00	14:00	15:00		
Vol	25			¥**	12	52	202	316	347	253	115	27	3	1235		

05758Aspeed Site Code: 23149

Transportation Data Corporation

tel (781) 587-0086 cell (781) 439-4999 Mario Perone, mperonel@verizon.net

Wampanoag Trail (Route 114) just north of #1200 North Pointe Drive

City, State: E. Providence, RI

1	•	16	21	26	31	36	41	46	51	99	61	99	7.1	2000000	85th	95th
Time	101	20	25	30	35	40	45	20	99	9	65	20	75	Total	Percent	Percent
09/14/23		0	0	0	-		-	0	1	+	0	0	0	9	55	58
01:00	N	0	0	0	٠	0	0	0	0	0	0	0	0	m	32	34
02:00	0	0	0	0	0	0	**	0	0	0	0	0	0	***	44	44
03:00	0	0	0	0	-	0	٠	0	0	0	0	0	0	2	43	44
04:00		0	0	0	٠	60	7	o	4	0	0		0	31	20	装
05:00	12	0	0	•	ın	12	37	57	26	10	1	m	*-	171	53	60
06:00	28	0	*	0	S	12	79	207	208	119	35	9	4	732	25	99
07:00	125	0		2	o	33	139	363	459	304	68	10	0	1513	257	99
08:00	225	115	30	36	33	49	133	254	277	154	36	φ	٠	1349	45	59
08:00	7	0	٠	-	7	53	177	260	285	164	38	ю	2	1040	99	59
10:00	61	0	0	٠	13	43	160	283	280	136	43	60	(1)	1031	99	59
11:00	50	0	+	0	ю	27	147	228	198	110	36	00	9	857	99	90
12 PM	200	0	0	0	5	32	156	242	232	128	40	13	2	916	56	90
13:00	13	0	0	0	10	23	118	223	246	183	55	10	9	887	58	6
14:00	4	0	0	0	0	19	117	302	280	215	58	18	10	1028	28	62
15:00	51	0	0	0	7	45	134	309	373	293	111	22	60	1318	58	63
16:00	2	0	0	0	N	17	97	261	357	243	121	35	ю	1159	69	84
17:00	16	0	0	0	-	7	7.1	240	343	290	122	26	2	1118	28	63
18:00	m	0	0	0	0	13	68	223	246	183	55	10	9	807	28	82
19:00	-	0	0	0	0	4	103	195	166	108	37	9	e	639	25	91
20:00	en	0	0	0	,-	1	88	128	105	35	23	7	0	381	99	62
21:00	0	0	0	0	0	4	30	81	64	41	16	4	**	241	200	82
22:00	0	0	0	0	-	2	20	43	38	24	60	-	**	143	22	60
23:00	0	0	0	0	2	4	14	34	21	7	4	en	*	8	55	83
Total	801	115	34	41	119	410	1878	3942	4209	2748	913	202	51	15463		
	5,2%	0.7%	0.2%	0.3%	0.8%	2.7%	12.1%	25.5%	27.2%	17.8%	5.9%	1.3%	0.3%			
AM Peak 0	08:00	08:00	08:00	08:00	08:00	08:00	00:60	00:20	07:00	00:20	00:20	07:00	11:00	07:00		
Vol.	225	115	30	36	33	49	177	363	459	304	68	10	w	1513		
PM Peak 1	12:00				12:00	15:00	12:00	15:00	15:00	15:00	17:00	16:00	13:00	15:00		
Vol.	88				13	45	156	308	373	293	122	35	0	1318		
	1038	115	8	4	168	762	3812	8074	8759	6039	2048	425	8	31206		
200	3,3%	0,4%	0.1%	0.1%	0.5%	2,4%	11.6%	25.9%	28.1%	19,4%	6.6%	1.4%	0.3%			
		15th 85th 85th	Percentile : Percentile : Percentile :	400	3 MPH 8 MPH 8 MPH											
27 22	3.3%	5 8	0.1% Percentile: Percentile: Percentile:	4 %	168 0.5% 43 MPH 50 MPH 58 MPH	762 2.4%	3612	25.9%	8759	19,4%	2048	4 4	% 52	8	90	90

25435 81.5% 50 MPH

Number of Vehicles > 45 MPH : Percent of Vehicles > 45 MPH : Mean Speed(Average) :

46-55 MPH

10 MPH Pace Speed:

Stats

Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

Wampanoag Trail (Route 114) just north of #1200 North Pointe Drive

City, State: E. Providence, RI

Site Code: 23149 05758Aclass

Bikes Trillers	Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Ax	6 Axle	>6 Ax	i
0 34 6 2 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	otal
0 13 3 1 1 0	09/13/23	0	34	9	2	2	0	0	0	0	0	0	0	0	4
0 14 0	01:00	0	13	e	,	•	0	0	0	0	0	0	0	0	18
0 27 4 1 4 0	02:00	0	4	0	0	0	0	0	-	0	0	0	0	0	13
0 63 20 1 15 0	03:00	0	27	4	-	4	0	0	0	0	0	0	0	0	38
1 208 65 7 28 1 0 <td>04:00</td> <td>0</td> <td>63</td> <td>20</td> <td>-</td> <td>15</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>66</td>	04:00	0	63	20	-	15	0	0	0	0	0	0	0	0	66
2 635 135 7 72 0 0 2 0 <td>02:00</td> <td>-</td> <td>208</td> <td>99</td> <td>7</td> <td>28</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>310</td>	02:00	-	208	99	7	28		0	0	0	0	0	0	0	310
4 1278 249 10 80 4 9 1 0 0 8 1110 262 21 81 5 0 6 5 0 2 1 765 160 15 72 2 0 9 1 0 0 3 16 16 16 16 16 1 0 0 1 4 756 16 7 1 1 2 0 1 0 0 8 16 16 86 6 0 11 0 0 0 0 1 72 16 8 83 4 0 4 3 0 0 1 899 23 26 1 4 3 0 0 1 0 890 120 66 0 4 1 0 0 0 1 </td <td>08:00</td> <td>2</td> <td>635</td> <td>135</td> <td>7</td> <td>72</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>853</td>	08:00	2	635	135	7	72	0	0	2	0	0	0	0	0	853
8 1110 262 21 81 5 0 6 5 0 2 2 869 227 6 70 1 0 8 1 0 0 1 750 161 7 6 7 1 0 9 2 0 1 1 750 161 7 6 7 1 0 9 2 0 0 0 1 750 161 7 85 3 0 8 1 0 0 1 1 0 </td <td>07:00</td> <td>4</td> <td>1278</td> <td>249</td> <td>10</td> <td>80</td> <td>4</td> <td>0</td> <td>6</td> <td>-</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1635</td>	07:00	4	1278	249	10	80	4	0	6	-	0	0	0	0	1635
2 869 227 6 70 1 0 8 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 <td>08:00</td> <td>00</td> <td>1110</td> <td>262</td> <td>21</td> <td>81</td> <td>2</td> <td>0</td> <td>9</td> <td>2</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>1500</td>	08:00	00	1110	262	21	81	2	0	9	2	0	2	0	0	1500
1 765 160 15 72 2 0 9 2 0 1 3 566 161 7 63 4 0 7 1 0 1 4 184 7 85 3 6 0 11 0 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0	00-60	2	869	227	8	70	-	0	00	٠	0	0	0	0	1184
1 750 161 7 63 4 0 7 1 0 1 3 566 139 16 86 6 0 11 0 0 1 1 899 232 23 76 1 1 2 0 0 0 1 0	10:00	-	765	160	15	72	2	0	0	2	0	,	0	0	1027
1 724 184 7 85 3 0 8 1 0 0 3 566 139 16 86 6 0 11 0 0 1 1 642 168 8 3 4 0 4 3 0 1 0 830 195 3 76 1 1 2 0 0 0 0 830 195 3 75 1 0 2 1 0 0 0 0 415 76 3 35 0 <t< td=""><td>11:00</td><td></td><td>750</td><td>161</td><td>7</td><td>63</td><td>4</td><td>0</td><td>7</td><td>-</td><td>0</td><td>-</td><td>0</td><td>0</td><td>986</td></t<>	11:00		750	161	7	63	4	0	7	-	0	-	0	0	986
3 566 139 16 86 6 11 0 1 1 642 168 8 83 4 0 4 3 0 1 1 899 232 23 76 1 1 2 0	12 PM	•	724	184	7	82	m	0	00	-	0	0	0	0	1013
1 642 168 8 83 4 0 4 3 0 1 1 899 232 23 76 1 1 2 0 0 0 0 830 195 3 75 1 0	13:00	es	566	139	16	98	9	0	1	0	0	-	0	0	828
1 899 232 23 76 1 1 2 0 </td <td>14:00</td> <td>•</td> <td>642</td> <td>168</td> <td>60</td> <td>83</td> <td>4</td> <td>0</td> <td>4</td> <td>e</td> <td>0</td> <td>-</td> <td>0</td> <td>0</td> <td>914</td>	14:00	•	642	168	60	83	4	0	4	e	0	-	0	0	914
0 830 195 3 75 1 0 2 1 0 0 0 770 162 5 66 0 0 4 1 0 0 0 415 76 3 35 0	15:00		899	232	23	76	,	-	2	0	0	0	0	0	1235
0 770 162 5 66 0 4 1 0 0 0 566 120 6 43 0 0 2 1 0 0 0 415 76 3 35 0 0 0 0 0 0 0 0 26 36 0 20 0	16:00	0	830	195	m	75		0	2		0	0	0	0	1107
0 566 120 6 43 0 0 2 1 0 <td>17:00</td> <td>0</td> <td>770</td> <td>162</td> <td>ın</td> <td>99</td> <td>0</td> <td>0</td> <td>4</td> <td>-</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1008</td>	17:00	0	770	162	ın	99	0	0	4	-	0	0	0	0	1008
0 415 76 3 35 0 <td>18:00</td> <td>0</td> <td>566</td> <td>120</td> <td>9</td> <td>43</td> <td>0</td> <td>0</td> <td>2</td> <td>-</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>738</td>	18:00	0	566	120	9	43	0	0	2	-	0	0	0	0	738
0 266 36 0 20 0 <td>19:00</td> <td>0</td> <td>415</td> <td>76</td> <td>60</td> <td>35</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>529</td>	19:00	0	415	76	60	35	0	0	0	0	0	0	0	0	529
0 168 26 1 6 0	20:00	0	266	36	0	20	0	0	2	0	0	0	0	0	324
0 80 17 1 5 0	21:00	0	168	26	-	9	0	0	0	0	0	0	0	0	201
25 0	22:00	0	80	17		co	0	0	0	0	0	0	0	0	103
25 11717 2647 151 1070 32 1 77 17 0 6 6 6 8 6 8 6 8 8 0.2% 0.0% 0.5% 0.1% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0	23:00	0	25	0	0	2	0	0	0	0	0	0	0	0	27
0.2% 74.4% 16.8% 1.0% 6.8% 0.2% 0.0% 0.5% 0.1% 0.0% 0.0% 08:00	Day	25	11717	2647	151	1070	32	-	11	17	0	Ø	0	0	15743
08:00 07:00 08:00 08:00 08:00 08:00 07:00 08:00 08:00 13:00 15:00 15:00 15:00 13:00 13:00 15:00 13:00 13:00 13:00 13:00 13:00 13:00 13:00 13:00 13:00 14:00	Percent	0.2%	74.4%	16.8%	1.0%	6.8%	0.2%	%0.0	0.5%	0.1%	%0.0	%0.0	%0.0	%0.0	
13:00 15:00 15:00 15:00 13:00 15:00 13:00 14:00 13:00 15:00 14:00 14:00	M Peak	08:00	07:00	08:00	08:00	08:00	08:00		07:00	08:00		08:00			07:00
13:00 15:00 15:00 15:00 13:00 15:00 13:00 14:00 14:00 3 899 232 23 86 6 1 11 3	Vol.	80	1278	262	21	81	2		0	5		2			1835
3 899 232 23 86 6 1	M Peak	13:00	15:00	15:00	15:00	13:00	13:00	15:00	13:00	14:00		13:00			15:00
	Vol.	60	888	232	23	86	9	-	1	m		5			1235

05758Aclass Site Code: 23149

Transportation Data Corporation Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

Wampanoag Trail (Route 114) just north of #1200 North Pointe Drive

City, State: E. Providence, RI Client Pare/Derek Hug Northbound

DI DOSTINION														
Start		Cars &	2 Axle		2 Axle	3 Axde	4 Axle	S Ax	5 Axle	>6 Axl	<6 Axl	6 Axde	>6 Axl	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
09/14/23	0	9	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	m	0	0	0	0	0	0	0	0	0	0	0	es
02:00	0	,-	0	0	0	0	0	0	0	0	0	0	0	-
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00		24	4D	0	+	0	0	0	0	0	0	0	0	34
05:00	0	128	27	4	11	0	0	-	0	0	0	0	0	171
06:00	10	578	110	00	24	•	0	-	0	0	0	0	0	732
07:00	O	1256	175	7	58	4	0	4	0	0	0	0	0	1513
08:00	20	1075	174	40	53	10	0	4	0	0	0	0	0	1349
00:00	o	828	147	IO	44	4	0	ო	0	0	0	0	0	1040
10:00		780	171	Ø	63	2	0	2	0	0	0	0	0	1031
11:00	9	664	134	9	41	2	0	2	7	0	0	0	0	857
12 PM	5	712	148	7	44	-	0	4	0	0	0	0	0	916
13:00	9	679	140	7	54	0	0	-	0	0	-	0	0	887
14:00	2	755	177	10	73	2	٢	9	N	0	0	0	0	1028
15:00	3	914	261	24	105	2	0	7	2	0	0	0	0	1318
16:00	7	878	189	9	69	ო	0	2	-	0	-	0	0	1159
17:00	40	845	196	10	62	2	0	en	0	0	0	0	0	1118
18:00	D.	609	135	Ð	51	0	0	-	0	0	-	0	0	807
19:00	0	522	75	2	38	0	0	-	0	0	0	0	0	639
20:00	0	309	20	2	20	0	0	0	0	0	0	0	0	381
21:00	*	202	29	۲-	60	0	0	0	0	0	0	0	0	241
22:00	0	115	40	2	00	0	0	0	0	0	0	0	0	143
23:00	0	73	12		4	0	0	0	0	0	0	0	0	06
Day	68	11958	2373	124	832	28	-	48	7	0	60	0	0	15463
Percent	0.6%	77.3%	15.3%	0.8%	5.4%	0.2%	0.0%	0.3%	0.0%	%0.0	0.0%	%0.0	%0.0	
AM Peak	08:00	07:00	07:00	08:00	10:00	08:00		10:00	11:00					07:00
Vol.	20	1256	175	130	63	2		2	2					1513
PM Peak	16:00	15:00	15:00	15:00	15:00	16:00	14:00	15:00	14:00		13:00			15:00
Vol.	7	914	261	24	105	m	-	7	2		1			1318
Grand	114	23675	5020	275	1902	90	2	125	24	0	თ	0	0	31206
Percent	0.4%	75.9%	16.1%	%6:0	6.1%	0.2%	0.0%	0.4%	0.1%	%0.0	0.0%	0.0%	0.0%	

Mario Perone, mperonel@verizon.net tel (781) 587-0086 cell (781) 439-4999

> Wampanoag Trail (Route 114) just south of #1275 Driveway

City, State: E. Providence, RI

05758Bclass Site Code: 23149

Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axd	5 Axle	>6 Axl	<6 Ax	6 Axle	>6 Axi	1
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	lotai
09/13/23	0	54	6	1	1	0	0	0	0	0	0	0	0	65
01:00	0	36	4	0	0	0	0	0	0	0	0	0	0	40
02:00	0	14	•	+	0	0	0	0	0	0	0	0	0	18
03:00	0	100	0	0	2	0	0	0	-	0	0	0	0	17
04:00	0	22	9	2	m	2	0	0	*-	0	0	0	0	36
05:00	0	98	36	00	ıo	0	0	0	0	0	0	0	0	143
08:00	-	248	102	18	39	4	0	က	-	0	0	0	0	416
00:20	•	680	146	12	42	-	0	7	-	0	0	0	0	894
08:00	8	688	143	11	45	e	0	S	(r)	0	0	0	0	900
00-60	9	671	149	Ø	46		-	10	9	0	0	0	0	888
10:00	9	694	126	9	37	9	0	7	٠	0	0	0	0	883
11:00	2	701	139	rO.	28	9	0	4	0	0	0	0	0	884
12 PM	60	803	146	60	43	4	0	69	0	0	-	0	0	1016
13:00	2	704	131	00	33	2	2	0	2	0	0	0	0	884
14:00	-	853	163	17	35	e	0	2	-	0	-	0	0	1076
15:00	Ф	970	171	co	32	0	0	9	-	0	0	0	0	1191
16:00	4	1203	178	2	36		0	2	m	0	0	0	0	1432
17:00	0	1324	148	4	27	0	0	4	0	0	0	0	0	1507
18:00	67	890	26	2	15	0	0	-	0	0	0	0	0	1008
19:00	2	621	79	-	11	٠	0	0	0	0	0	0	0	715
20:00	•	483	64	-	00	0	0	8	7	0	0	0	0	581
21:00	0	337	46	-	4	0	0	0	0	0	0	0	0	388
22:00	0	207	28	,	10	0	0	0	0	0	0	0	0	241
23:00	-	141	15	•		0	0	0	0	0	0	0	0	129
Day	46	12456	2127	127	498	33	ന	9	22	0	2	0	0	15374
Percent	0.3%	81.0%	13.8%	0.8%	3.2%	0.2%	%0.0	0.4%	0.1%	%0.0	%0.0	0.0%	0.0%	
AM Peak	00:60	11:00	00:60	00:90	00:60	10:00	00:60	07:00	00:60					08:00
Vol.	9	701	149	100	48	9	-	11	2					800
PM Peak	12:00	17:00	16:00	14:00	12:00	12:00	13:00	15:00	16:00		12:00			17:00
Nol	oc.	1324	178	17	43	4	2	9	m		-			1507

Mario Perone, mperonel@vertzon.net tel (781) 587-0086 cell (781) 439-4999

Wampanoag Trail (Route 114) just south of #1275 Driveway

City, State: E. Providence, RI

05758Bclass Site Code: 23149

4000		Com 9	A Auto		S Auto	2 Auto	A Auto	IN BY	E Auto	Le Aud	PA SA	a Auto	Le Aut	
Time	Contract	Carso	Z Axie	0	2 Axie	o Axie	4 Axie	2	o Axie	200	ZY OV	o Axie	N P	Total
IIIIe	Dives	railers	Long	pases	o lire	Single	Single	alanon	Pondie	Connie	Mula	Muni	DININ	IDIG
US/14/23	0	8	1	-	7	0	0	0	-	0	0	0	0	200
01:00	0	28	m	0	0	0	0	0	0	0	0	0	0	33
02:00	0	17	2	-	0	0	0	0	0	0	0	0	0	20
03:00	0	18	2	0	e	0	0	-	0	0	0	0	0	24
04:00	0	30	60	2	-	0	0	-	4	0	0	0	0	48
05:00	0	92	30	80	9	-	0	2	0	0	0	0	0	139
06:00	4	261	86	15	44	2	2	en	*-	0	0	0	0	433
07:00	4	737	157	17	59	4	ıo	80	2	0	0	0	0	993
08:00	2	654	171	13	56	63	4	14	2	0	2	0	0	923
00:60	2	614	167	00	56	20	0	7	2	0	0	0	0	864
10:00	9	708	144	4	45	m	2	7	2	0	0	0	0	921
11:00	9	715	138	4	26	4	63	4	-	0	-	0	0	902
12 PM	9	813	142	60	38	60	-	es	-	0	-	0	0	1016
13:00	9	793	135	9	31	2	2	2	0	0	0	0	0	976
14:00	00	1026	165	16	40	4	0	2		0	0	0	0	1262
15:00	3	1078	186	7	38	-	0	4	0	0	0	0	0	1317
18:00	9	1253	176	ro	21	-	0	2	0	0	0	0	0	1461
17:00	4	1309	163	4	19	٢	0	-	0	0	0	0	0	1501
18:00	2	970	106	4	10	-	0	0	-	0	0	0	0	1094
19:00	4	750	66	es	11	0	0	0	0	0	0	0	0	867
20:00	0	574	68	2	00	0	0	0	0	0	0	0	0	652
21:00	0	382	51	-	9	0	0	0	0	0	0	0	0	439
22:00	0	213	22	-	-	0	0	0	0	0	0	0	0	239
23:00	0	126	11	1	2	0	0	0	0	0	0	0	0	140
Day	63	13229	2251	131	523	38	22	61	18	0	4	0	0	16340
Percent	0.4%	81.0%	13.8%	0.8%	3.2%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	08:00	00:20	00:20	00:90	07:00	08:00	04:00		08:00		0.000000	07:00
Vol.	9	737	171	17	29	2	co	14	4		2			993
PM Peak	14:00	17:00	15:00	14:00	14:00	14:00	13:00	15:00	12:00		12:00			17:00
Vol.	00	1309	186	16	40	4	2	4	-		-			1501
Grand	109	25685	4378	258	1021	71	25	121	40	0	9	0	0	31714
1														

John Flatley Company Wampanoag Meadows-Commercial Development

APPENDIX B SAFETY DATA

					WAMPANO	AG MEADO	WS CRA	SH DATA SUMMARY-EAST PRO	OVIDENCE		
Date Tin	me l	Location	Type of Roadway	Road Surface Condition	Light Condition	Weather No.	. of vehicle	es Type of Impact	Contributing Circumstance	Damage/Injuries	Other
10.30.20 11	1:57 AM	Wampanoag Tr/Mohawk Dr	One-way traffic way	Snow	Daylight	Snow	2	Rear end	Veh 1 was bumped. Veh 2 ran	Minor/None	
10.13.20 8	8:50am	Wampanoag Tr/Mohawk Dr	2-way divided median barrier	Wet	Daylight	Rain	2	Barrel flew from veh 1 hit veh 2	loss barrel	Minor/None	
8.2.20 6	6:12am	Wampanoag Tr/Forbes St 500 ft north	2-way divided pmedian barrier	Drt	Daylight	Clear	1	Struck grass median	Driverfell asleep	Extensive /towed/None	
7.30.20 8	3:32 PM	Wampanoag Tr/Forbes St 500' south	2-way divided positive median barr	Dry	Dark lighted	Clear	1	Loss control	Hit objects	Damage/None	
7.6.20 3:	3:00 PM	Wampanoag Tr/Reardon Ave	2-way not divided cont left turn lane	Dry	Daylight	Clear	2	Sideswipe Same Direction	Changing lanes southbound	Minor/BackPain	
6.11.20 9	9:40am l	Forbes St/Wampanoag Tr	2-way divided unprotectd median	Dry	Daylight	Cloudy	2	Rear end	At stop sign	Minor/None	hit and run
5.20.20 10	0:45 AM	Wampanoag Tr/Reardon Ave	One-way traffic way	Dry	Daylight	Clear	2	Rear end	Roll over after rear ended	Extensive damage	On phone
4.6.20 4	1:41 PM	Wampanoag Tr/1000' north of Forbes	One way traffic way	Dry	Daylight	Clear	1	Slid on road/guardrail	Loss control	Minor/Transported to hospital	
4.4.20 2:	2:20 AM	Wampanoag Tr/Forbes St	One-way traffic way	Wet	Dark Lighted	Rain	1	Hit signs and lights	Loss contol/On speaker phone	Objects/None	
3.7.20 7:	':18 AM	Wampanoag Tr 500' north of Reardon	One-way traffic way	Ice/Frost	Daylight	Cloudy	3	Angle/Right angle	Car lost contol-2 cars hit	Towed/None	
1.20.20 11	1:29 AM	Forbes St/Wamanoag Tr	One way traffic way	Dry	Daylight	Clear	2	Rear end	At stop sign	None/none	
		Wampanoag Trail 1000' north Reardon Ave	2-way divided median barrier	dry	dark unknown lighting	clear	1	object	deer	Significant/none	
		25 Argyle St/Wampanoag Tr	2-way not divided	dry	dusk	clear	2	rear end	stop at intersection	minor/none	
		Wampanoag Tr 500 feet south of Argyle Ave	1	dry	Dark-lighted	clear	1	Object	Deer	Disabling/head pain	
		Wampanoag Tr 800 ' Forbes St	2-way divided barrier	dry	dark-lighted	clear	2	angle	Travelling southbound sideswipe	Minor/none	hit and run
		Wampanoag Tr 350' s of Forbes St	2-way divided barrier	dry	dusk	clear	2	rear end	Veh merging from turnaround	Minor/none	
		Wampanoag Tr 1 mile Forbes St	One-way trafficway	dry	dark lighted	clear	1	object	coyote	minor/none	
		Wampanoag Tr/Argyle Ave	2-way not divided	dry	daylight	clear	2	rear end	hit and run	Functional/none	
		Wampanoag Tr/Reardon Ave	2-way, divided barrier	dry	dusk	clear	2	rear end	car turning	minor/none	hit and run
		Wampaoag Trail 300 ft sout Reardon Ave	2-way divided barrier	dry	daylight	clear	2	angle same direction	Turned into lane	Heavy/minor	
		Wampanoag Tr 40 feet south Reardon Ave	2-way divided barrier	dry	daylight	cloudy	2	Rear to side	Car reversed in breakdown lane	Significant/injuries	
		Wampanoag Tr 300 south of President Ave	2-way divided barrier	Dry	Daylight	Clear	2	Angle front to side	crossing lanes enter Express Gas	Significant/neck and back	southbound turn around
		Forbes St/n500 ft spouth Wampanoag Trl	2	dry	dusk	clear	2	Rear end	Turning vehicle	Minor/none	
2.9.21 10	0:15 PM	Wampanag Tr 1000' south Mink Rd	2-way divided barrier	Ice/Frost	Dark-Lighted	Clear	1	Rollover	Hit ice	Major/none	
		- /	T	_				Text	The same of the	I	
		Wampanoag Tr/500' s of Mink Rd	2-way divided barrier	Dry	Daylight	Clear	2	Sideswipe Same Direction	drifted into other lane	Minor/none	
		Wampanoag Tr/Reardon Ave	2-way divided barrier	dry	Daylight	Clear	2	Sideswipe, Same Direction	Switch lanes with blind spo	Significant/none	
		Wampanoag Trl/Mink Rd	2-way divided barrier	Dry	Daylight	Clear	2	angle same direction	Car merging/car turning into Mobile	None/none	
		Mink Rd/Wampanoag Tr	2-way not divided	Wet	Daylight	Rain	2	Rear end	Merging then stopped	Minor/none	
		Wampanoag Tr/Mink Rd	2-way not divided	Dry	Daylight	Clear	2	Rear end	stop car at intersection	Minor/none	
		Wampanoag Tr/Mink Rd	2-way not divided	Dry	Day light	Clear	2	Rear end	Did not syop at light and rearended car in front	None/none	
		Wampanoag Tr/ 1 mile south of Reardon Ave		dry	daylight	clear	2	angle	crossed 2 lanes w/o looking/V2 accessing turnaround	Heavy/none	
		Wampanoag Tr/Mink Rd	2-way divided barrier	Dry	Daylight	Clear	2	Rear end	At redlight Veh 1 rear ended	Minor/None	
		Wampanoag Tr/Mink Rd	2-way divided barrier	Dry	Daylight	Clear	2	Rear end	Rearended at light	Minor/minor	
		Mink Rd/Wampanoag Tr	one-way traffic way	Dry	Daylight	Clear	2	Rear end	Hit car at yield looking over shldr	Minor/none	
		Wampanoag Tr/Mink Rd	one-way traffic way	Dry	Daylight	Cloudy	2	Rear end	Waiting to merge/rearended	Minor/none	
		Wampanoag Tr/Mink Rd	one-way traffic way	Wet	Daylight	Rain	2	Rear end	Slowing down and hit from behind	Minor/None	
		Wampanoag Tr/Mink Rd Mink Rd/Wampanoag Tr	one-way traffic way	Ice/Frost	Daylight	Clear	2	angle	Stop at light and hit side of vehicle	Heavy/none	
			2-way not divided	wet	Daylight Dayl lighted	Snow	1	rear end Hit curb and snowbank	Stop at light and was rear ended	Minor/none	
2.2.22	1.05 PIVI JI	MinkRd/Wampanoag Tr	2-way divided barrier	Snow	Dark lighted	Fog		HIL CUID allu Silowbalik	Significant/none		
0 26 22 7	2:00 ANA IN	Wampanoag Tr/Mink Rd 30' east of inter	one way traffic way	dny	Daylight	Clear	2	angle same direction	car marging from Mink Vol. on Wampanage hit	Minor/hoadacho	
		Wampanoag Tr/Mink Rd 30 east of inter Wampanoag Tr/Mink Rd	one-way traffic way 2-way divided barrier	dry dry	Daylight Daylight	Clear	2	angle same direction Rear end Front to Rear	car merging from Mink. Veh on Wampanoag hit foot slipped off break at stop	Minor/headache Minor/None	+
-		Wampanoag TR/30' south of Mink Road	2-way not divided	dry	Daylight	Clear	2	Rear end	Stopped on Mink Rd. Bumped from behind	Minor/None	+
		Wampanoag Trail/Mink Road	2-way not divided	Dry	Daylight	Clear	2	Rear end	cut off by tractor trailer moved to other and was rear ender		+
		Wampanoag Trail/Mink Rd	one-way traffic way	dry	daylight	cloudy	2	rear end	Waiting to turn. Foot slipped off brake	Moderate/None	_
		Wampanoag Trail/Mink Road	2-way divided barrier	dry	daylight	clear	2	Rear end	Approaching intersection. Not paying attention. Hit car	significant/hospital	+
		Mink Road/Wampanoag TR	2-way not divided	dry	daylight	clear	2	rear end	merging. Didn't notice car in front	None/None	
		Wampanoag Trail/Mink Rd	2-way not divided	dry	daylight	clear	2	rear end	hit from behind at stop light	minor/none	_
		Wampanoag Tr/Mink Rd	2-way flot divided 2-way divided barrier	Dry	Dark lighted	Clear	2	Sideswipe	swerved to avoid collison with another vehicle	Minor/None	+
		Wampanoag Tr/Mink Rd	one-way traffic way	Dry	Dark lighted Dark lighted	Clear	1	fish tailed and went offroad	speed may have been factor	none/none	_
		Mink Road/Wampanoag TR	one-way traffic way	Dry	Daylight	Clear	2	rear end	hit car in merge lane	Minor/none	_
		Mink Road/Wampanoag TR	one-way traffic way	Dry	Daylight	Clear	2	rear end	hit car at red light	minor/none	+
1.2.23 12	L. TO LIAI	THINK RODAL WAITIPATIONS TR	one way traine way	Diy	Dayngiit	cical		1.00. Cita	Interest at the light	Immor/none	

					WAMPA	NOAG ME	ADOWS CR	ASH DATA SUMMARY-B	ARRINGTON		
Date	Time	Location	Type of Roadway	Road Surface Condition	Light Condition	Weather	No. of vehicle	Type of Impact	Contributing Circumstance	Damage/Injuries	Other
9.14.21	9:46 PM	1691 Wampanoag Tr	2-way divided barrier	Dry	Daylight	Clear	1	went off road	cut off by other vehicle	completely disabled/none	
6.19.21	11:06 AM	1581 Wampanoag Tr	2-Way not divided	dry	Daylight	Clear	1	deer	Swerved to not hit animal	minor/none	
8.12.23	9:20 PM	1825 Wampanoag Tr	2-way not divided	dry	Dark lighted	Clear	2	rear end	Car pulled over. Backed into police cruiser	Minor/None	
5.13.23	12:27 PM	Wampanoag Tr/Argyle Rd	2-way not divided	dry	Daylight	clear	2	sideswipe	pulled out from Argyle. Did not see on-coming car	Minor/none	
1.2.23	6:02 PM	Wampanoag Tr/by turnaround	2-way divided barrier	dry	Dark lighted	Clear	1	entangled in guardrail	operator seizing. Under the influence	Minor/Injury	

John Flatley Company Wampanoag Meadows-Commercial Development

APPENDIX C TRIP GENERATION & DISTRIBUTION

Multifamily Housing (Mid-Rise)

Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

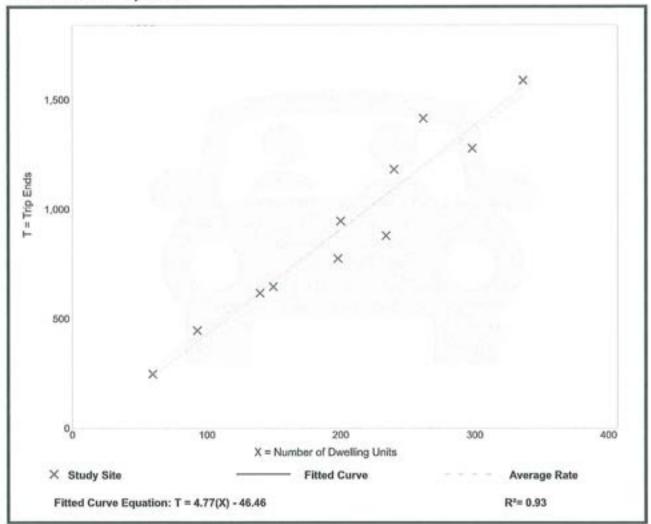
Number of Studies: 11 Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Trip Gen Manual, 11th Edition

Institute of Transportation Engineers

AVENAGE RATE: 1889 TATA!

944 (ENTRY)

Multifamily Housing (Low-Rise)

Not Close to Rail Transit (220)

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: General Urban/Suburban

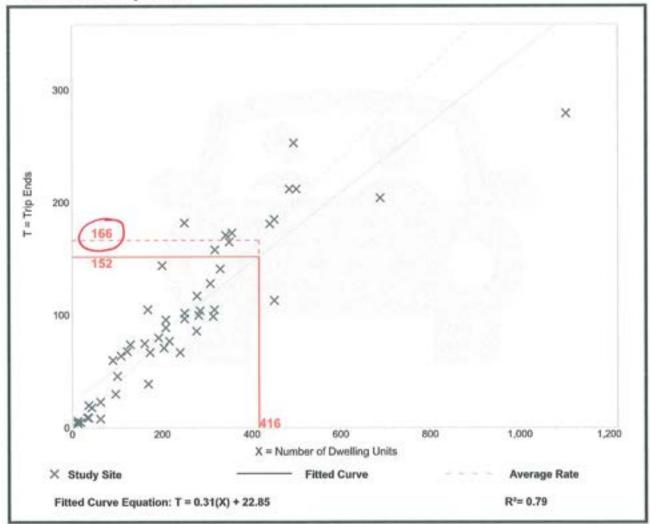
Number of Studies:

Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12



Multifamily Housing (Low-Rise)

Not Close to Rail Transit (220)

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: General

General Urban/Suburban

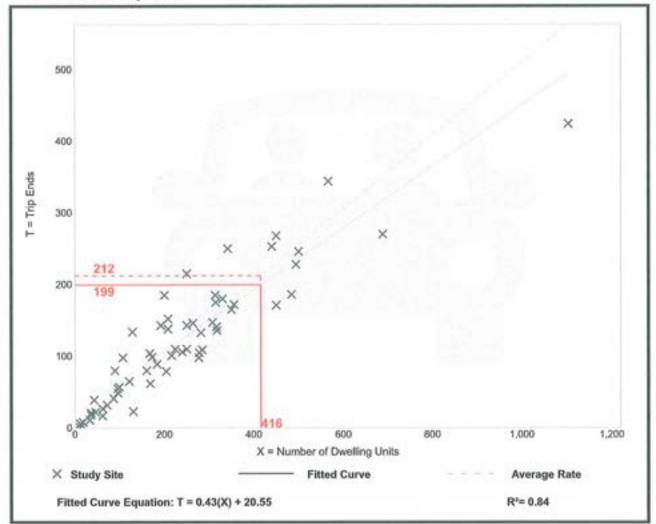
Number of Studies:

59

Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit



Multifamily Housing (Low-Rise)

Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 282

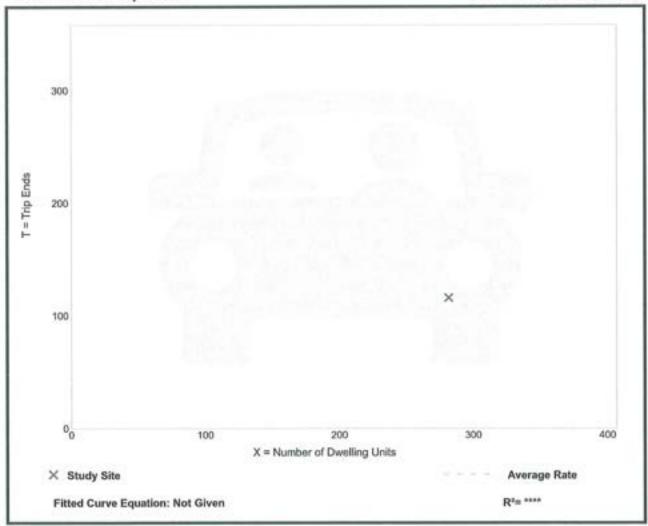
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	

Data Plot and Equation

Caution - Small Sample Size



High-Turnover (Sit-Down) Restaurant

(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

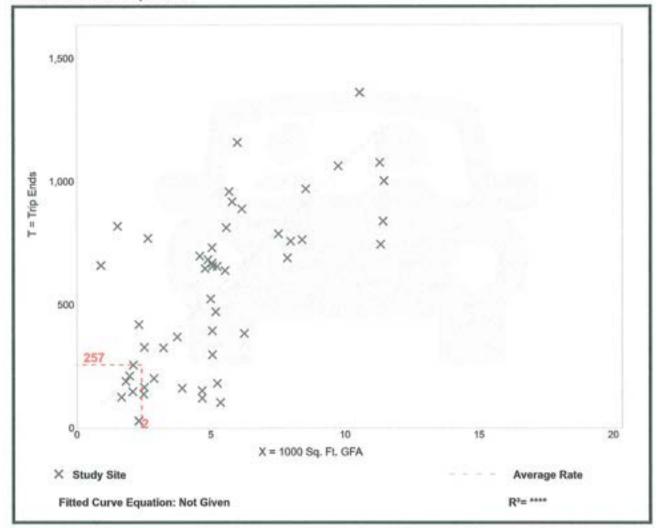
Setting/Location: General Urban/Suburban

Number of Studies: Avg. 1000 Sq. Ft. GFA:

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

Weekday, On a:

> Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

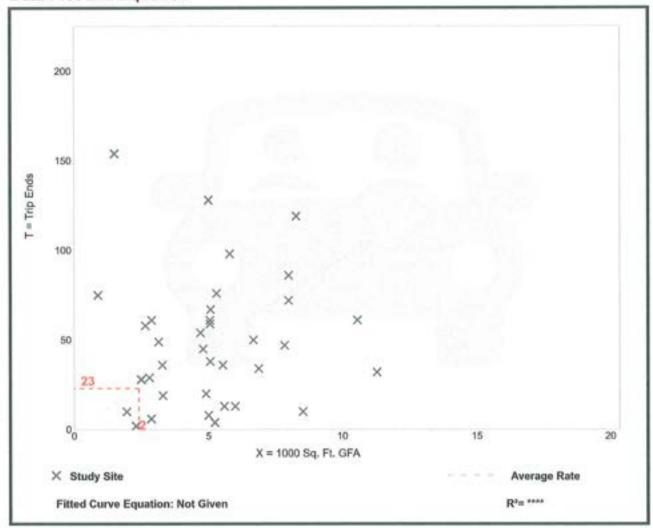
Setting/Location: General Urban/Suburban

Number of Studies: 37 Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102,39	11.61



High-Turnover (Sit-Down) Restaurant

(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

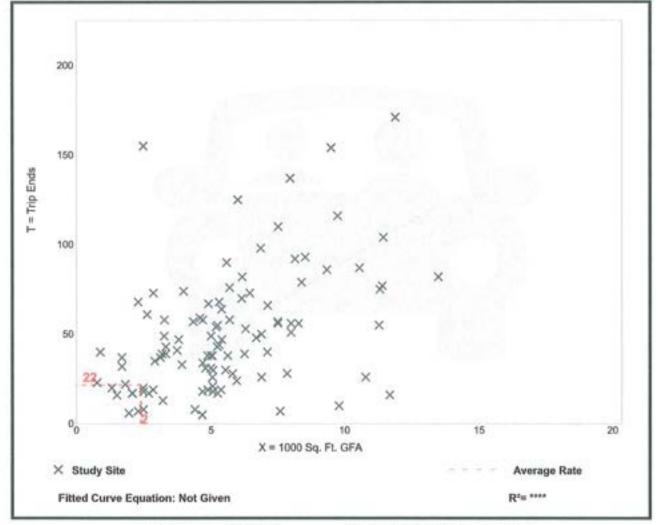
Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 104 Avg. 1000 Sq. Ft. GFA:

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA



High-Turnover (Sit-Down) Restaurant

(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

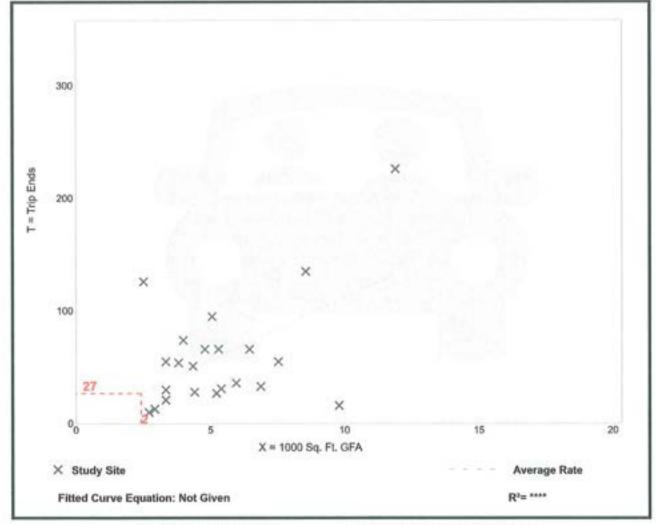
Setting/Location: General Urban/Suburban

Number of Studies: 22 Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11,19	1.63 - 50.40	8,30



Fine Dining Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

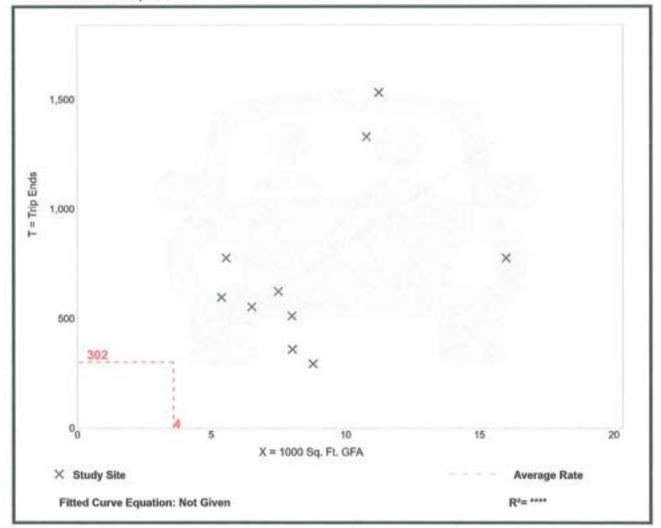
Setting/Location: General Urban/Suburban

Number of Studies: Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
83.84	33.45 - 139.93	40.01



Fine Dining Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

Weekday, On a:

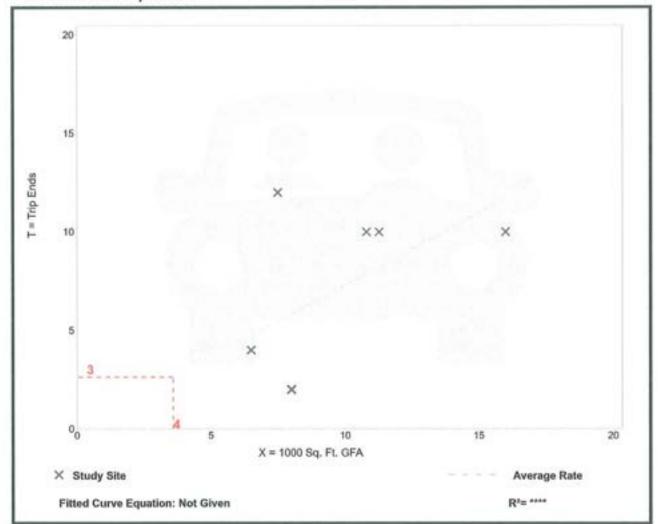
> Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7 Avg. 1000 Sq. Ft. GFA: 10

Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA



Fine Dining Restaurant (931)

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.

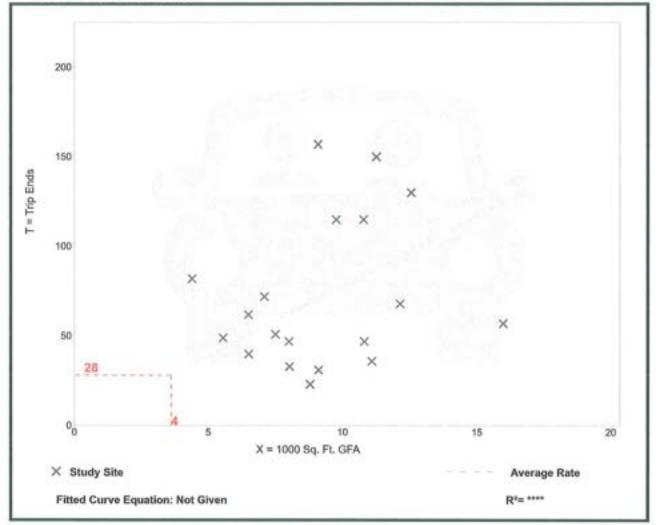
Setting/Location: General Urban/Suburban

Number of Studies: 19 Avg. 1000 Sq. Ft. GFA:

Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49



Fine Dining Restaurant (931)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

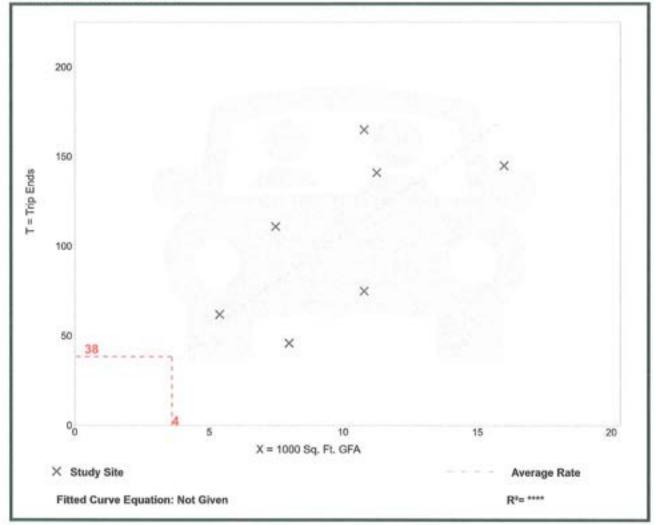
Setting/Location: General Urban/Suburban

Number of Studies: 7 10 Avg. 1000 Sq. Ft. GFA:

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.68	5.75 - 15.29	3.62



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4 Avg. 1000 Sq. Ft. GLA: 19

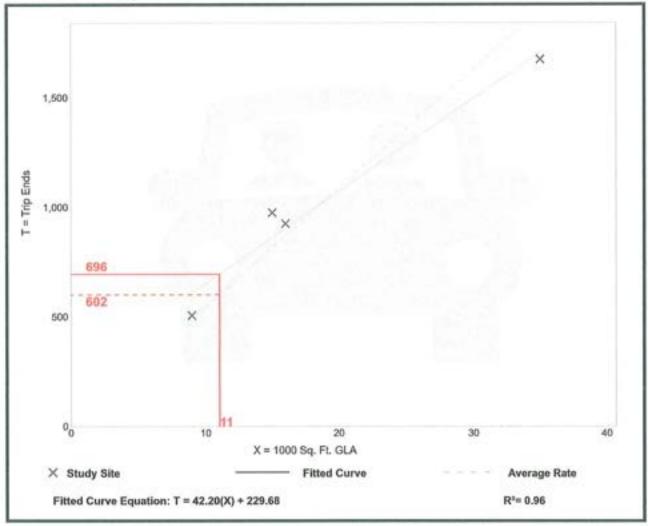
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution - Small Sample Size



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

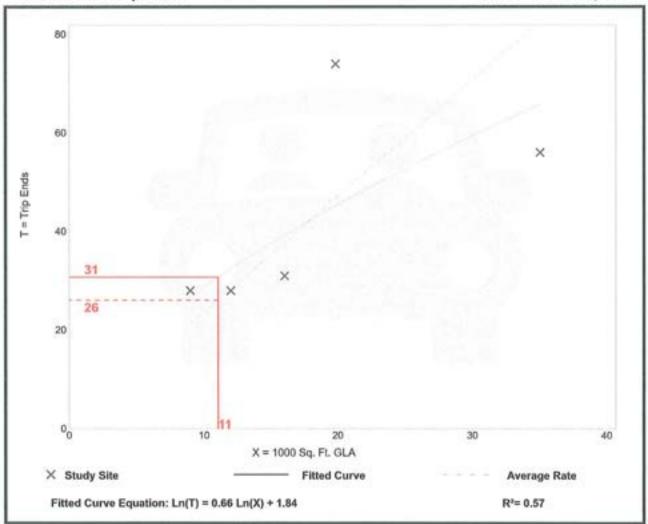
Directional Distribution: 60% entering, 40% exiting

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

Caution - Small Sample Size



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.

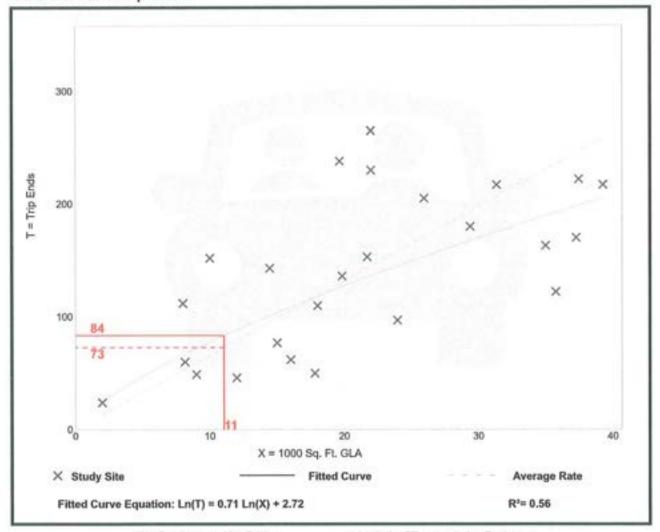
Setting/Location: General Urban/Suburban

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



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Saturday, Peak Hour of Generator

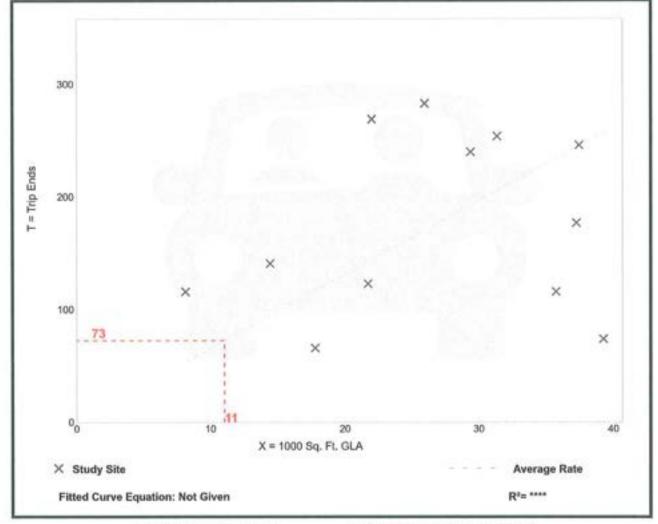
Setting/Location: General Urban/Suburban

Number of Studies: 12 Avg. 1000 Sq. Ft. GLA: 27

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.57	1.88 - 14.23	3.45



(151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

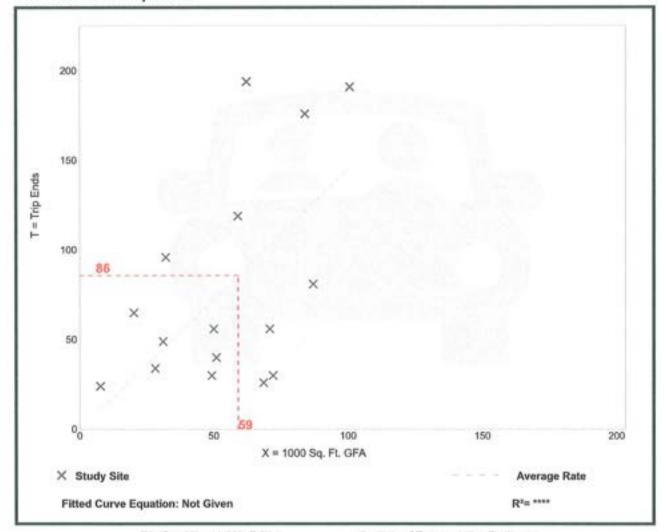
Setting/Location: General Urban/Suburban

Number of Studies: 16 Avg. 1000 Sq. Ft. GFA: 55

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.45	0.38 - 3.25	0.92



(151)

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.

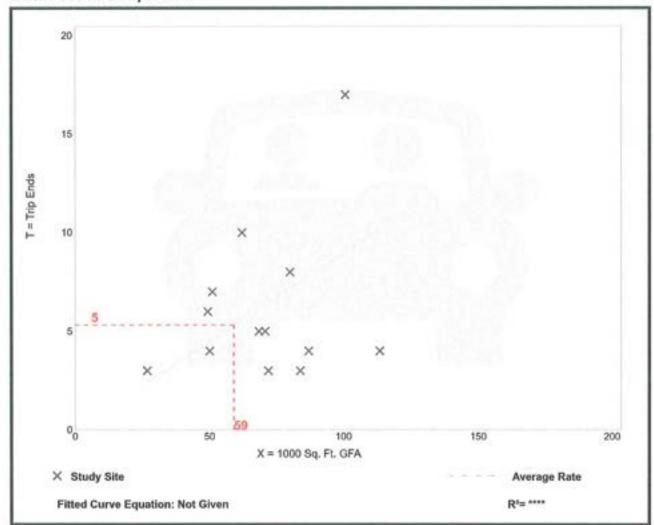
Setting/Location: General Urban/Suburban

Number of Studies: 13 Avg. 1000 Sq. Ft, GFA: 70

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.04 - 0.17	0.05



(151)

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.

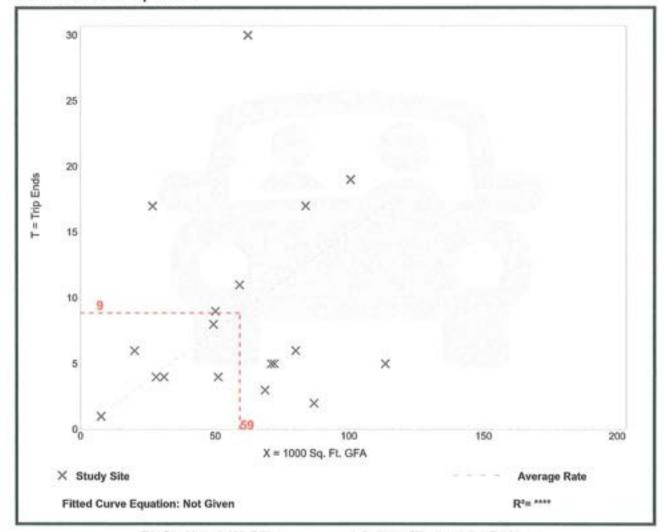
Setting/Location: General Urban/Suburban

Number of Studies: 18 Avg. 1000 Sq. Ft. GFA:

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 0.64	0.14



(151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3 Avg. 1000 Sq. Ft. GFA: 90

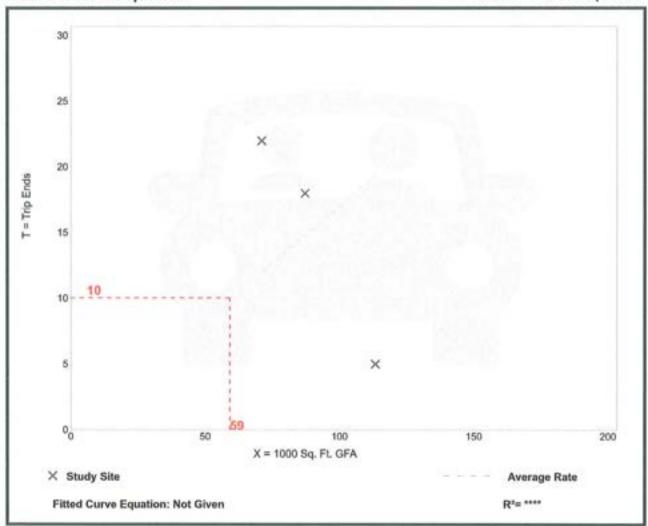
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.04 - 0.31	0.14

Data Plot and Equation

Caution - Small Sample Size



John Flatley Company Wampanoag Meadows-Commercial Development

APPENDIX D TRAFFIC CAPACITY ANALYSIS

A LOUIS AND A PARTY.						
Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7			44	1
Traffic Vol, veh/h	0	93	0	0	918	160
Future Vol, veh/h	0	93	0	0	918	160
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		-	-	265
Veh in Median Storage,	# 0				0	*
Grade, %	0			0	0	-
Peak Hour Factor	92	66	92	94	91	88
Heavy Vehicles, %	2	3	2	1	3	3
Mymt Flow	0	141	0	0	1009	182
million from	U	191	0	U	1000	102
Major/Minor M	finor2				Major2	
Conflicting Flow All		505				0
Stage 1	7				7.4	
Stage 2						
Critical Hdwy		6.96			-	0.00
Critical Howy Stg 1					-	-
Critical Hdwy Stg 2		-				7.00
Follow-up Hdwy	-	3.33				
Pot Cap-1 Maneuver	0	510				245
Stage 1	0	010				
Stage 2	0	-			-	543
	U	- 0			- 17	
Platoon blocked, %		240			-	
Mov Cap-1 Maneuver		510				*
Mov Cap-2 Maneuver	-	-				
Stage 1	1					-
Stage 2	-	-				
Approach	EB				SB	
HCM Control Delay, s	14.7		_		0	_
HCM LOS	В				U	
TIOM LOO	-					
Minor Lane/Major Mvmt	E	BLn1	SBT	SBR		
Capacity (veh/h)		510		*		
HCM Lane V/C Ratio		0.276				
HCM Control Delay (s)		14.7				
HCM Lane LOS		В				
HCM 95th %tile Q(veh)		1.1				
HOW SOME WING OF AGE!		La.L.	115	- 1		

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7"			44	7
Traffic Vol, veh/h	0		0	0	1524	244
Future Vol, veh/h	0		0	0	1524	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	***************************************	None	e level to	None		None
Storage Length		0				265
Veh in Median Storage	,# 0			-	0	
Grade, %	0	-		0	0	
Peak Hour Factor	67	85	92	94	95	87
Heavy Vehicles, %	0	0	2	1	. 1	0
Mvmt Flow	0	100	0	0	1604	280
Major/Minor I	Minor2			- 1	Major2	
Conflicting Flow All	-	802			and partie	0
Stage 1	-	-				
Stage 2		-				-
Critical Howy		6.9				7.6
Critical Hdwy Stg 1		0.0				207.0
Critical Howy Stg 2	-					
Follow-up Hdwy	- 0				-	2762
Pot Cap-1 Maneuver	0	331			-	
Stage 1	0	001				-
	0	-				
Stage 2	U				- 2	100
Platoon blocked, %		224				
Mov Cap-1 Maneuver	- *	331			-	- 0
Mov Cap-2 Maneuver						
Stage 1						
Stage 2						
Approach	EB				SB	
HCM Control Delay, s	20.5		-		0	
HCM LOS	C					
CONTRACTOR OF THE PARTY OF THE						
Miner Lenn 2 feier M.		COL W4	CDT	cpn		
Minor Lane/Major Mym	4	EBLn1	SBT	SBR		
Capacity (veh/h)		331		-		
HCM Lane V/C Ratio		0.302		*		
HCM Control Delay (s)		20.5				
HCM Lane LOS		C				
HCM 95th %tile Q(veh)		1.2				

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7			44	7
Traffic Vol, veh/h	0		0	0	992	92
Future Vol, veh/h	0		0	0	992	92
Conflicting Peds, #/hr	0		0	0	0	0
Sign Control	Stop		Free	Free	Free	Free
RT Channelized	100	The second			1100	None
Storage Length		- ALLEGON ST.	1	-		265
Veh in Median Storage,	# 0				0	ALL DESCRIPTION OF THE PERSON
Grade, %	0	-		0	0	
Peak Hour Factor	67	81	92		89	82
Heavy Vehicles, %	0	1	2	1	1	0
Mymt Flow	0		0	Ó	1115	112
MAIN LINA	U	121	U	U	1119	112
	Ainor2			- 1	Major2	
Conflicting Flow All	7.	558	Š.			0
Stage 1						
Stage 2		-				
Critical Hdwy		6.92				3
Critical Hdwy Stg 1		-				
Critical Howy Stg 2		14				- 20
Follow-up Hdwy		3.31				
Pot Cap-1 Maneuver	0	476				
Stage 1	0	-				
Stage 2	0	-			-	-
Platoon blocked, %		- 12			-	
Mov Cap-1 Maneuver		476				-
Mov Cap-2 Maneuver		4/0			- 6	
Stage 1						-
10.000		- 1			- 2	-
Stage 2						
Approach	EB				SB	
HCM Control Delay, s	15.3				0	
HCM LOS	C					
per many	- 22					
Minor Lane/Major Mymt	8 7)	EBLn1	SBT	SBR		
Capacity (veh/h)		476	-			
HCM Lane V/C Ratio		0.267				
HCM Control Delay (s)		15.3		-		
HCM Lane LOS		C				
HCM 95th %tile Q(veh)		1.1				
nom som wille Q(veh)		1.1				

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7			44	1
Traffic Vol, veh/h	0	95	0	0	941	164
Future Vol, veh/h	0	95	0	0	941	164
Conflicting Peds, #/hr	0	0	0		0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Ciop	None		DIM MADE BANK	1100	None
Storage Length	-	0		-		265
Veh in Median Storage,					0	200
Grade, %	0				0	
Peak Hour Factor	92	66	92		91	74
Heavy Vehicles, %	2	3	2	1	3	3
Mymt Flow	0	144	0		1034	222
MINING FIOW	U	199	U	U	1034	222
Name and the same						
Major/Minor M	linor2			- 1	Major2	
Conflicting Flow All		517			- 2	0
Stage 1	*					
Stage 2		-				-
Critical Hdwy		6.96				7.00
Critical Hdwy Stg 1		-				
Critical Hdwy Stg 2	-					
Follow-up Hdwy		3.33				
Pot Cap-1 Maneuver	0	501				
Stage 1	0					-
Stage 2	0					2.40
Platoon blocked, %					-	-
Mov Cap-1 Maneuver		501				
Mov Cap-2 Maneuver	-	-				
Stage 1		-			100	- 040
Stage 2					- 1	-
Staye 2	-	_			_	_
Approach	EB				SB	
HCM Control Delay, s					0	
HCM LOS	C					
Minor Lane/Major Mvmt	0 0	EBLn1	SBT	SBR		
Capacity (veh/h)		501				
HCM Lane V/C Ratio		0.287				
HCM Control Delay (s)		15.1		-		
HCM Lane LOS						
				-		
M Lane LOS M 95th %tile Q(veh)		1.2				

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7			44	7
Traffic Vol, veh/h	0		0	0	1562	250
Future Vol, veh/h	0	87	0	0	1562	250
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			-	265
Veh in Median Storage,	# 0				0	
Grade, %	0	-		0	0	
Peak Hour Factor	67	85	92	94	95	87
Heavy Vehicles, %	0	0	2	1	- 1	0
Mymt Flow	0	102	0	0	1644	287
Major/Minor M	linor2				Major2	
Conflicting Flow All	-	822			-	0
The state of the s		022				
Stage 1						
Stage 2	-	- 0.0			-	
Critical Hdwy		6.9				
Critical Hdwy Stg 1	-					
Critical Hdwy Stg 2						
Follow-up Hdwy	-	3.3			-	-
Pot Cap-1 Maneuver	0	321				
Stage 1	0	-				
Stage 2	0					
Platoon blocked, %		45.5				
Mov Cap-1 Maneuver		321				
Mov Cap-2 Maneuver		-				
Stage 1						
Stage 2						
Approach	EB				SB	
HCM Control Delay, s	CONTRACTOR				0	
HCM LOS	C					
10000000	10000					
Minor Lana (Major Muna)		EBLn1	SBT	SBR		
Minor Lane/Major Mymt	N 18					
Capacity (veh/h)		321				
HCM Lane V/C Ratio		0.319				
HCM Control Delay (s)		21.4				
HCM Lane LOS		C				
HCM 95th %tile Q(veh)		1.3		- 50		

Intersection	7					
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7			44	7
Traffic Vol, veh/h	0	106	0	0	1017	94
Future Vol, veh/h	0	106	0	0	1017	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		PERSONAL PROPERTY.		None		None
Storage Length		0			-	265
Veh in Median Storage,	# 0				.0	
Grade, %	0			0	0	
Peak Hour Factor	67	81	92	94	89	82
Heavy Vehicles, %	0	1	2	1	- 1	0
Mymt Flow	0	131	0	0	1143	115
Major/Minor M	linor2			- 1	Major2	
Conflicting Flow All		572			_	0
Stage 1	-	3/2				U
Stage 2	- 5				-	- 55
Critical Hdwy	-	6.92				
Critical Hdwy Stg 1		0.82				
Critical Howy Stg 2					-	980
Follow-up Hdwy		3.31			- :	
Pot Cap-1 Maneuver	0	466				
Stage 1	0	400				-
Stage 2	0					100,00
Platoon blocked, %	U	1.4				-
Mov Cap-1 Maneuver		466				
Mov Cap-1 Maneuver	- :	400			-	
Stage 1	- 10	-			-	1000
Stage 2		-				
Stage 2	-	-			-	
Approach	EB				SB	
	15.7				0	
HCM LOS	C					
Minor Lane/Major Mvmt	8 8	BLn1	SBT	SBR		
Capacity (veh/h)		466				
HCM Lane V/C Ratio		0.281				
HCM Control Delay (s)		15.7	7.6			
HCM Lane LOS		C				
HCM 95th %tile Q(veh)		1.1	11+1			

Intersection Int Delay, s/veh	1.6					
Note the second				THE STATE OF	10,10	(certes r
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7			44	14
Traffic Vol, veh/h	0	97	0	0	1015	164
Future Vol, veh/h	0	97	0	0	1015	164
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				265
Veh in Median Storage	e,# 0				0	
Grade, %	0			0	0	
Peak Hour Factor	92	66	92	94	91	74
Heavy Vehicles, %	2	3	2	1	3	3
Mymt Flow	0	147	0	0	1115	222
Malashilasa	Minor2				Contak	
Control of the Contro		550			Major2	_
Conflicting Flow All		558				0
Stage 1						
Stage 2						
Critical Hdwy		6.96			- 3	
Critical Hdwy Stg 1		-				
Critical Hdwy Stg 2						
Follow-up Hdwy		3.33				
Pot Cap-1 Maneuver	0	471				
Stage 1	0					
Stage 2	0					
Platoon blocked, %						
Mov Cap-1 Maneuver		471				
Mov Cap-2 Maneuver						
Stage 1						
Stage 2					-	
Approach	EB				SB	
Approach					0	
HCM Control Delay, s	16.1					

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	471	10	
HCM Lane V/C Ratio	0.312		
HCM Control Delay (s)	16.1		
HCM Lane LOS	C		
HCM 95th %tile Q(veh)	1.3		

HCM LOS

C

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		78			44	7
Traffic Vol, veh/h	0		0	0	1747	250
Future Vol, veh/h	0	93	0	0	1747	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		The second second		None		None
Storage Length		0				265
Veh in Median Storage,	# 0				0	
Grade, %	0	-		0	0	-
Peak Hour Factor	92	85	92	94	95	87
Heavy Vehicles, %	2	0	2	- 1	1	0
Mvmt Flow	0		0	0	1839	287
Majorit Francis	Hand.		_	-	Auto-A	
	finor2	000			Major2	_
Conflicting Flow All	-	920				0
Stage 1						
Stage 2						
Critical Hdwy		6.9				
Critical Hdwy Stg 1						
Critical Hdwy Stg 2						
Follow-up Hdwy		3.3			-	
Pot Cap-1 Maneuver	0	277				
Stage 1	0					
Stage 2	0					
Platoon blocked, %						
Mov Cap-1 Maneuver		277				
Mov Cap-2 Maneuver	-					
Stage 1		-				
Stage 2		-				
						1.5
Approach	EB				SB	
		_	_	_	0	_
HCM Control Delay, s	26.2				U	
HCM LOS	D					
Minor Lane/Major Mvmt	2 N	E8Ln1	SBT	SBR		
the same of the sa			001			
Capacity (veh/h)		277				
HCM Lane V/C Ratio		0.395				
HCM Control Delay (s)		26.2				
HCM Lane LOS		D				
HCM 95th %tile Q(veh)		1.8				

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	CUL	TOR.	TABLE	HUI	44	7 NOON
Traffic Vol, veh/h	0	114	0	0	1171	94
Future Vol, veh/h	0	114	0	0	1171	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Otop	None	1100	None	1100	None
Storage Length		0		110110		265
Veh in Median Storage,					0	200
Grade, %	0			0	0	
Peak Hour Factor	92	81	92	94	89	82
Heavy Vehicles, %	2	1	2	1	1	0
Mymt Flow	0	141	0	0	1316	115
MIVINE FILW	v	191	U		1010	110
Name of the last o						
The second secon	linor2			- 1	Major2	
Conflicting Flow All		658				0
Stage 1						
Stage 2						
Critical Howy		6.92				
Critical Howy Stg 1		-				
Critical Howy Stg 2					- 4	
Follow-up Hdwy	-	3.31				
Pot Cap-1 Maneuver	0	409				
Stage 1	0	-				
Stage 2	0					
Platoon blocked, %						
Mov Cap-1 Maneuver	*	409				5.3
Mov Cap-2 Maneuver					-	
Stage 1	- 3					-
Stage 2						
Olago E						
ACCOUNT AND						
Approach	EB				SB	
HCM Control Delay, s	18.4				0	
HCM LOS	C					
Minor Lane/Major Mvmt	- 1	EBLn1	SBT	SBR		
Capacity (veh/h)		409				
HCM Lane V/C Ratio		0.344				
HCM Control Delay (s)		18.4	100			
HCM Lane LOS		С				
HCM 95th %file Q(veh)		1.5	-			
The state of the s		-				

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	de to the	TOK.	THUL	HUI	44	OUN
Traffic Vol, veh/h	0	137	0	0	1036	76
Future Vol, veh/h	0	137	0		1036	76
	0	137	0	0	1036	0
Conflicting Peds, #/hr						
	Stop	Stop	Free	Free	Free	Free
RT Channelized		None				None
Storage Length		0				
Veh in Median Storage,					0	*
Grade, %	0			0	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	0	149	0	. 0	1126	83
Majot/Minor Mi	nor2	111		1	Major2	
Conflicting Flow All		605			-	0
Stage 1		110				
Stage 2		-			-	
Critical Hdwy		6.94				
Critical Hdwy Stg 1	-	-				
Critical Howy Stg 2		- 12			100	
Follow-up Hdwy		3.32				
Pot Cap-1 Maneuver	0	441				
Stage 1	0					
Stage 2	0					(*)
Platoon blocked, %		-			-	
Mov Cap-1 Maneuver		441				
Mov Cap-2 Maneuver					-	
Stage 1	- 8				-	
Stage 2						
Approach	EB				SB	
	17.3				0	
HCM LOS	C				U	
TIGM LOS	-					
Mane Lana Major Mount		20144	COT	eno		
Minor Lane/Major Mvmt	N 21	EBLn1	SBT	SBR		
Capacity (veh/h)		441				
AMBRES ACCESS		0.338				
HCM Lane V/C Ratio						
HCM Control Delay (s)		17.3				

Intersection						
Int Delay, s/veh	1.8					
		EDD	MDI	MOT	COT	con
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7			44	100
Traffic Vol, veh/h	0	109	0		1642	198
Future Vol, veh/h	0	109	0	0	1642	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		P. Carrier		None		None
Storage Length		0		-		+
Veh in Median Storage,	# 0				0	
Grade, %	0			0	0	-
Peak Hour Factor	92	92	92	92	95	92
Heavy Vehicles, %	2	2	2	2	1	2
Mymt Flow	0	118	0	0	1728	215
INTOLE I SOU		110			1160	210
A CONTRACTOR OF THE PARTY OF TH				100		
The state of the s	Minor2			- 1	Major2	
Conflicting Flow All	-	972				0
Stage 1						
Stage 2						
Critical Hdwy		6.94				1(*)
Critical Hdwy Stg 1						
Critical Hdwy Stg 2	-					1
Follow-up Hdwy		3.32				
Pot Cap-1 Maneuver	0	252			- 01	-
Stage 1	0	202				
					-	-
Stage 2	0					
Platoon blocked, %		1000			-	
Mov Cap-1 Maneuver		252				
Mov Cap-2 Maneuver						
Stage 1						
Stage 2	-					
						1
Approach	EB				SB	
	_				0	
HCM Control Delay, s	31.4				0	
HCM LOS	D					
Minor Lane/Major Mymt	(N	EBLn1	SBT	SBR		
Capacity (veh/h)		252	(4)			
HCM Lane V/C Ratio		0.47				
HCM Control Delay (s)		31.4	17.4			
HCM Lane LOS		D				
HCM 95th %tile Q(veh)		2.3	1741			

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
	LDL	TON.	NOL	HOT		ODIC
Lane Configurations	0		0	0	4420	165
Traffic Vol, veh/h	0	154			1120	
Future Vol, veh/h		154	0	0	1120	165
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	*
Grade, %	0			0	0	
Peak Hour Factor	92	92	92	92	89	92
Heavy Vehicles, %	2	2	2	2	1	2
Mymt Flow	0	167	0	0	1258	179
Major/Minor M	linor2			A	Major2	
Conflicting Flow All	MIDIZ.	719				0
Stage 1						The second second
	-					
Stage 2	-	0.04			-	-
Critical Howy	-	6.94			-	
Critical Hdwy Stg 1	-					-
Critical Hdwy Stg 2						
Follow-up Hdwy		3.32			-	-
Pot Cap-1 Maneuver	0	371			-	
Stage 1	0	-			-	
Stage 2	0				-	
Platoon blocked, %					-	
Mov Cap-1 Maneuver		371			*	
Mov Cap-2 Maneuver		-			-	
Stage 1					100	
Stage 2					-	
Annroach	EB				SB	
Approach	THE RESERVE OF THE PERSON NAMED IN					
HCM Control Delay, s	22.4				0	
HCM LOS	C					
Minor Lane/Major Mvmt		EBLn1	SBT	SBR		
Capacity (veh/h)		371				
HCM Lane V/C Ratio		0.451				
HCM Control Delay (s)		22.4	(*)			
HCM Lane LOS		C				
HCM 95th %tile Q(veh)		2.3				
Tom von time signally		-	- 2000	89		

	TIC57 IIICCW	ay Merge Report	Mary State	- W. W. W.
Project Information				
,	KJS	Date	10/3/2023	10
	Pare Corporation	Analysis Year	2023	
DATE OF STREET	East Providence	Time Analyzed	7:15- 8:15	AM EXT
	Northern Turnaround Merge Analysis	Units	U.S. Custo	mary
Geometric Data				
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55.0	30.0	
Segment Length (L) / Acceleration L	ength (LA),ft	1500	200	01 S
Terrain Type		Level	Level	
Percent Grade, %			-	
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane
Adjustment Factors		THE PARTY OF THE P		E
Driver Population		Mostly Familiar	Mostly Fan	niliar
Weather Type		Non-Severe Weather	Non-Sever	e Weather
Incident Type		No Incident	Ti	
Final Speed Adjustment Factor (SAF)		0.975	0.975	
Final Capacity Adjustment Factor (CA	AF)	0.968	0.968	
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (Vi)		1036		
Peak Hour Factor (PHF)		0.95 0.78		
Total Trucks, %		3.00 0.00		
Single-Unit Trucks (SUT), %		+	-	
Tractor-Trailers (TT), %		+	-	
Heavy Vehicle Adjustment Factor (fH	v)	0.971	1.000	
Flow Rate (vi),pc/h		1123	36	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.27	0.02	
Speed and Density				
Upstream Equilibrium Distance (LEQ)	, ft -	Number of Outer Lanes on Free	way (No)	0
Distance to Upstream Ramp (LUP), ft		Speed Index (Ms)		0.322
Downstream Equilibrium Distance (L	EQ), ft -	Flow Outer Lanes (vOA), pc/h/ln		
Distance to Downstream Ramp (LDO	wn), ft -	On-Ramp Influence Area Speed	(SR), mi/h	49.9
Prop. Freeway Vehicles in Lane 1 and	2 (PFM) 1.000	Outer Lanes Freeway Speed (SO), mi/h	53.6
Flow in Lanes 1 and 2 (v12), pc/h	1123	Ramp Junction Speed (S), mi/h		49.9
Flow Entering Ramp-Infl. Area (vR12),	pc/h 1159	Average Density (D), pc/mi/ln		11.6
Level of Service (LOS)	В	Density in Ramp Influence Area	(DR), pc/mi/ln	13.3

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	11.6	11.6	7.6	7.5	5.6	5.6	4.5	4.4
LOS	В	В	В	A	A	A	A	A

HCS 188 Freeways Version 7.9.6 AM EXT Northern Turnaround.xuf

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	HCS7 Freewa	ay Merge Report		
Project Information				
Analyst K	JS	Date	10/3/2023	
Agency P	are Corporation	Analysis Year	2023	
Jurisdiction E	ast Providence	Time Analyzed	4:45- 5:45	PM EXT
	lorthern Turnaround Merge nalysis	Units	U.S. Custo	mary
Geometric Data		The Land Control		
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55.0	30.0	
Segment Length (L) / Acceleration Le	ngth (LA),ft	1500	200	
Terrain Type		Level	Level	
Percent Grade, %	man and any	X Juliana	-	
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane
Adjustment Factors				
Driver Population		Mostly Familiar	Mostly Fan	niliar
Weather Type	Non-Severe Weather	Non-Sever	e Weather	
Incident Type		No Incident	50	
Final Speed Adjustment Factor (SAF)		0.975	0.975	
Final Capacity Adjustment Factor (CAI	F)	0.968	0.968	
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (Vi)		1719		
Peak Hour Factor (PHF)		0.93 0.68		
Total Trucks, %		1.00	0.00	
Single-Unit Trucks (SUT), %			-	
Tractor-Trailers (TT), %			-	
Heavy Vehicle Adjustment Factor (fHV)	0.990	1.000	
Flow Rate (vi),pc/h		1867	44	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.44	0.02	
Speed and Density				
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on Fre	eway (No)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)		0.336
Downstream Equilibrium Distance (LE	Q), ft -	Flow Outer Lanes (vOA), pc/h/lr		-
Distance to Downstream Ramp (LDOW		On-Ramp Influence Area Speed	A-10 (1990) (1990)	49.7
Prop. Freeway Vehicles in Lane 1 and	2 (PFM) 1.000	Outer Lanes Freeway Speed (So		53.6
Flow in Lanes 1 and 2 (v12), pc/h	1867	Ramp Junction Speed (S), mi/h		49.7
Flow Entering Ramp-Infl. Area (vR12), p	pc/h 1911	Average Density (D), pc/mi/ln		19.2
Level of Service (LOS)	В	Density in Ramp Influence Area	(DR), pc/mi/ln	19.2

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	19.2	19.2	12.5	12.5	9.2	9.2	7.4	7.3
LOS	В	В	В	В	В	A	A	A

HCSYM Freeways Version 7.9.6 PM EXT Northern Turnaround.xuf Generated: 10/03/2023 11:55:32

	HCS/ Freewa	ay Merge Report		
Project Information				
Analyst K	JS	Date	10/3/2023	
Agency P	are Corporation	Analysis Year	2023	
Jurisdiction E	ast Providence	Time Analyzed	12:00-1:	00 PM SATURDAY EXT
	lorthern Turnaround Merge malysis	Units	U.S. Cus	tomary
Geometric Data				
		Freeway	Ramp	
Number of Lanes (N), In	2	1		
Free-Flow Speed (FFS), mi/h		55,0	30.0	
Segment Length (L) / Acceleration Le	ngth (LA),ft	1500	200	
Terrain Type		Level	Level	
Percent Grade, %	Marie Marie Miles	-	+	
Segment Type / Ramp Type		Freeway	Left-Side	ed One-Lane
Adjustment Factors				
Driver Population	Mostly Familiar	Mostly F	amiliar	
Weather Type	Non-Severe Weather	Non-Sev	vere Weather	
Incident Type		No Incident		
Final Speed Adjustment Factor (SAF)	0.975	0.975		
Final Capacity Adjustment Factor (CA	F)	0.968	0.968	
Demand Adjustment Factor (DAF)		1,000	1.000	
Demand and Capacity				
Demand Volume (Vi)		1080		
Peak Hour Factor (PHF)		0.91	0.61	
Total Trucks, %		1.00	0.00	
Single-Unit Trucks (SUT), %			+	
Tractor-Trailers (TT), %		-	-	
Heavy Vehicle Adjustment Factor (fHV		0.990	1.000	
Flow Rate (vi),pc/h		1199	28	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.28	0.02	
Speed and Density				
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on Fr	reeway (No)	0
Distance to Upstream Ramp (LUP), ft		Speed Index (Ms)		0.323
Downstream Equilibrium Distance (LE	Q), ft -	Flow Outer Lanes (voA), pc/h,	/ln	+
Distance to Downstream Ramp (LDOW	nv), ft -	On-Ramp Influence Area Spe	ed (SR), mi/h	49.9
Prop. Freeway Vehicles in Lane 1 and	2 (PFM) 1.000	Outer Lanes Freeway Speed ((So), mi/h	53.6
Flow in Lanes 1 and 2 (v12), pc/h	1199	Ramp Junction Speed (S), mig	/h	49.9
Flow Entering Ramp-Infl. Area (vR12),	pc/h 1227	Average Density (D), pc/mi/lr	1	12.3
Level of Service (LOS)	В	Density in Ramp Influence Ar	ea (DR), pc/mi/l	n 13.9

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1:	2
Density, pc/mi/ln	12.3	12.3	8.0	8,0	5.9	5.9	4.7	4.7
LOS	В	8	В	A	A	A	A	Α

HCSYM Freeways Version 7.9.6 Saturday EXT Northern Turnaround.xuf

Generated: 10/03/2023 11:57:07

	HC2/ FreeWa	ay Merge Report		LOW THE TES	
Project Information					
Analyst K	US	Date	10/3/2023	3)	
Agency P	are Corporation	Analysis Year	2028		
Jurisdiction E	ast Providence	Time Analyzed	7:15- 8:15	AM FNB	
	lorthern Turnaround Merge nalysis	Units	U.S. Custo	mary	
Geometric Data					
		Freeway	Ramp		
Number of Lanes (N), In		2	1		
Free-Flow Speed (FFS), mi/h		55.0	30.0		
Segment Length (L) / Acceleration Le	ngth (LA),ft	1500	200		
Terrain Type		Level	Level		
Percent Grade, %		-	-		
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane	
Adjustment Factors					
Driver Population	Mostly Familiar	Mostly Far	miliar		
Weather Type		Non-Severe Weather	Non-Sever	re Weather	
Incident Type		No Incident	*		
Final Speed Adjustment Factor (SAF)		0.975	0.975		
Final Capacity Adjustment Factor (CAI	F)	0.968	0.968		
Demand Adjustment Factor (DAF)		1.000	1.000		
Demand and Capacity					
Demand Volume (Vi)		1062			
Peak Hour Factor (PHF)		0.95 0.78			
Total Trucks, %		3.00	0.00		
Single-Unit Trucks (SUT), %		6			
Tractor-Trailers (TT), %		4)	- 3		
Heavy Vehicle Adjustment Factor (fHV)	0.971	1.000		
Flow Rate (vi),pc/h		1151	37		
Capacity (c), pc/h		4356	1839		
Volume-to-Capacity Ratio (v/c)		0.27	0.02		
Speed and Density					
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on Freeway	y (No)	0	
Distance to Upstream Ramp (LUP), ft		Speed Index (MS)		0.322	
Downstream Equilibrium Distance (LEG	2), ft -	Flow Outer Lanes (voA), pc/h/ln		-	
Distance to Downstream Ramp (LDOW	N), ft -	On-Ramp Influence Area Speed (SR), mi/h	49.9	
Prop. Freeway Vehicles in Lane 1 and 2	2 (PFM) 1.000	Outer Lanes Freeway Speed (SO), m	ni/h	53.6	
Flow in Lanes 1 and 2 (v12), pc/h	1151	Ramp Junction Speed (S), mi/h		49.9	
Flow Entering Ramp-Infl. Area (vR12), p	oc/h 1188	Average Density (D), pc/mi/ln		11.9	
Level of Service (LOS)	В	Density in Ramp Influence Area (DR), pc/mi/ln	13.5	

Design Analysis Table									
Freeway Lanes, In	2	2	3	3	4	4	5	5	
Ramp Lanes, In	1	2	1	2	1	2	1	2	
Density, pc/mi/ln	11.9	11.9	7.7	7.7	5.7	5.7	4.6	4.6	
LOS	В	В	8	A	A	A	A	A	

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Generated; 10/03/2023 11:55:11

	HCS7 Freewa	ay Merge Report			
Project Information			7.5		
Analyst K	JS	Date	10/3/2023		
Agency Pa	are Corporation	Analysis Year	2028		
Jurisdiction Ea	ast Providence	Time Analyzed	4:45- 5:45	PM FNB	
	orthern Turnaround Merge nalysis	Units	U.S. Custor	mary	
Geometric Data					
		Freeway	Ramp		
Number of Lanes (N), In		2	1	U. J.	
Free-Flow Speed (FFS), mi/h		55.0	30.0		
Segment Length (L) / Acceleration Ler	ngth (LA),ft	1500	200		
Terrain Type		Level	Level		
Percent Grade, %					
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane	
Adjustment Factors					
Driver Population		Mostly Familiar	Mostly Fan	niliar	
Weather Type	Non-Severe Weather	Non-Sever	e Weather		
Incident Type		No Incident	72		
Final Speed Adjustment Factor (SAF)		0.975	0,975		
Final Capacity Adjustment Factor (CAF	9	0.968	0.968		
Demand Adjustment Factor (DAF)		1.000	1.000		
Demand and Capacity	Mary - Mary - Taranta				
Demand Volume (Vi)		1762			
Peak Hour Factor (PHF)		0.93 0.68			
Total Trucks, %		1.00	0.00		
Single-Unit Trucks (SUT), %			-		
Tractor-Trailers (TT), %			8		
Heavy Vehicle Adjustment Factor (fHV)		0.990	1.000		
Flow Rate (vi),pc/h		1914	46		
Capacity (c), pc/h		4356	1839		
Volume-to-Capacity Ratio (v/c)		0.45	0.03		
Speed and Density					
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on Freeway	(No)	0	
Distance to Upstream Ramp (LUP), ft	3	Speed Index (Ms)		0.337	
Downstream Equilibrium Distance (LEG	2), ft -	Flow Outer Lanes (vOA), pc/h/ln		*	
Distance to Downstream Ramp (LDOW	N), ft -	On-Ramp Influence Area Speed (SR),	, mi/h	49.7	
Prop. Freeway Vehicles in Lane 1 and 2	2 (PFM) 1.000	Outer Lanes Freeway Speed (SO), mi,	/h	53.6	
Flow in Lanes 1 and 2 (v12), pc/h	1914	Ramp Junction Speed (S), mi/h		49.7	
Flow Entering Ramp-Infl. Area (vR12), p	oc/h 1960	Average Density (D), pc/mi/ln		19.7	
Level of Service (LOS)	В	Density in Ramp Influence Area (DR),	, pc/mi/ln	19.6	

Design Analysis Table									
Freeway Lanes, In	2	2	3	3	4	4	5	5	
Ramp Lanes, In	1	2	1	2	1	2	1	2	
Density, pc/mi/ln	19.7	19.7	12.9	12.8	9.5	9.4	7.5	7.5	
LOS	В	В	В	В	В	A	A	A	

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	HCS7 Freewa	ay Merge Report			
Project Information					
Analyst K	US	Date 10/3/202			
Agency P	are Corporation	Analysis Year	2028		
Jurisdiction E	ast Providence	Time Analyzed	12:00-1:00	PM SATURDAY FNE	
	Northern Turnaround Merge Unalysis	Units	U.S. Custon	mary	
Geometric Data			-		
		Freeway	Ramp		
Number of Lanes (N), In		2	1		
Free-Flow Speed (FFS), mi/h		55.0	30.0		
Segment Length (L) / Acceleration Le	ngth (LA),ft	1500	200	A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Terrain Type		Level	Level		
Percent Grade, %			-		
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane	
Adjustment Factors					
Driver Population		Mostly Familiar	Mostly Familiar		
Weather Type	Non-Severe Weather	Non-Sever	e Weather		
Incident Type		No Incident	52		
Final Speed Adjustment Factor (SAF)		0.975	0.975		
Final Capacity Adjustment Factor (CA	F)	0.968	0.968		
Demand Adjustment Factor (DAF)		1.000	1.000		
Demand and Capacity	TEV COMMENT				
Demand Volume (Vi)		1107			
Peak Hour Factor (PHF)		0.91	0.61		
Total Trucks, %		1.00	0.00		
Single-Unit Trucks (SUT), %		t			
Tractor-Trailers (TT), %			-		
Heavy Vehicle Adjustment Factor (fits)	0.990	1.000		
Flow Rate (vi),pc/h		1229	530		
Capacity (c), pc/h		4356	1839		
Volume-to-Capacity Ratio (v/c)		0.40	0.29		
Speed and Density					
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on Freeway	y (No)	0	
Distance to Upstream Ramp (LUP), ft		Speed Index (MS)		0.332	
Downstream Equilibrium Distance (LE	Q), ft -	Flow Outer Lanes (vOA), pc/h/ln		-	
Distance to Downstream Ramp (LDOV	wn), ft -	On-Ramp Influence Area Speed (SR	t), mi/h	49.7	
Prop. Freeway Vehicles in Lane 1 and	2 (PFM) 1.000	Outer Lanes Freeway Speed (SO), n	ni/h	53.6	
Flow in Lanes 1 and 2 (v12), pc/h	1229	Ramp Junction Speed (S), mi/h		49.7	
Flow Entering Ramp-Infl. Area (vR12),	pc/h 1759	Average Density (D), pc/mi/ln		17.7	
Level of Service (LOS)	В	Density in Ramp Influence Area (DF	R), pc/mi/ln	17.8	

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	17.7	17.6	11.6	11.5	8.6	8.6	6.9	6.9
LOS	В	В	В	В	В	В	В	A

HCSWI Freeways Version 7.9.6 Saturday FNB Northern Turnaround .xuf

Generated: 10/03/2023 11:57:54

	HCS7 Freewa	ay Merge Report		
Project Information				
Analyst K	JS	Date	10/3/2023	6
Agency P	are Corporation	Analysis Year	2028	
Jurisdiction E	ast Providence	Time Analyzed	7:15- 8:15	AM FB
	lorthern Turnaround Merge malysis	Units	U.S. Custon	mary
Geometric Data		STREET, LA	- 40.0	
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55.0	30.0	
Segment Length (L) / Acceleration Le	ngth (LA),ft	1500	200	
Terrain Type		Level	Level	
Percent Grade, %				-17
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane
Adjustment Factors				
Driver Population		Mostly Familiar	Mostly Fan	niliar
Weather Type		Non-Severe Weather	Non-Sever	e Weather
Incident Type		No Incident	-	
Final Speed Adjustment Factor (SAF)		0.975	0.975	
Final Capacity Adjustment Factor (CA	F)	0.968	0.968	
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (Vi)		1091		
Peak Hour Factor (PHF)		0.95 0.78		
Total Trucks, %		3.00	0.00	
Single-Unit Trucks (SUT), %		•	-	
Tractor-Trailers (TT), %			+2	
Heavy Vehicle Adjustment Factor (fire)	0.971	1,000	
Flow Rate (vi),pc/h		1183	79	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.29	0.04	
Speed and Density				
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on	Freeway (No)	0
Distance to Upstream Ramp (LUP), ft		Speed Index (MS)		0.323
Downstream Equilibrium Distance (LE	Q), ft -	Flow Outer Lanes (vOA), pc/l	h/ln	
Distance to Downstream Ramp (LDOW	vN), ft -	On-Ramp Influence Area Sp	eed (SR), mi/h	49.9
Prop. Freeway Vehicles in Lane 1 and	2 (PFM) 1.000	Outer Lanes Freeway Speed	(So), mi/h	53.6
Flow in Lanes 1 and 2 (v12), pc/h	1183	Ramp Junction Speed (S), m	ni/h	49.9
Flow Entering Ramp-Infl. Area (vR12),	pc/h 1262	Average Density (D), pc/mi/	în .	12.6
Level of Service (LOS)	В	Density in Ramp Influence A	Area (DR), pc/mi/ln	14.1

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	12.6	12.6	8.2	8,2	6.1	6.1	4.9	4.9
LOS	В	В	В	A	A	A	A	A

HCS189 Freeways Version 7.9.6 AM FB Northern Turnaround.xuf Generated: 10/03/2023 11:54:46

	HCS7 Freewa	ay Merge Report		
Project Information				
Analyst K	JS	Date	10/3/202	23
Agency P	are Corporation	Analysis Year	2028	
Jurisdiction E	ast Providence	Time Analyzed	4:45- 5:4	5 PM FB
	lorthern Turnaround Merge nalysis	Units	U.S. Cust	omary
Geometric Data		Sala Salas S	0.	
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55.0	30.0	
Segment Length (L) / Acceleration Le	ngth (LA),ft	1500	200	
Terrain Type		Level	Level	
Percent Grade, %				
Segment Type / Ramp Type		Freeway	Left-Side	d One-Lane
Adjustment Factors				
Driver Population		Mostly Familiar	Mostly Fa	emiliar
Weather Type	Non-Severe Weather	Non-Sev	ere Weather	
Incident Type	No Incident	75		
Final Speed Adjustment Factor (SAF)	0.975	0,975		
Final Capacity Adjustment Factor (CAI	0.968	0.968		
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (Vi)		1873 109		
Peak Hour Factor (PHF)		0.94	0.94 0.68	
Total Trucks, %		1.00	0.00	
Single-Unit Trucks (SUT), %			-	
Tractor-Trailers (TT), %			-	
Heavy Vehicle Adjustment Factor (fHV)	0.990	1,000	
Flow Rate (vi),pc/h		2013	160	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.50	0.09	
Speed and Density				
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on F	reeway (No)	0
Distance to Upstream Ramp (LUP), ft		Speed Index (Ms)		0.344
Downstream Equilibrium Distance (LE	Q), ft -	Flow Outer Lanes (vOA), pc/h	/In	-
Distance to Downstream Ramp (LDOW	/N), ft -	On-Ramp Influence Area Spe	eed (SR), mi/h	49.6
Prop. Freeway Vehicles in Lane 1 and	2 (PFM) 1.000	Outer Lanes Freeway Speed	(So), mi/h	53.6
Flow in Lanes 1 and 2 (v12), pc/h	2013	Ramp Junction Speed (S), mi	/h	49.6
Flow Entering Ramp-Infl. Area (vR12),	pc/h 2173	Average Density (D), pc/mi/l	n	21.9
Level of Service (LOS)	C	Density in Ramp Influence A	rea (DR), pc/mi/li	n 21.2

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	21.9	21.9	14.3	14.2	10.5	10.5	8.4	8,4
LOS	C	В	В	В	В	В	В	A

HCS100 Freeways Version 7.9.6 PM FB Northern Turnaround.xuf

Generated: 10/03/2023 15:06:44

	HCS7 Freewa	ay Merge Report				
Project Information						
Analyst K	US	Date	10/3/2023	6		
Agency P	are Corporation	Analysis Year	2028			
Jurisdiction E	ast Providence	Time Analyzed	12:00-1:00	PM SATURDAY FB		
	lorthern Turnaround Merge malysis	Units	U.S. Custo	mary		
Geometric Data				10 my 10 mg		
		Freeway	Ramp			
Number of Lanes (N), In		2	1			
Free-Flow Speed (FFS), mi/h		55.0	30.0			
Segment Length (L) / Acceleration Le	ngth (LA),ft	1500	200	7 (o i		
Terrain Type		Level	Level			
Percent Grade, %		9		THE E		
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane		
Adjustment Factors						
Driver Population		Mostly Familiar	Mostly Fan	Mostly Familiar		
Weather Type	Non-Severe Weather	Non-Sever	e Weather			
Incident Type		No Incident	-			
Final Speed Adjustment Factor (SAF)		0.975	0.975			
Final Capacity Adjustment Factor (CA	F)	0.968	0.968			
Demand Adjustment Factor (DAF)		1.000	1.000			
Demand and Capacity						
Demand Volume (Vi)		1193 323				
Peak Hour Factor (PHF)		0.91	0.61			
Total Trucks, %		1.00	0.00			
Single-Unit Trucks (SUT), %		•				
Tractor-Trailers (TT), %			**			
Heavy Vehicle Adjustment Factor (fire)	0.990	1,000			
Flow Rate (vi),pc/h		1324	530			
Capacity (c), pc/h		4356	1839			
Volume-to-Capacity Ratio (v/c)		0.43	0.29			
Speed and Density						
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on Fe	reeway (No)	0		
Distance to Upstream Ramp (LUP), ft	MAIN BELLEVIA	Speed Index (Ms)		0.334		
Downstream Equilibrium Distance (LE	q), ft -	Flow Outer Lanes (voa), pc/h,	/In			
Distance to Downstream Ramp (LDOW	/N), ft -	On-Ramp Influence Area Spe	eed (SR), mi/h	49.7		
Prop. Freeway Vehicles in Lane 1 and	2 (PFM) 1.000	Outer Lanes Freeway Speed ((SO), mi/h	53.6		
Flow in Lanes 1 and 2 (v12), pc/h	1324	Ramp Junction Speed (S), mi,	/h	49.7		
Flow Entering Ramp-Infl. Area (vR12),	pc/h 1854	Average Density (D), pc/mi/lr	ń .	18.7		
Level of Service (LOS)	В	Density in Ramp Influence Ar	rea (DR), pc/mi/ln	18.5		

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	18.7	18.6	12.2	12.1	9.0	9.0	7.2	7.2
LOS	В	В	В	В	В	В	В	В

HCS WM Freeways Version 7.9.6 Saturday FB Northern Turnaround .xuf

Generated; 10/03/2023 11:57:31

	HCS/ Freeway	y Diverge Report		
Project Information				
Analyst K	JS	Date	10/3/20	23
Agency P	are Corporation	Analysis Year	2023	
Jurisdiction E	ast Providence, RI	Time Analyzed	7:15- 8:1	5 AM EXT
	outhern Turnaround Diverge nalysis	Units	U.S. Cus	tomary
Geometric Data		BALL BELL	72.47	
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55.0	30.0	
Segment Length (L) / Deceleration Le	ngth (LA),ft	1500	225	
Terrain Type		Level	Level	
Percent Grade, %			-	
Segment Type / Ramp Type		Freeway	Left-Side	ed One-Lane
Adjustment Factors				
Driver Population		Mostly Familiar	Mostly F	amiliar
Weather Type	Non-Severe Weather	Non-Sev	ere Weather	
Incident Type	No Incident	-		
Final Speed Adjustment Factor (SAF)	0.975	0.975		
Final Capacity Adjustment Factor (CAI	F)	0.968	0.968	
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (Vi)		900 314		
Peak Hour Factor (PHF)		0.91	0.87	
Total Trucks, %		2.00	2.00	
Single-Unit Trucks (SUT), %		8	-	
Tractor-Trailers (TT), %		*	+	
Heavy Vehicle Adjustment Factor (fHV		0.980	0.980	
Flow Rate (vi),pc/h		1009	368	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.23	0.20	
Speed and Density			7 5	
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on I	Freeway (NO)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)		0.537
Downstream Equilibrium Distance (LEG	a), ft -	Flow Outer Lanes (vOA), pc/h	ı/In	-
Distance to Downstream Ramp (LDOW	N), ft -	Off-Ramp Influence Area Sp	eed (SR), mi/h	47.4
Prop. Freeway Vehicles in Lane 1 and	2 (PFD) 1.000	Outer Lanes Freeway Speed	(So), mi/h	58.8
Flow in Lanes 1 and 2 (v12), pc/h	1009	Ramp Junction Speed (S), m	i/h	47,4
Flow Entering Ramp-Infl. Area (vR12), p	oc/h -	Average Density (D), pc/mi/l	n	10.6
Level of Service (LOS)	В	Density in Ramp Influence A	rea (DR), pc/mi/l	n 10.9

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	10.6	10.6	6.9	6.7	5.0	4.9	4.0	3.9
LOS	В	A	A	A	A	A	A	A

HCSTMI Freeways Version 7.9.6 AM EXT Southern Turnaround.xuf

Generated: 10/03/2023 14:56:48

Project Information				
Analyst KJ	S	Date	10/3/2023	œ
	re Corporation	Analysis Year	2023	
	st Providence, RI	Time Analyzed	4:15- 5:15	PM EXT
5.3381.03808081	outhern Turnaround Diverge	Units	U.S. Custon	5.00.400.000
	nalysis			
Geometric Data				
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55.0	30.0	4
Segment Length (L) / Deceleration Len	ngth (LA),ft	1500	225	
Terrain Type		Level	Level	
Percent Grade, %		¥ 1	-9	
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane
Adjustment Factors				
Driver Population		Mostly Familiar	Mostly Fan	niliar
Weather Type		Non-Severe Weather	Non-Sever	e Weather
Incident Type		No Incident		
Final Speed Adjustment Factor (SAF)		0.975	0.975	
Final Capacity Adjustment Factor (CAF	0.968	0.968		
Demand Adjustment Factor (DAF)		1.000	1.000	3
Demand and Capacity				
Demand Volume (Vi)		1507	306	
Peak Hour Factor (PHF)		0.95	0.88	
Total Trucks, %		1.00	1.00	
Single-Unit Trucks (SUT), %			5	
Tractor-Trailers (TT), %		-	-	
Heavy Vehicle Adjustment Factor (fHV)		0.990	0.990	
Flow Rate (vi),pc/h		1602	351	
Capacity (c), pc/h		4356	1839	17.54
Volume-to-Capacity Ratio (v/c)		0.37	0.19	
Speed and Density			7/12	
Upstream Equilibrium Distance (LEQ), f	t -	Number of Outer Lanes on Fre	eway (No)	0
Distance to Upstream Ramp (LUP), ft		Speed Index (DS)		0.535
Downstream Equilibrium Distance (LEC), ft -	Flow Outer Lanes (vOA), pc/h/lr	Lanes (vox), pc/h/ln	
Distance to Downstream Ramp (LDOW	N), ft -	Off-Ramp Influence Area Spee	d (SR), mi/h	47.4
Prop. Freeway Vehicles in Lane 1 and 2	(PFD) 1.000	Outer Lanes Freeway Speed (So	0), mi/h	58.8
Flow in Lanes 1 and 2 (v12), pc/h	1602	Ramp Junction Speed (S), mi/h		47.4
Flow Entering Ramp-Infl. Area (vR12), p	c/h -	Average Density (D), pc/mi/in		16.9
				16.0

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	16.9	16.9	10.9	10.4	7.8	7.6	6.3	6.1
LOS	В	В	В	A	В	A	В	A

HCSTMI Freeways Version 7.9.6 PM EXT Southern Turnaround.xuf

Generated: 10/03/2023 12:00:32

	HC2/ Freeway	y Diverge Report		
Project Information				
Analyst K	JS	Date	10/3/202	23
Agency P	are Corporation	Analysis Year	2023	
Jurisdiction E	ast Providence, RI	Time Analyzed	12:00-1:0	00 PM SATURDAY EXT
	outhern Turnaround Diverge nalysis	Units	U.S. Cust	tomary
Geometric Data				
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55,0	30.0	
Segment Length (L) / Deceleration Le	ngth (LA),ft	1500	225	
Terrain Type		Level	Level	
Percent Grade, %				
Segment Type / Ramp Type		Freeway	Left-Side	d One-Lane
Adjustment Factors				
Driver Population		Mostly Familiar	Mostly Fa	amiliar
Weather Type		Non-Severe Weather	Non-Sev	ere Weather
Incident Type		No Incident	-	
Final Speed Adjustment Factor (SAF)		0.975	0.975	
Final Capacity Adjustment Factor (CAI	F)	0.968	0.968	
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (VI)		949	251	
Peak Hour Factor (PHF)		0.89	0.92	
Total Trucks, %		1.00	1.00	
Single-Unit Trucks (SUT), %			7.0	
Tractor-Trailers (TT), %		-	*	
Heavy Vehicle Adjustment Factor (fHV):	0.990	0.990	
Flow Rate (vi),pc/h		1077	276	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.25	0.15	
Speed and Density				LUCE OF MEL
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on I	Freeway (No)	0
Distance to Upstream Ramp (LUP), ft		Speed Index (Ds)		0.528
Downstream Equilibrium Distance (LEG	o), ft -	Flow Outer Lanes (voa), pc/h	ı/ln	-
Distance to Downstream Ramp (LDOW	n), ft -	Off-Ramp Influence Area Sp	eed (SR), mi/h	47.5
Prop. Freeway Vehicles in Lane 1 and	2 (PFD) 1.000	Outer Lanes Freeway Speed	(So), mi/h	58.8
Flow in Lanes 1 and 2 (v12), pc/h	1077	Ramp Junction Speed (5), m	i/h	47.5
Flow Entering Ramp-Infl. Area (vR12), p	pc/h -	Average Density (D), pc/mi/l	n	11.3
Level of Service (LOS)	В	Density in Ramp Influence A	rea (DR), pc/mi/li	n 11.5

Design Analysis Table									
Freeway Lanes, In	2	2	3	3	4	4	5	5	
Ramp Lanes, In	1	2	1	2	1	2	1	2	
Density, pc/mi/ln	11.3	11.3	7.3	7.0	5.3	5,1	4.2	4,1	
LOS	В	A	A	Α	A	A	A	A	

HCSVM Freeways Version 7.9.6 Saturday EXT Southern Turnaround .xuf

Generated; 10/03/2023 14:57:30

			ay Diverge Report	CONTRACTOR OF THE STATE OF	Part State of the
Project Information	_				
Analyst	KJS		Date	10/3/2023	C
Agency	Pare Corp		Analysis Year	2028	42.22.000
Jurisdiction	East Provi		Time Analyzed	7:15- 8:15	AM FNB
Project Description	Southern	Diverge Analysis	Units	U.S. Custo	mary
Geometric Data					
			Freeway	Ramp	
Number of Lanes (N), In			2	1	
Free-Flow Speed (FFS), mi/h			55.0	30.0	
Segment Length (L) / Deceleration	on Length (LA),ft	1500	225	
Terrain Type			Level	Level	
Percent Grade, %					
Segment Type / Ramp Type			Freeway	Left-Sided	One-Lane
Adjustment Factors					
Driver Population			Mostly Familiar	Mostly Fan	niliar
Weather Type			Non-Severe Weather	Non-Sever	e Weather
Incident Type			No Incident	-	
Final Speed Adjustment Factor (S	SAF)		0.975	0.975	
Final Capacity Adjustment Factor	(CAF)		0.968	0.968	
Demand Adjustment Factor (DAI	F)		1.000	1.000	
Demand and Capacity					42.10
Demand Volume (Vi)			923	322	
Peak Hour Factor (PHF)			0.91	0,83	
Total Trucks, %			3.00 2.00		
Single-Unit Trucks (SUT), %			-	2	
Tractor-Trailers (TT), %			-	-	
Heavy Vehicle Adjustment Factor	r (fHV)		0.971	0.980	
Flow Rate (vi),pc/h			1045	396	
Capacity (c), pc/h			4356	1839	
Volume-to-Capacity Ratio (v/c)			0.24	0.22	
Speed and Density					
Upstream Equilibrium Distance (LEQ), ft	2	Number of Outer Lanes on	Freeway (No)	0
Distance to Upstream Ramp (LUF), ft	-	Speed Index (Ds)		0.539
Downstream Equilibrium Distanc	e (LEQ), ft	-	Flow Outer Lanes (vOA), pc	/h/ln	-
Distance to Downstream Ramp (LDOWN), ft	+	Off-Ramp Influence Area S	peed (SR), mi/h	47.3
Prop. Freeway Vehicles in Lane 1		1.000	Outer Lanes Freeway Spee	d (SO), mi/h	58.8
Flow in Lanes 1 and 2 (v12), pc/h	200000000000000000000000000000000000000	1045	Ramp Junction Speed (S), r		47.3
Flow Entering Ramp-Infl. Area (v		-	Average Density (D), pc/mi		11.0
Level of Service (LOS)		В	Density in Ramp Influence		11.2

HCSYW Freeways Version 7,9.6 AM FNB Southern Turnaround.xuf Generated: 10/03/2023 12:00:06

Project Information			THE STREET	
Analyst KJS		Date	10/3/2023	Ž.
Agency Pare Corp	poration	Analysis Year	2028	
Jurisdiction East Provi		Time Analyzed	4:15- 5:15	PM FNB
DESCRIPTION DESCRIPTION	Turnaround Diverge	Units	U.S. Custo	0.0000000000000000000000000000000000000
Analysis	ramaroana bireige	O INC	O.S. Custo	
Geometric Data	-			
		Freeway	Ramp	
Number of Lanes (N), In		2	1.	
Free-Flow Speed (FFS), mi/h		55.0	30.0	
Segment Length (L) / Deceleration Length (LA),ft	1500	225	
Terrain Type		Level	Level	
Percent Grade, %		-	20	
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane
Adjustment Factors				
Driver Population		Mostly Familiar	Mostly Far	niliar
Weather Type		Non-Severe Weather	Non-Sever	e Weather
Incident Type		No Incident	5	
Final Speed Adjustment Factor (SAF)		0.975	0.975	
Final Capacity Adjustment Factor (CAF)		0.968	0.968	
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (Vi)		1545	314	
Peak Hour Factor (PHF)		0.95	0.88	
Total Trucks, %		1.00	2.00	
Single-Unit Trucks (SUT), %			5.	
Tractor-Trailers (TT), %		-	-	7
Heavy Vehicle Adjustment Factor (fHV)	9-11	0.990	0.980	
Flow Rate (vi),pc/h		1643	364	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.38	0.20	
Speed and Density				
Upstream Equilibrium Distance (LEQ), ft	5	Number of Outer Lanes on Fr	reeway (No)	0
Distance to Upstream Ramp (LUP), ft	-	Speed Index (Ds)		0.536
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/	/In	-
Distance to Downstream Ramp (LDOWN), ft		Off-Ramp Influence Area Spe	ed (SR), mi/h	47.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	1.000	Outer Lanes Freeway Speed (So), mi/h	58.8
Flow in Lanes 1 and 2 (v12), pc/h	1643	Ramp Junction Speed (S), mi/	h	47.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln		17.3
		Density in Ramp Influence Are		16.4

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	17.3	17.3	11.1	10.7	8.0	7.8	6,4	6.2
LOS	В	В	В	A	В	A	В	A

HCS189 Freeways Version 7.9.6 PM FNB Southern Turnaround.xuf

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Declare Information		y Diverge Report	- Indiana	THE PERSON NAMED IN COLUMN
Project Information Analyst KJS		Date	10/3/202	13
	orporation	Analysis Year	2028	.5
	rovidence, RI	Time Analyzed	700000	00 PM SATURDAY FNE
criedunicoste Sovies	er street was their	Units		The state of the s
Project Description South Analy	ern Turnaround Diverge iis	Onits	U.S. Cust	omary
Geometric Data				
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55.0	30.0	
Segment Length (L) / Deceleration Length	(LA),ft	1500	225	
Terrain Type		Level	Level	
Percent Grade, %		-		
Segment Type / Ramp Type		Freeway	Left-Side	d One-Lane
Adjustment Factors				
Driver Population		Mostly Familiar	Mostly Fa	emiliar
Weather Type		Non-Severe Weather	Non-Sev	ere Weather
Incident Type		No Incident	-	
Final Speed Adjustment Factor (SAF)		0.975	0.975	
Final Capacity Adjustment Factor (CAF)	(1 E =	0.968	0.968	
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (Vi)		973	257	
Peak Hour Factor (PHF)		0.89	0.92	
Total Trucks, %		1.00	1.00	
Single-Unit Trucks (SUT), %			-	
Tractor-Trailers (TT), %			-	
Heavy Vehicle Adjustment Factor (friv)		0.990	0.990	
Flow Rate (vi),pc/h		1104	282	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.25	0.15	
Speed and Density				
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on	Freeway (No)	0
Distance to Upstream Ramp (LUP), ft		Speed Index (Ds)		0.529
Downstream Equilibrium Distance (LEQ), ft		Flow Outer Lanes (vOA), pc/	h/In	+
Distance to Downstream Ramp (LDOWN), f	-	Off-Ramp Influence Area Sp	oeed (SR), mi/h	47.5
Dean Evanues Vahieles in Long 1 and 3 (Dr	D) 1.000	Outer Lanes Freeway Speed	l (So), mi/h	58.8
Prop. Freeway Vehicles in Lane 1 and 2 (Pr				
Flow in Lanes 1 and 2 (v12), pc/h	1104	Ramp Junction Speed (S), m	ni/h	47.5

Design Analysis Table									
Freeway Lanes, In	2	2	3	3	4	4	5	5	
Ramp Lanes, In	1	2	1	2	1	2	1	2	
Density, pc/mi/ln	11.6	11.6	7.5	7.2	5.4	5.2	4.3	4.2	
LOS	В	A	В	A	A	A	A	A	

HCSWI Freeways Version 7.9.6 Saturday FNB Southern Turnaround.xuf

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	HCS7 Freeway	/ Diverge Report		
Project Information				
	JS	Date	10/3/2023	18
Agency P	are Corporation	Analysis Year	2028	
Jurisdiction E	ast Providence, RI	Time Analyzed	7:15- 8:15	AM FB
	outhern Turnaround Diverge nalysis	Units	U.S. Custo	mary
Geometric Data				NO I I I
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55.0	30.0	
Segment Length (L) / Deceleration Le	ngth (LA),ft	1500	225	
Terrain Type		Level	Level	
Percent Grade, %			-	
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane
Adjustment Factors				ON CHIEF
Driver Population		Mostly Familiar	Mostly Far	niliar
Weather Type		Non-Severe Weather	Non-Sever	e Weather
Incident Type		No Incident	20	
Final Speed Adjustment Factor (SAF)		0.975	0.975	
Final Capacity Adjustment Factor (CAI	F)	0.968	0.968	
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (VI)		985	411	
Peak Hour Factor (PHF)		0.91	0.83	
Total Trucks, %		3.00	2.00	
Single-Unit Trucks (SUT), %		*	*	
Tractor-Trailers (TT), %		-	-	+!
Heavy Vehicle Adjustment Factor (fHV)	0.971	0.980	
Flow Rate (vi),pc/h		1115	505	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.26	0.27	
Speed and Density				
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on Fr	reeway (No)	0
Distance to Upstream Ramp (LUP), ft		Speed Index (Ds)		0.549
Downstream Equilibrium Distance (LE	Q), ft -	Flow Outer Lanes (vOA), pc/h,	/ln	
Distance to Downstream Ramp (LDOW	n), ft -	Off-Ramp Influence Area Spe	eed (SR), mi/h	47.2
Prop. Freeway Vehicles in Lane 1 and	2 (PFD) 1.000	Outer Lanes Freeway Speed (So), mi/h	58.8
Flow in Lanes 1 and 2 (v12), pc/h	1115	Ramp Junction Speed (S), mi,	/h	47.2
Flow Entering Ramp-Infl. Area (vR12),	pc/h -	Average Density (D), pc/mi/lr	1	11.8
Level of Service (LOS)	В	Density in Ramp Influence Ar	ea (DR), pc/mi/ln	11.8

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	11.8	11.8	7.7	7.5	5.6	5.5	4.5	4.4
LOS	В	A	В	A	A	A	A	A

HCS100 Freeways Version 7,9.6 AM FB Southern Turnaround.xuf Generated: 10/03/2023 11:59:39

	HCS7 Freeway	y Diverge Report		
Project Information				
Analyst K	JS	Date	10/3/2023	
Agency P	are Corporation	Analysis Year	2028	
Jurisdiction E	ast Providence, RI	Time Analyzed	4:15- 5:15	PM FB
	outhern Turnaround Diverge nalysis	Units	U.S. Custo	mary
Geometric Data			237572	
		Freeway	Ramp	
Number of Lanes (N), In		2	1	
Free-Flow Speed (FFS), mi/h		55.0	30.0	
Segment Length (L) / Deceleration Le	ngth (LA),ft	1500	225	
Terrain Type		Level	Level	
Percent Grade, %	and the second		-	
Segment Type / Ramp Type		Freeway	Left-Sided	One-Lane
Adjustment Factors				
Driver Population	Mostly Familiar	Mostly Fan	niliar	
Weather Type		Non-Severe Weather	Non-Sever	e Weather
Incident Type		No Incident	-	
Final Speed Adjustment Factor (SAF)		0.975	0.975	
Final Capacity Adjustment Factor (CA	F)	0.968	0.968	
Demand Adjustment Factor (DAF)		1.000	1.000	
Demand and Capacity				
Demand Volume (Vi)		1626	371	
Peak Hour Factor (PHF)		0.95 0.88		
Total Trucks, %		1.00	2.00	
Single-Unit Trucks (SUT), %			-	
Tractor-Trailers (TT), %		*	-	
Heavy Vehicle Adjustment Factor (fHV)	0.990	0.980	
Flow Rate (vi),pc/h		1729	430	
Capacity (c), pc/h		4356	1839	
Volume-to-Capacity Ratio (v/c)		0.40	0.23	
Speed and Density				
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on Free	eway (No)	0
Distance to Upstream Ramp (LUP), ft	*	Speed Index (DS)		0.542
Downstream Equilibrium Distance (LE	Q), ft -	Flow Outer Lanes (voa), pc/h/lr	1	-
Distance to Downstream Ramp (LDOW	n), ft -	Off-Ramp Influence Area Speed	d (SR), mi/h	47.3
Prop. Freeway Vehicles in Lane 1 and	2 (PFD) 1.000	Outer Lanes Freeway Speed (Sc	0), mi/h	58.8
Flow in Lanes 1 and 2 (v12), pc/h	1729	Ramp Junction Speed (S), mi/h		47.3
Flow Entering Ramp-Infl. Area (vR12),	pc/h -	Average Density (D), pc/mi/ln		18.3
Level of Service (LOS)	В	Density in Ramp Influence Area	(DR), pc/mi/ln	17.1

Design Analysis Table									
Freeway Lanes, In	2	2	3	3	4	4	5	5	
Ramp Lanes, In	1	2	1	2	1	2	1	2	
Density, pc/mi/ln	18.3	18.3	11.7	11.3	8.5	8.2	6.8	6.6	
LOS	В	8	В	A	В	A	В	A	

HCSVIII Freeways Version 7.9.6 PM FB Southern Turnaround.xuf

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ALCOHOL MARKET CONTRACTOR	HCS/ Freeway	y Diverge Report	DE SERVE		
Project Information					
Analyst K	JS	Date 10/3/		023	
Agency P	are Corporation	Analysis Year	2028	2028	
Jurisdiction E	ast Providence, RI	Time Analyzed	12:00-1:0	12:00-1:00 PM SATURDAY F	
	outhern Turnaround Diverge nalysis	Units	U.S. Cust	omary	
Geometric Data					
		Freeway Ramp			
Number of Lanes (N), In	2	1	1		
Free-Flow Speed (FFS), mi/h	55.0	30.0	30.0		
Segment Length (L) / Deceleration Le	1500	225	225		
Terrain Type	Level	Level	Level		
Percent Grade, %	•	-			
Segment Type / Ramp Type	Freeway	Left-Side	Left-Sided One-Lane		
Adjustment Factors					
Driver Population	Mostly Familiar	Mostly Fa	amiliar		
Weather Type		Non-Severe Weather	Non-Sev	ere Weather	
Incident Type	No Incident	-	*		
Final Speed Adjustment Factor (SAF)	0.975	0.975	0.975		
Final Capacity Adjustment Factor (CAI	0.968	0.968	0.968		
Demand Adjustment Factor (DAF)	1.000	1.000	1.000		
Demand and Capacity					
Demand Volume (Vi)	1061	323	323		
Peak Hour Factor (PHF)	0.89	0.92			
Total Trucks, %	1.00	1.00	1.00		
Single-Unit Trucks (SUT), %	5	-	-		
Tractor-Trailers (TT), %		- 1	-		
Heavy Vehicle Adjustment Factor (fHV	0.990	0.990	·		
Flow Rate (vi),pc/h		1204	355		
Capacity (c), pc/h		4356	1839	1839	
Volume-to-Capacity Ratio (v/c)		0.28	0.19		
Speed and Density					
Upstream Equilibrium Distance (LEQ),	ft -	Number of Outer Lanes on F	reeway (No)	0	
Distance to Upstream Ramp (LUP), ft		Speed Index (DS)		0.535	
Downstream Equilibrium Distance (LE	Q), ft -	Flow Outer Lanes (vOA), pc/h/ln		-	
Distance to Downstream Ramp (LDOW	/N), ft -	Off-Ramp Influence Area Spe	eed (SR), mi/h	47.4	
Prop. Freeway Vehicles in Lane 1 and	2 (PFD) 1.000	Outer Lanes Freeway Speed (SO), mi/h		58.8	
Flow in Lanes 1 and 2 (v12), pc/h 1204		Ramp Junction Speed (S), mi	47.4		
Flow Entering Ramp-Infl, Area (vR12),	pc/h -	Average Density (D), pc/mi/li	n	12.7	
vel of Service (LOS) B		Density in Ramp Influence A	n 12.6		

Design Analysis Table								
Freeway Lanes, In	2	2	3	3	4	4	5	5
Ramp Lanes, In	1	2	1	2	1	2	1	2
Density, pc/mi/ln	12.7	12.7	8.2	7.9	5.9	5.8	4.7	4.6
LOS	В	В	В	A	A	A	A	A

HCS188 Freeways Version 7.9.6 Saturday F8 Southern Turnaround.xuf

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