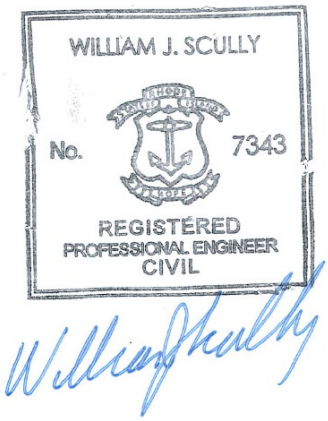
100 WAMPANOAG TRAIL

EAST PROVIDENCE, RHODE ISLAND

Traffic Impact Study

PREPARED FOR
TOUCHDOWN REALTY GROUP.

PREPARED BY
KIMLEY-HORN AND ASSOCIATES, INC.



Kimley»Horn

February 2025
112778000

EXECUTIVE SUMMARY

PURPOSE OF REPORT AND STUDY OBJECTIVES

This report presents the results of the traffic impact and access study for the redevelopment of a former nursing home to a proposed multifamily residential development located in the City of East Providence with approximately 26 attached dwelling units (DU) in a single building. This report describes the project area's transportation system, existing traffic volumes, estimation of Future No-Build and Future Build traffic volumes, and analysis of estimated impacts. The Future Build year for this project is 2032. The methodology is consistent with Rhode Island Department of Transportation (RIDOT) traffic analysis guidelines. Based on the study results, the redevelopment is estimated to result in 176 total daily site-generated trips with 10 and 13 trips occurring during the AM and PM peak hours, respectively.

SITE LOCATION AND STUDY AREA

The proposed residential redevelopment is located along the north side of Wampanoag Trail (Route 114) in the City of East Providence. This proposed development will include 26 dwelling units within one two-story building. The existing facility is a vacated nursing home that housed approximately 58 beds. The site is served by two driveways connected to Wampanoag Trail. The eastern drive is a one-way entering driveway located on the east side of the side and runs in front of the building. Angle parking is provided off this drive. The existing western site drive is a two-way drive that also provides a connection to the rear of the building where most of the current parking exists, This drive allows for all movements.

The proposed project is anticipated to maintain the two existing driveways including the one way entering-only eastern drive. Internally, the eastern drive connection to the west drive will be slightly modified to improve control and travel speed through the site. In total, there are 35 parking spaces proposed with the majority of these (25) located in the rear of the building and 10 spaces in the front.

The site location is shown in **Figure 1** and the study area included the intersection of Wampanoag Trail (Route 114) & Buckthorne Avenue located opposite and slightly offset from the western Site Driveway.

PRINCIPAL FINDINGS AND CONCLUSIONS

The analysis of traffic with respect to the development of a 26-dwelling unit multifamily housing project was completed following standard practice. The key findings of this traffic impact and access plan study are as follows:

- It is estimated that the redevelopment project will generate 176 vehicle trips over the course of the 24 hour weekday with 10 vehicle trips generated in the AM peak hour and 13 vehicle trips during the PM peak hour.
- The exiting and entering movements from the Western Site Driveway and Eastern Site Driveway operate with minimal or short delays.
- The project will result in minimal changes in delays at the intersections of Buckthorne Avenue/Western Site Driveway at Wampanoag Trail (Route 114) and Eastern Site Driveway at Wampanoag Trail (Route 114) that will not be noticeable to the average motorist.
- A trip generation comparison between the former nursing home and the residential project was completed and showed that there will be minimal difference between the two uses.

PROPOSED MITIGATION

While the project itself is not creating any new anticipated operational deficiencies and will result in similar traffic generation as the former use, the importance of creating safe and efficient access for the project is essential to maintain a safe multimodal traveling network for non-site related traffic. The following mitigation measures have been identified below and are intended to provide safe site access:

- Post transit schedules and rider information in the management office of the redevelopment.
- The applicant will coordinate with RIPTA to request that the existing bus “flag” stops in front of the site be converted from flag stops be converted to an official timepoint stops.
- Install STOP control on the western site drive with markings and potentially a STOP sign.
- Maintain one way entering control on the site’s eastern driveway.
- Modify the internal western drive to form a ‘T’ with the eastern drive to improve vehicle guidance and on-site traffic flow.
- Install signage on the western in both vehicle directions to encourage slow movement and awareness of vehicle movement to and from the rear of the site.

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INTRODUCTION

This report has been prepared by Kimley-Horn and Associates, Inc. to document the potential traffic impacts associated with the development of 26 apartment dwelling units on the north side of Wampanoag Trail in the City of East Providence. This report describes the abutting transportation system, existing traffic volumes, a review of crash history, the estimate of site generated trips, the calculation of Future No-Build and Future Build traffic volumes, and analysis of any estimated impacts. The purpose of the study was to assess the development's impact on the roadway network, site access, and circulation. The existing building is a vacated nursing home that housed approximately 58 beds. The site is currently serviced by two driveways with the eastern drive a one-way entry only that runs in front of the building. The western drive is a full access-egress drive that runs from Wampanoag Trail (Route 114) to the rear of the building. Parking is currently provided both in the front and back of the site. **Figure 1** illustrates the location of the proposed development and study intersections.

EXISTING CONDITIONS

ROADWAY NETWORKS

Evaluation of the traffic impacts associated with the proposed residential development in the surrounding roadway network in the City of East Providence requires a thorough understanding of the existing roadway system in the vicinity of the site. The immediate project area is largely residential in nature. The existing conditions observed in the study area include an inventory of the roadways, speed limits, intersection geometry, and traffic control devices. The study included the two site drives and the intersection of Wampanoag Trail (Route 114) & Buckthorne Avenue. For orientation purposes, Buckthorne Avenue is northbound/southbound and Wampanoag Trail (Route 114) is eastbound/westbound.

Buckthorne Avenue is a north-south, two-lane undivided roadway without a posted speed limit noted during field inventories. It is classified by Rhode Island Department of Transportation (RIDOT) as a local road and is under the jurisdiction of the City of East Providence.

Wampanoag Trail (Route 114) is an east-west, two-lane undivided roadway with a posted speed limit of 30 miles per hour (MPH). It is classified by RIDOT as an Urban Minor Arterial and is under the jurisdiction of RIDOT. In the vicinity of the project, the pavement width is approximately 40 feet between curbs and provides for 12 foot wide travel lanes and 8 foot wide shoulders.

DESCRIPTION OF STUDY INTERSECTIONS

Wampanoag Trail (Route 114) & Buckthorne Avenue/Western Site Driveway is a four-legged unsignalized intersection. The southbound approach provided by the Western Site Driveway permits left-turn, through, and right-turn movements via one (1) shared left-turn/through/right-turn lane. The northbound approach provided by Buckthorne Avenue permits left-turn, through, and right-turn movements via one (1) shared left-turn/through/right-turn lane. The north-south centerlines are offset by approximately 65 feet. The eastbound and westbound approaches provided by Wampanoag Trail permits left-turn, through, and right-turn movements via one (1) shared left-turn/through/right-turn lane.

Wampanoag Trail (Route 114) & Eastern Site Driveway is a three-legged unsignalized intersection. The Eastern Site Driveway is a one-way entry that accepts westbound right and eastbound left turning movements from Wampanoag Trail (Route 114). The westbound approach provided by Wampanoag Trail (Route 114) permits left-turn and through movements via one (1) shared left-turn/through lane. The

eastbound approach provided by Wampanoag Trail (Route 114) permits through and right-turn movements via one (1) shared through/right-turn lane.

The study intersections with the intersection geometry and traffic controls are provided graphically as well as the proposed site driveway along Wampanoag Trail in **Figure 2**.

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Figure 1
Site Location
100 Wampanoag Trail
East Providence, RI

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

Bicycle facilities are not defined on either side along Wampanoag Trail or Buckthorne Avenue within the project vicinity, however, with wide shoulders, bicyclists do have some room to travel and somewhat separated from moving vehicles. Sidewalk facilities are provided on both sides alone Wampanoag Trail and Buckthorne Avenue, with moderate pavement distresses including cracks, spalls, and vegetation visible but are passable. A crosswalk is provided on the east side of the site, providing a connection to Sweetbriar Avenue across Wampanoag Trail.

Public transportation service for East Providence is provided by Rhode Island Public Transit Authority (RIPTA). The project vicinity is served by Bus Route 32 which connects the site to RIPTA's main bus hub Kennedy Plaza in Providence and to the Seekonk Square Mall across the Massachusetts border. Figure 2 depicts the transit routes and major stops for Bus Route 32 shown in the thick blue line. Bus Route 32 (Seekonk Square Mall – Kennedy Plaza) runs along Wampanoag Trail with flag stops at the Western Site Driveway and directly across the street. Service is provided during the weekday, Monday to Friday, from 5:46 am to 7:15 pm. The headways are typically 60 minutes throughout the day.

Figure 2: RIPTA Bus Route 32

Figure 3: Sidewalk in front of Site (Photo Taken on 1/16/2025)

TRAFFIC DATA COLLECTION

Existing traffic volumes were based upon new turning movement counts (TMCs) collected on Thursday, January 9, 2025, at Buckthorne Avenue/Western Site Driveway at Wampanoag Trail (Route 114) as part of this analysis during the AM peak period (7:00 AM – 9:00 AM) and PM peak period (4:00 PM – 6:00 PM). The AM peak hour is from 7:30 AM to 8:30 AM and the PM peak hour is from 4:30 PM to 5:30 PM.

Based on the collected TMC data, approximately 2.0% of the total vehicles (passenger vehicles and heavy vehicles) in the eastbound direction on Wampanoag Trail (Route 114), were heavy vehicles during both the AM peak hour and PM peak hour. Approximately 5.0% of the total vehicles (passenger vehicles and heavy vehicles) in the westbound direction on Wampanoag Trail (Route 114) were heavy vehicles during the AM peak hour and 1.0% of the total vehicles (passenger vehicles and heavy vehicles) in the westbound direction were heavy vehicles during the PM peak hour.

In addition to the TMCs at Buckthorne Avenue/Western Site Driveway at Wampanoag Trail (Route 114), an automatic traffic recorder (ATR) was conducted for a 48-hour period, Wednesday, January 8, 2025, to Thursday, January 9, 2025, on Wampanoag Trail (Route 114) west of Buckthorne Avenue. A summary of the traffic volume data is shown in **Table 1**.

The observed average weekday volume on Wampanoag Trail (Route 114) west of Buckthorne Avenue is 8,856 vehicles per day (VPD). The data indicates that peak hour flows represent approximately 8% and 10% of the weekday 24-hour volume during the AM and PM peak hours, respectively. Observed 85th

percentile speeds in both directions along Wampanoag Trail, west of Buckthorne Avenue, is 36 MPH in the eastbound, and 37 MPH in the westbound that are higher than the posted speed limit of 30 MPH.

Table 1. Summary of Traffic Volume Data at Wampanoag Trail (Route 114), west of Buckthorne Avenue										
Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Average Weekday Volume	Weekday AM Peak Hour				Weekday PM Peak Hour			
			Time	Veh. Vol.	Truck Volume	Dir. Dist.	Time	Veh. Vol.	Truck Volume	Dir. Dist.
30	36 EB / 37 WB	8,856	7:30–8:30	743	EB / WB	55% EB / 45% WB	4:30–5:30	862	4 EB / 8 WB	40% EB / 60% WB

Based on regional seasonal adjustment factors reviewed, the January traffic volumes of the study network would be considered below average and consequently, a seasonal adjustment factor of 1.01 was applied to the existing traffic volumes. **Figure 4** presents the existing turning movement volumes at the study intersection during the AM and PM peak hours. As also illustrated in Figure 4, Buckthorne Avenue s a very low volume residential street in the project area.

The traffic data are included in **Appendix A**.

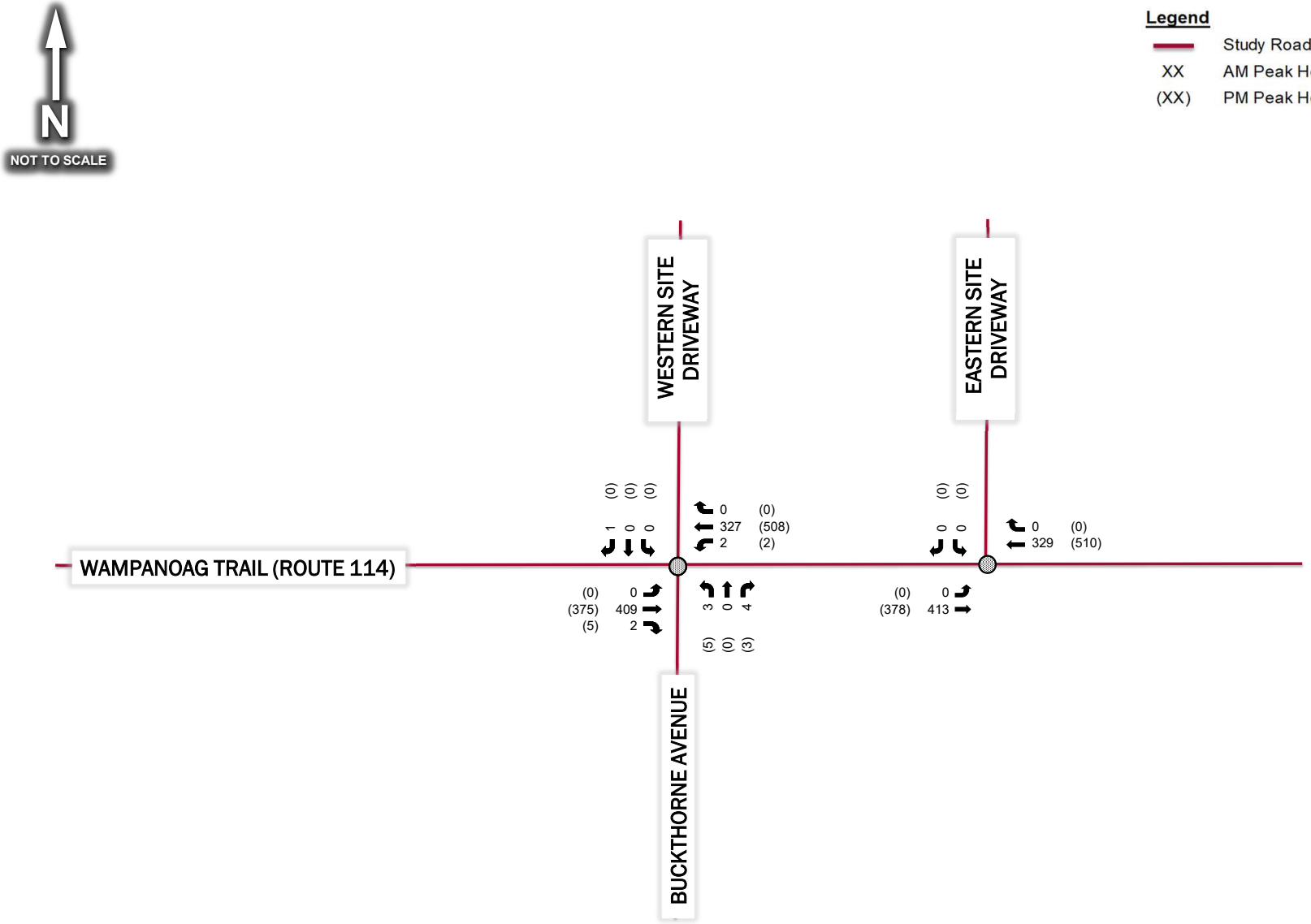

Figure 4
2025 Existing Conditions Volumes
100 Wampanoag Trail TIA
East Providence, RI

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CRASH HISTORY

Crash data from 2021-2024 was obtained via an Access to Public Records Act request to East Providence Police Department. From the obtained data, one (1) rear-end crash occurred in the vicinity of the project site at Wampanoag Trail & Sweetbriar Avenue, immediately south of the Eastern Site Driveway. The crash occurred in 2024 and resulted in property damage with no reported injuries or fatalities. No pedestrians or bicyclists were involved.

FUTURE NO-BUILD CONDITIONS

Future No-Build traffic conditions are defined as expected traffic conditions on the roadway network in the year 2032 without the construction of the residential development. Future No-Build traffic volumes used in the analysis are the sum of the existing traffic, vicinity development traffic, and additional traffic generated by the overall growth in the study area. At the time of this study, a review of the City's website indicated that there are no planned developments identified in the immediate project area that would potentially affect local traffic and need to be specifically accounted for in the analysis networks. .

BACKGROUND TRAFFIC GROWTH

Traffic growth on the transportation network was determined based upon (a) reviewing the population census data from the year 2010 and 2020 for the City and neighboring municipalities, and (b) reviewing the City's Comprehensive Plan for 2024-2034.

The historic growth rate analysis based on population census data is less than one percent (0.4%) over the 10 years.

To provide a conservative analysis, an annual growth of one percent (1.0%) was applied annually to the existing (2025) traffic volumes for future (2032) No-Build Conditions. The growth calculations are contained in **Appendix B**.

Refer to Figure 5 for the Future 2032 peak hour No-Build traffic volumes.

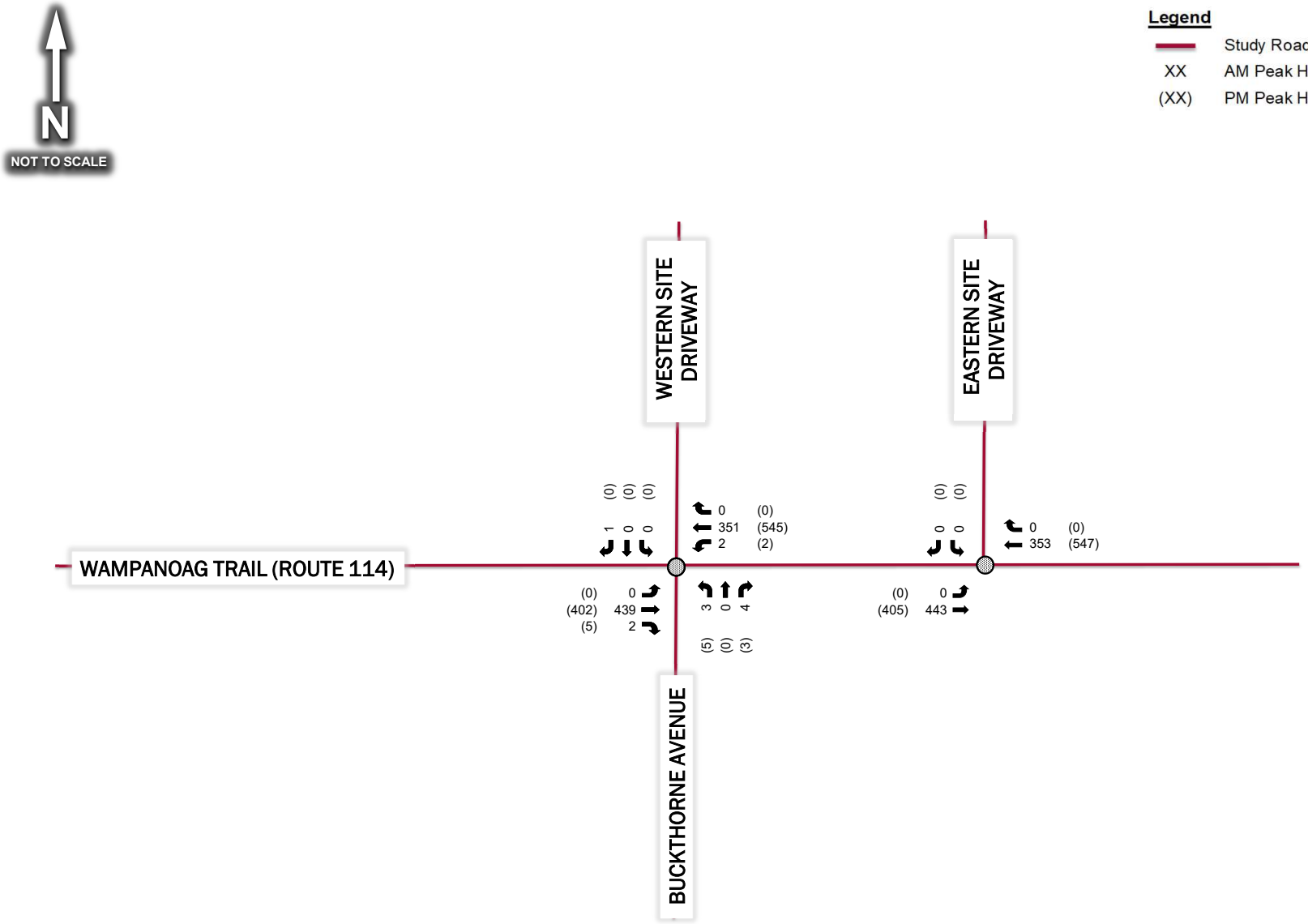

Figure 5
2032 No Build Conditions
100 Wampanoag Trail TIA
East Providence, RI

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PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the development and the distribution and assignment of that traffic over the study roadway network.

TRIP GENERATION

Trip generation calculations for the proposed residential development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed residential development were determined using ITE Land Use Code (LUC) 220 (Low-Rise Multifamily Housing). Project trips were estimated for the weekday AM and PM peak hours. The forecasts are described below while detailed trip generation information is included in **Appendix C**. As shown in **Table 2,** the proposed development is expected to generate 10 net new vehicle trips (2 entering and 8 exiting) during the AM peak hour and 13 net new vehicle trips (8 entering and 5 exiting) during the PM peak hour.

Table 2. Trip Generation

AM Peak Hour (PM Peak Hour)					
Future Land Use (ITE Code)	**Scale**	**Daily**	**Net External Trips**	**Entering Trips**	**Exiting Trips**
Multifamily Housing (Low-Rise) (220)	26 dwelling units	176	10 (13)	2 (8)	8 (5)
Net New Vehicle Trips		**176**	**10 (13)**	**2 (8)**	**8 (5)**

Table 3 compares the ITE trip generation results of the proposed land use to the results of the previous LUC (620 – Nursing Home). The proposed land use will result in 2 net new vehicle trips during the AM peak hour. The comparison shows very similar traffic characteristic in terms of total trip generation.

Table 3. Comparison of Previous and Future Trip Generation

AM Peak Hour (PM Peak Hour)					
Previous Land Use (ITE Code)	**Scale**	**Daily**	**Net External Trips**	**Entering Trips**	**Exiting Trips**
Nursing Home (620)	58 beds	177	8 (8)	6 (3)	2 (5)
Net Difference from Previous Nursing Home Use to Proposed Residential Use		**-2**	**+2 (0)**	**-4 (+5)**	**+6 (0)**

TRIP DISTRIBUTION AND ASSIGNMENT

The anticipated distribution of project traffic was forecast for the trips expected to be generated by the development. The distribution was estimated for all vehicles that may access the site. For the development's general traffic, the trip distribution estimate was based on the collected ATR data and identifying employers from the City's 2024-2034 Comprehensive Plan.

The trip distribution along the roadway network is forecast to be the following during the AM peak hour.

- 45% to/from the east (Wampanoag Trail)
- 55% to/from the west (Wampanoag Trail)

The trip distribution along the roadway network is forecast to be the following during the PM peak hour.

- 60% to/from the east (Wampanoag Trail)
- 40% to/from the west (Wampanoag Trail)

Figure 6 and Figure 7 presents the trip distribution for the 2032 Build Conditions. Trip assignments for the weekday AM and PM peak hour for the 2032 Build Conditions is shown in **Figure 8**.

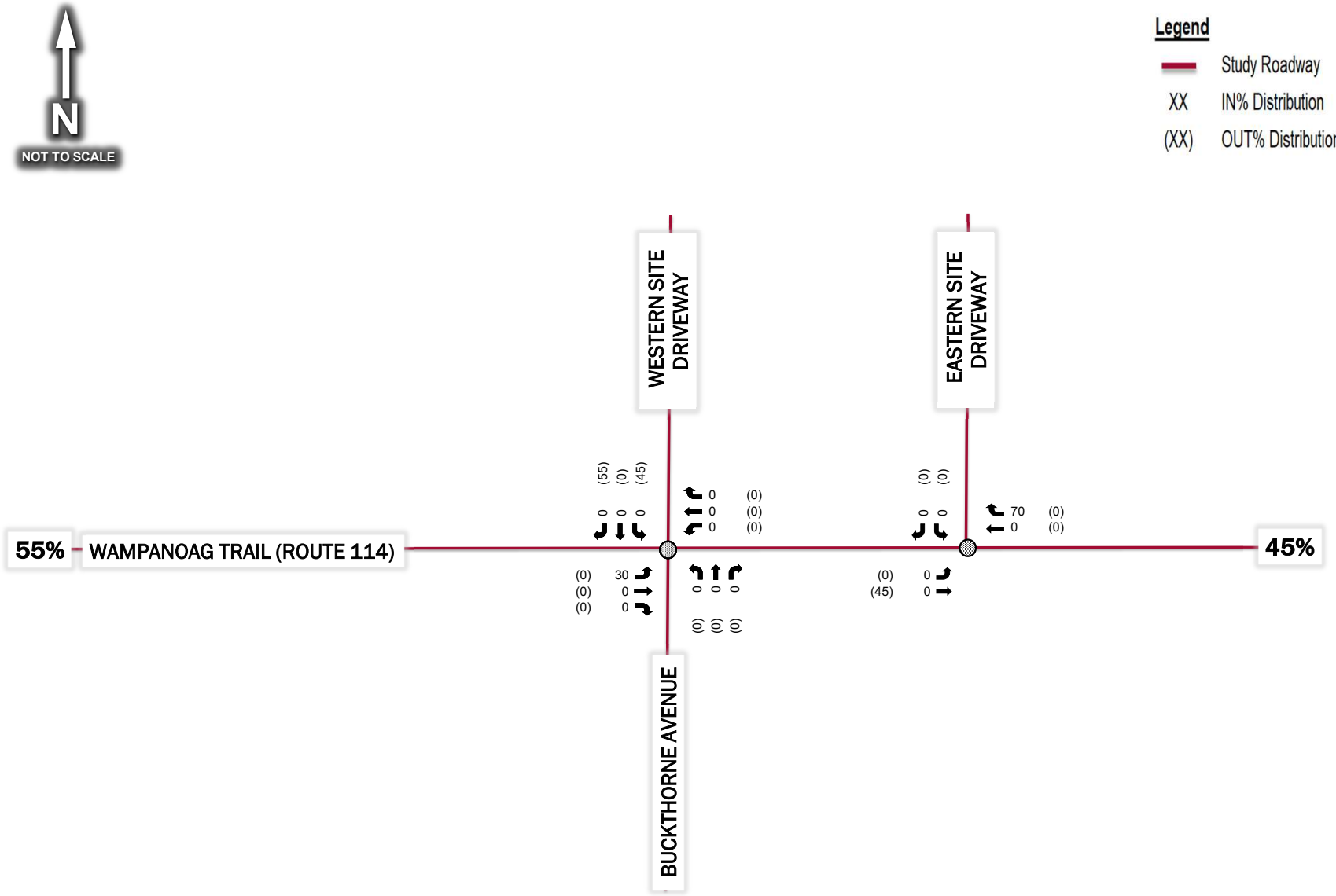

Figure 6
AM Trip Distribution
100 Wampanoag Trail TIA
East Providence, RI

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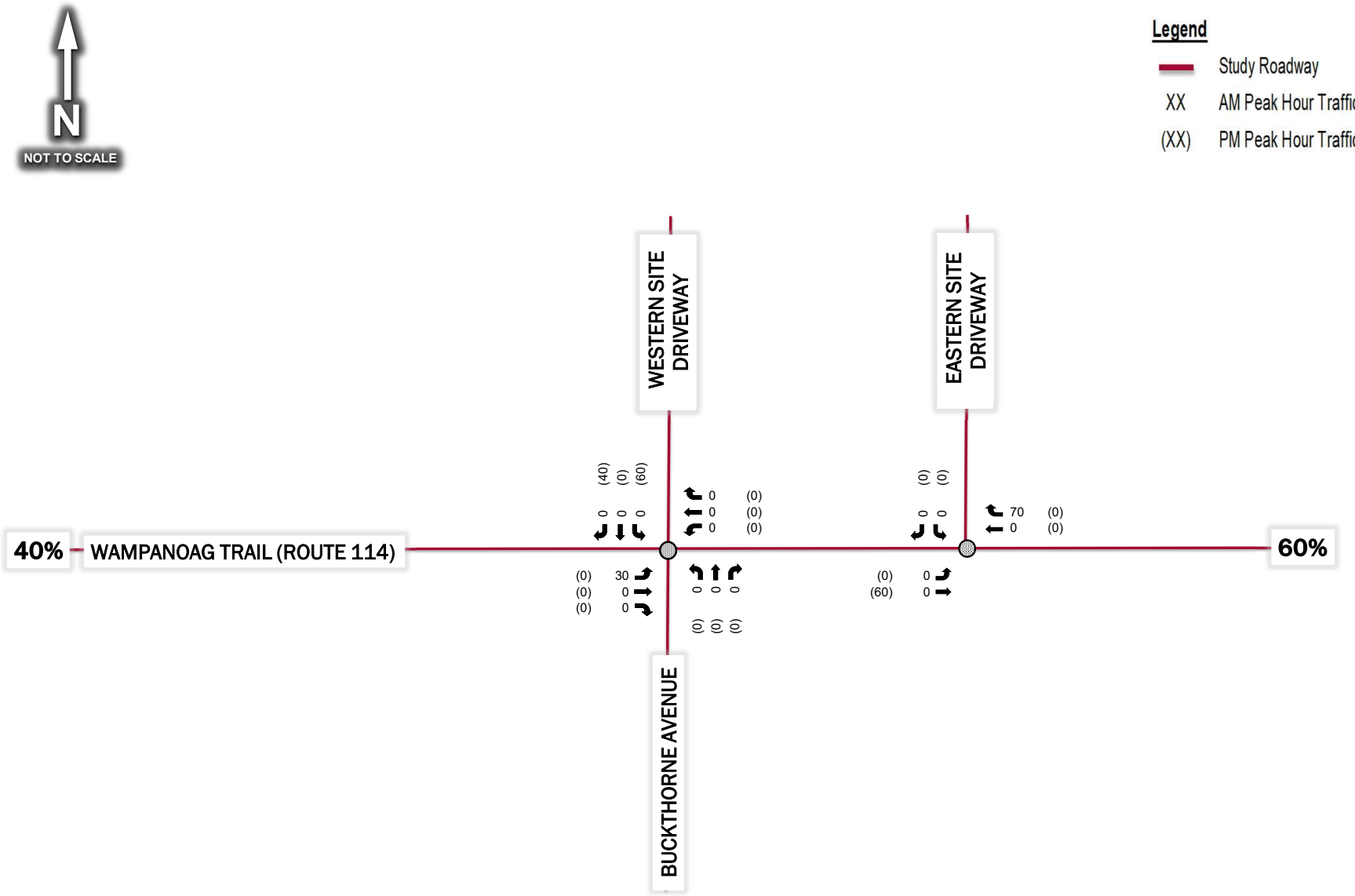

Figure 7
PM Trip Distribution
100 Wampanoag Trail TIA
East Providence, RI

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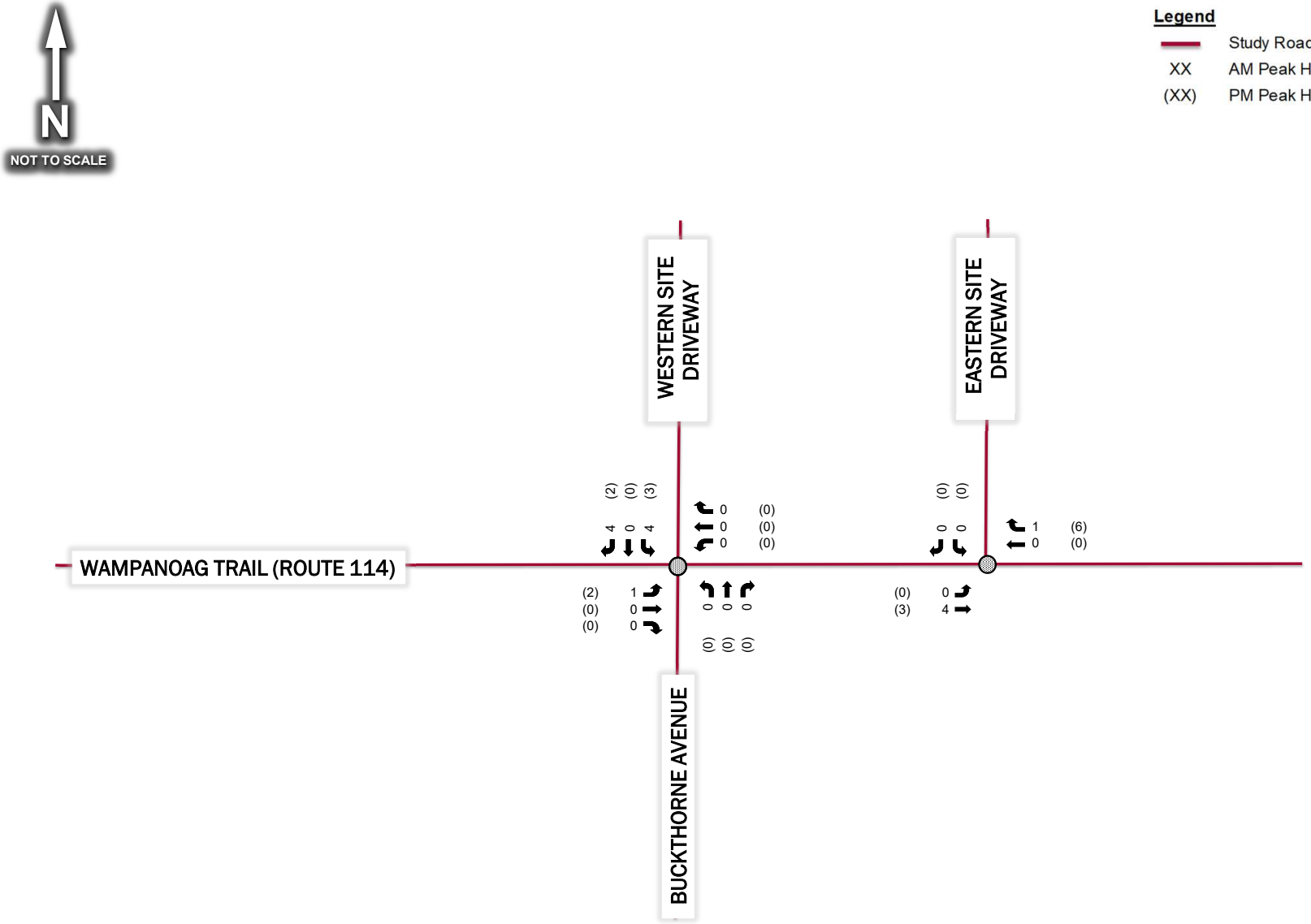

Figure 8
2032 Trip Assignment
100 Wampanoag Trail TIA
East Providence, RI

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FUTURE BUILD CONDITIONS

Future Build Conditions are defined as the expected traffic conditions in the year 2032 after the development of the project. The total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. **Figure 9** presents the future turning movement volumes at the study intersections during the weekday AM and PM peak hours for 2032. Network development worksheets for the study intersections are included in **Appendix D**.

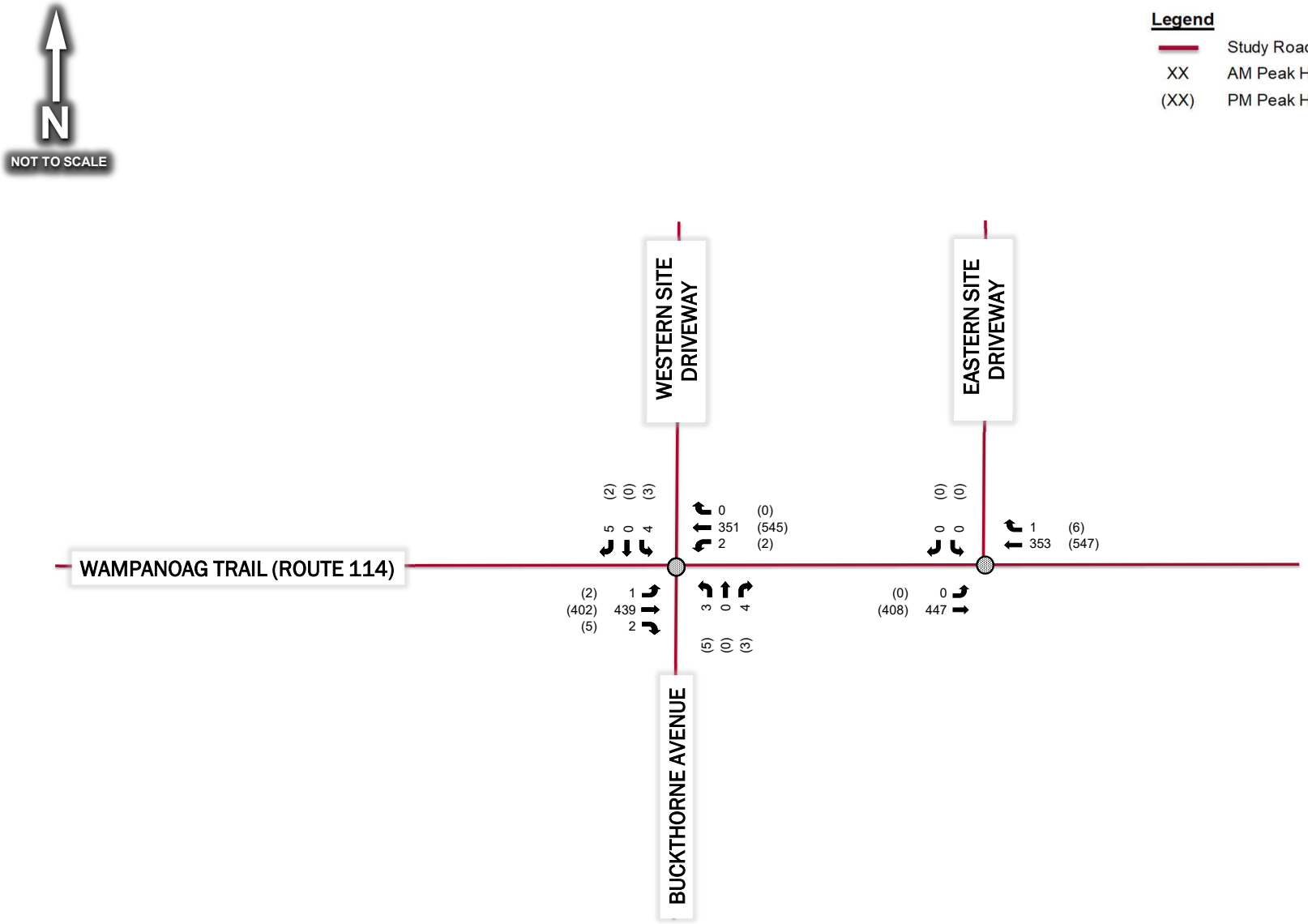

Figure 9
2032 Build Conditions
100 Wampanoag Trail TIA
East Providence, RI

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ANALYSIS

INTERSECTION CAPACITY ANALYSIS

Methodology

Intersection capacity analyses were performed for Existing, 2032 Future No-Build, and 2032 Future Build traffic volumes for the study area intersections. The analyses were performed using the Synchro Software Package (Version 12), which utilizes methodologies contained in the *Highway Capacity Manual (7th Edition)* for signalized and unsignalized intersections. According to the *HCM 7th Edition*, capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a fixed time duration. The grading condition is described by Level of Service (LOS) to indicate the operating characteristics of a road segment or intersection. LOS is defined as a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream and relates to the level of delay experienced. The *HCM 7th Edition* defines six levels of service, LOS A through LOS F, with A being the best and F being the worst. Typically, a LOS "D" or better at signalized and unsignalized intersections is preferred, although lower levels are tolerated during peak travel hours. The ranges of delay for each level of service are shown in **Table 4**.

Table 4. Level of Service Criteria

Level of Service (LOS)	Delay per Vehicle (seconds per vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	10 -20	10 -15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	≥ 80	≥ 50

Intersection Capacity Analysis Summary

A summary of the intersection capacity analysis for the weekday AM and PM peak hours for the Existing Conditions, 2032 Future No-Build Conditions, and 2032 Future Conditions can be found in **Table 5** and **Table 6**, respectively. The intersection analysis worksheets are contained in **Appendix E**.

Listed below are the key findings of the intersection capacity analysis for the Future Conditions.

- The exiting and entering movements from both Site Driveways operate with minimal or short delays.
- The project will result in minimal changes in delays (less than 5.0 vehicles per second) at the intersection of Buckthorne Avenue/Western Site Driveway and Wampanoag Trail (Route 114) that will not be noticeable to the average motorist.

Table 5. AM Peak Hour Intersection Capacity Analysis								
Intersection	Traffic Control	Movement	Existing Conditions		No-Build (2032)		Build (2032)	
			LOS (Delay)	95th % Queue Lengths (feet)	LOS (Delay)	95th % Queue Lengths (feet)	LOS (Delay)	95th % Queue Lengths (feet)
Buckthorne Avenue/Western Site Driveway at Wampanoag Trail (Route 114)	Two-Way Stop Control	EBL	A (0.0)	0	A (0.0)	0	A (8.1)	0
		EBT	A (0.0)	-	A (0.0)	-	A (0.0)	-
		WBL	A (8.2)	0	A (8.3)	0	A (8.3)	0
		WBT	A (0.0)	-	A (0.0)	-	A (0.0)	-
		NB	B (13.7)	25	B (14.5)	25	B (14.4)	25
		SB	B (10.3)	0	B (10.5)	0	B (14.1)	25
Eastern Site Driveway at Wampanoag Trail (Route 114)		EB	(1)				A (0.0)	-
		WB					A (0.0)	-

Note: (1) Approach does not exist

Table 6. PM Peak Hour Intersection Capacity Analysis								
Intersection	Traffic Control	Movement	Existing Conditions		No-Build (2030)		Build (2030)	
			LOS (Delay)	95th % Queue Lengths (feet)	LOS (Delay)	95th % Queue Lengths (feet)	LOS (Delay)	95th % Queue Lengths (feet)
Buckthorne Avenue/Western Site Driveway at Wampanoag Trail (Route 114)	Two-Way Stop Control	EBL	A (0.0)	0	A (0.0)	0	A (8.7)	0
		EBT	A (0.0)	-	A (0.0)	-	A (0.0)	-
		WBL	A (8.1)	0	A (8.2)	0	A (8.2)	0
		WBT	A (0.0)	-	A (0.0)	-	A (0.0)	-
		NB	C (18.2)	25	C (18.4)	25	C (18.5)	25
		SB	A (0.0)	0	A (0.0)	0	C (18.6)	25

Table 6. PM Peak Hour Intersection Capacity Analysis								
Intersection	Traffic Control	Movement	Existing Conditions		No-Build (2030)		Build (2030)	
			LOS (Delay)	95th % Queue Lengths (feet)	LOS (Delay)	95th % Queue Lengths (feet)	LOS (Delay)	95th % Queue Lengths (feet)
Eastern Site Driveway at Wampanoag Trail (Route 114)		EB	(1)				A (0.0)	-
		WB					A (0.0)	-

Note: (1) Approach does not exist

Existing Conditions

The Existing Conditions analysis was based on the existing traffic volumes, lane uses, and traffic controls at the study area intersections. A peak hour factor (PHF) was calculated by approach and the heavy vehicle percentages were calculated for each movement based on existing TMC data.

At Buckthorne Avenue/Western Site Driveway and Wampanoag Trail (Route 114), the eastbound and westbound approaches operate at LOS A. The westbound left-turn movement experiences a delay of 8.2 vehicles per second while the westbound through and eastbound movements experience no delays. The northbound and southbound approaches operate at LOS B with delays of 13.7 and 10.3 vehicles per second, respectively.

During the PM peak hour, the eastbound and westbound approaches operate at LOS A. The westbound left-turn movement experiences a delay of 8.1 vehicles per second while the westbound through, eastbound, and southbound movements experience no delays. The northbound approach operates at LOS C with delays of 18.2 vehicles per second.

2032 No-Build Conditions

The 2032 No-Build Conditions analysis was based on the 2032 No-Build traffic volumes with the existing lane geometry, traffic controls, and heavy vehicle percentages. The PHF were updated to 0.92 for urban areas for the overall intersection based on the *MassDOT Highway Division Traffic and Safety Engineering 25% Design Submission Guidelines.*

At Buckthorne Avenue/Western Site Driveway and Wampanoag Trail (Route 114), the eastbound and westbound approaches operate at LOS A. The westbound left-turn movement experiences a delay of 8.3 vehicles per second while the westbound through and eastbound movements experience no delays. The northbound and southbound approaches operate at LOS B with delays of 14.5 and 10.5 vehicles per second, respectively.

During the PM peak hour, the eastbound and westbound approaches operate at LOS A. The westbound left-turn movement experiences a delay of 8.2 vehicles per second while the westbound through, eastbound, and southbound movements experience no delays. The northbound approach operates at LOS C with a delay of 18.4 vehicles per second.

2032 Build Conditions

The 2032 Build Conditions analysis was based on the Build traffic volumes with the Future No-Build lane geometry, traffic controls, and heavy vehicle percentages at the study area intersections. The PHFs were the same as those used in the 2032 No-Build analysis.

At Buckthorne Avenue/Western Site Driveway and Wampanoag Trail (Route 114), the eastbound and westbound approaches operate at LOS A. The westbound left-turn movement experiences a delay of 8.3 vehicles per second while the eastbound left-turn movement experiences a delay of 8.1 vehicles per second. The westbound through and eastbound through movements experience no delays. The northbound and southbound approaches operate at LOS B with delays of 14.4 and 14.1 vehicles per second, respectively.

During the PM peak hour, the eastbound and westbound approaches operate at LOS A. The westbound left-turn movement experiences a delay of 8.1 vehicles per second while the eastbound left-turn movement experiences a delay of 8.7 vehicles per second. The northbound and southbound approaches operate at LOS C with delays of 18.5 and 18.6 vehicles per second, respectively.

CONCLUSIONS AND PROPOSED MITIGATION

The analysis of traffic with respect to the development of a 26-dwelling unit multifamily housing building was completed following standard practice. The key findings of this traffic impact and access plan study are as follows:

- The exiting and entering movements from the Western Site Driveway and Eastern Site Driveway operate with minimal or short delays.
- The project will result in minimal changes in delays at the intersections of Buckthorne Avenue/Western Site Driveway at Wampanoag Trail (Route 114) and Eastern Site Driveway at Wampanoag Trail (Route 114) that will not be noticeable to the average motorist.
- There will be minimal difference between the proposed land use and the previous land use of the site.

In conclusion, the proposed development will have minimal impact on the operating conditions of the surrounding roadways.

PROPOSED MITIGATION

While the project itself is not creating any new anticipated operational deficiencies, the following mitigation measures have been identified below and are intended to provide safe site access:

- Post transit schedules and rider information in the management office of the redevelopment.
- The applicant will coordinate with RIPTA to request that the existing bus “flag” stops in front of the site be converted from flag stops be converted to an official timepoint stops.
- Install STOP control on the western site drive with markings and potentially a STOP sign.
- Maintain one way entering control on the site’s eastern driveway.
- Modify the internal western drive to form a ‘T’ with the eastern drive to improve vehicle guidance and on-site traffic flow.
- Install signage on the western in both vehicle directions to encourage slow movement and awareness of vehicle movement to and from the rear of the site.

APPENDIX

APPENDIX A

Traffic Data

Prepared by National Data & Surveying Services

SPEED

SR 114/Wampanoag Trl W/O Buckthorne Ave

Day: Wednesday
Date: 1/8/2025

City: East Providence
Project #: RI25_590002_001

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	1	1	3	3	3	2	0	1	0	0	0	0	14	0	0	0	2	7	3	1	1	2	0	0	0	0	16	0	1	1	5	10	6	3	1	3	0	0	0	0	30
1:00	0	0	0	2	1	0	1	0	0	0	0	0	0	4	0	0	0	5	3	4	0	1	0	0	0	0	0	13	0	0	0	7	4	4	1	1	0	0	0	0	0	17
2:00	0	0	0	2	3	3	0	0	0	0	0	0	0	8	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	3	4	3	0	0	0	0	0	0	0	10
3:00	0	0	2	4	3	1	0	0	0	0	0	0	0	10	0	0	1	2	3	3	2	0	0	0	0	0	0	11	0	0	3	6	6	4	2	0	0	0	0	0	0	21
4:00	0	0	1	5	14	6	1	0	0	0	0	0	0	27	0	0	0	0	5	7	2	0	0	0	0	0	0	14	0	0	1	5	19	13	3	0	0	0	0	0	0	41
5:00	0	1	3	17	24	13	4	0	0	0	0	0	0	62	0	0	2	3	16	5	3	0	0	0	0	0	0	29	0	1	5	20	40	18	7	0	0	0	0	0	0	91
6:00	0	1	6	47	78	19	1	0	0	0	0	0	0	152	0	0	2	22	45	25	7	0	0	0	0	0	0	101	0	1	8	69	123	44	8	0	0	0	0	0	0	253
7:00	0	2	12	123	139	46	5	0	0	0	0	0	0	327	0	0	2	30	134	84	12	1	0	0	0	0	0	263	0	2	14	153	273	130	17	1	0	0	0	0	0	590
8:00	1	2	10	130	141	55	7	1	0	0	0	0	0	347	0	0	1	78	153	70	13	0	0	0	0	0	0	315	1	2	11	208	294	125	20	1	0	0	0	0	0	662
9:00	0	0	9	111	121	44	4	1	0	0	0	0	0	290	0	1	6	55	109	79	7	1	0	0	0	0	0	258	0	1	15	166	230	123	11	2	0	0	0	0	0	548
10:00	1	1	14	100	110	47	2	1	0	0	0	0	0	276	0	1	6	71	128	70	9	0	0	0	0	0	0	285	1	2	20	171	238	117	11	1	0	0	0	0	0	561
11:00	1	0	12	102	107	45	5	1	1	0	0	0	0	274	1	1	4	79	124	71	7	0	0	0	0	0	0	287	2	1	16	181	231	116	12	1	1	0	0	0	0	561
12:00	1	0	12	102	125	42	6	0	0	0	0	0	0	288	1	0	9	67	148	89	7	1	0	0	0	0	0	322	2	0	21	169	273	131	13	1	0	0	0	0	0	610
13:00	1	3	19	82	122	52	3	0	1	0	0	0	0	283	1	0	8	67	140	85	8	1	1	0	0	0	0	311	2	3	27	149	262	137	11	1	2	0	0	0	0	594
14:00	0	1	20	103	127	49	8	1	1	0	0	0	0	310	1	2	11	86	158	68	9	1	0	0	0	0	0	336	1	3	31	189	285	117	17	2	1	0	0	0	0	646
15:00	0	3	22	146	152	54	2	0	0	0	0	0	0	379	4	1	12	123	157	97	9	1	0	0	0	0	0	404	4	4	34	269	309	151	11	1	0	0	0	0	0	783
16:00	0	1	18	139	132	39	5	0	0	0	0	0	0	334	9	6	21	176	250	80	8	0	1	0	0	0	0	551	9	7	39	315	382	119	13	0	1	0	0	0	0	885
17:00	0	4	27	104	129	47	1	0	0	0	0	0	0	312	1	2	17	145	213	55	5	1	0	0	0	0	0	439	1	6	44	249	342	102	6	1	0	0	0	0	0	751
18:00	1	2	16	73	79	21	3	0	0	0	0	0	0	195	0	2	7	78	100	33	1	0	1	0	0	0	0	222	1	4	23	151	179	54	4	0	1	0	0	0	0	417
19:00	0	3	8	36	46	21	4	0	0	0	0	0	0	118	1	0	11	32	65	46	7	0	0	0	0	0	0	162	1	3	19	68	111	67	11	0	0	0	0	0	0	280
20:00	0	0	1	21	52	21	1	0	0	0	0	0	0	96	1	1	6	20	51	42	4	1	0	0	0	0	0	126	1	1	7	41	103	63	5	1	0	0	0	0	0	222
21:00	0	0	6	14	22	8	4	0	0	0	0	0	0	54	0	0	3	20	42	23	6	0	0	0	0	0	0	94	0	0	9	34	64	31	10	0	0	0	0	0	0	148
22:00	0	0	1	20	10	12	0	0	0	0	0	0	0	43	0	1	0	10	23	15	3	1	0	0	0	0	0	53	0	1	1	30	33	27	3	1	0	0	0	0	0	96
23:00	0	0	1	6	8	4	1	0	0	0	0	0	0	20	1	0	2	13	18	15	2	0	1	0	0	0	0	52	1	0	3	19	26	19	3	0	1	0	0	0	0	72
Totals	**6**	**25**	**221**	**1,492**	**1,748**	**652**	**70**	**5**	**4**	**0**	**0**	**0**	**0**	**4,223**	**21**	**18**	**131**	**1,185**	**2,093**	**1,069**	**132**	**11**	**6**	**0**	**0**	**0**	**0**	**4,666**	**27**	**43**	**352**	**2,677**	**3,841**	**1,721**	**202**	**16**	**10**	**0**	**0**	**0**	**0**	**8,889**
% of Totals	0%	1%	5%	35%	41%	15%	2%	0%	0%					100%	0%	0%	3%	25%	45%	23%	3%	0%	0%					100%	0%	0%	4%	30%	43%	19%	2%	0%	0%					100%

STATISTICS

00:00 - 12:00	3	8	70	646	744	282	32	4	2	0	0	0	0	1791	1	3	24	348	728	421	63	4	2	0	0	0	0	1594	4	11	94	994	1472	703	95	8	4	0	0	0	0	3385
%	0%	0%	2%	15%	18%	7%	1%	0%	0%	0%	0%	0%	0%	42%	0%	0%	1%	8%	17%	10%	1%	0%	0%	0%	0%	0%	0%	38%	0%	0%	2%	24%	35%	17%	2%	0%	0%	0%	0%	0%	0%	80%
Peak Hour	7:45	7:30	11:30	8:00	7:30	7:45	8:30	8:30	0:00	0:00	0:00	0:00	0:00	7:45	11:45	10:15	11:45	10:15	7:15	8:45	7:30	0:30	0:00	0:00	0:00	0:00	0:00	11:45	11:45	7:30	11:45	8:00	7:30	7:15	7:45	8:30	0:00	0:00	0:00	0:00	0:00	8:00
Peak Volume	1	4	17	130	159	61	9	2	1	0	0	0	0	358	2	2	11	87	159	95	16	2	2	0	0	0	0	318	3	4	26	208	312	141	22	3	3	0	0	0	0	662
12:00 - 24:00	3	17	151	846	1004	370	38	1	2	0	0	0	0	2432	20	15	107	837	1365	648	69	7	4	0	0	0	0	3072	23	32	258	1683	2369	1018	107	8	6	0	0	0	0	5504
%	0%	0%	4%	20%	24%	9%	1%	0%	0%	0%	0%	0%	0%	58%	0%	0%	3%	20%	32%	15%	2%	0%	0%	0%	0%	0%	0%	73%	1%	1%	6%	40%	56%	24%	3%	0%	0%	0%	0%	0%	0%	130%
Peak Hour	12:15	16:30	16:45	15:15	15:00	14:45	14:00	14:00	12:30	12:00	12:00	12:00	12:00	14:45	16:00	16:00	16:45	16:30	16:30	15:00	15:15	13:15	12:30	12:00	12:00	12:00	12:00	16:30	16:00	15:45	16:45	16:15	16:15	14:45	14:00	13:15	12:30	12:00	12:00	12:00	12:00	16:15
Peak Volume	2	4	29	158	152	64	8	1	1	0	0	0	0	386	9	6	26	203	265	97	12	2	1	0	0	0	0	573	9	8	55	334	392	152	17	2	2	0	0	0	0	902
07:00 - 09:00	1	4	22	253	280	101	12	1	0	0	0	0	0	674	0	0	3	108	287	154	25	1	0	0	0	0	0	578	1	4	25	361	567	255	37	2	0	0	0	0	0	1252
%	0%	0%	1%	6%	7%	2%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	3%	7%	4%	1%	0%	0%	0%	0%	0%	0%	14%	0%	0%	1%	9%	13%	6%	1%	0%	0%	0%	0%	0%	0%	30%
Peak Hour	7:45	7:30	7:00	8:00	7:30	7:45	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:00	7:30	8:00	7:15	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:45	7:30	7:00	8:00	7:30	7:15	7:45	7:00	7:00	7:00	7:00	7:00	7:00	8:00
Peak Volume	1	4	12	130	159	61	7	1	0	0	0	0	0	358	0	0	3	78	159	92	16	1	0	0	0	0	0	315	1	4	14	208	312	141	22	1	0	0	0	0	0	662
16:00 - 18:00	0	5	45	243	261	86	6	0	0	0	0	0	0	646	10	8	38	321	463	135	13	1	1	0	0	0	0	990	10	13	83	564	724	221	19	1	1	0	0	0	0	1636
%	0%	0%	1%	6%	6%	2%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	1%	8%	11%	3%	0%	0%	0%	0%	0%	0%	0%	23%	0%	0%	2%	13%	17%	5%	0%	0%	0%	0%	0%	0%	0%	39%
Peak Hour	16:00	16:30	16:45	16:15	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:45	16:30	16:30	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:30	16:45	16:15	16:15	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	0	4	29	142	132	47	5	0	0	0	0	0	0	336	9	6	26	203	265	80	8	1	1	0	0	0	0	573	9	8	55	334	392	119	13	1	1	0	0	0	0	902

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	26	31	31	36	39	4223
WESTBOUND	27	32	32	37	40	4666
TOTALS	27	32	32	37	39	8889

Prepared by National Data & Surveying Services

SPEED

SR 114/Wampanoag Trl W/O Buckthorne Ave

Day: Wednesday

Date: 1/8/2025

City: East Providence

Project #: RI25_590002_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	1	2	2	0	0	0	1	0	0	0	0	**6**	0	0	0	1	4	1	0	0	1	0	0	0	0	**7**	0	0	1	3	6	1	0	0	2	0	0	0	0	**13**
0:15	0	0	0	1	1	0	1	0	0	0	0	0	0	**3**	0	0	0	0	0	1	1	0	1	0	0	0	0	**3**	0	0	0	1	1	1	2	0	1	0	0	0	0	**6**
0:30	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**	0	0	0	1	2	1	0	0	0	0	0	0	0	**4**	0	1	0	1	2	2	0	0	0	0	0	0	0	**6**
0:45	0	0	0	0	0	2	1	0	0	0	0	0	0	**3**	0	0	0	0	1	0	0	1	0	0	0	0	0	**2**	0	0	0	0	1	2	1	1	0	0	0	0	0	**5**
1:00	0	0	0	1	0	0	1	0	0	0	0	0	0	**2**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	2	0	0	1	0	0	0	0	0	0	**3**
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	2	2	2	0	1	0	0	0	0	0	**7**	0	0	0	2	2	2	0	1	0	0	0	0	0	**7**
1:30	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	2	0	1	0	0	0	0	0	0	0	**3**	0	0	0	3	1	1	0	0	0	0	0	0	0	**5**
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
2:15	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
2:30	0	0	0	0	2	1	0	0	0	0	0	0	0	**3**	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	2	1	0	0	0	0	0	0	0	**4**
2:45	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	2	0	0	0	0	0	0	0	**3**
3:00	0	0	1	1	0	1	0	0	0	0	0	0	0	**3**	0	0	0	2	1	2	0	0	0	0	0	0	0	**5**	0	0	1	3	1	3	0	0	0	0	0	0	0	**8**
3:15	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**	0	0	1	1	3	0	0	0	0	0	0	0	0	**5**
3:30	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	1	0	0	1	2	0	0	0	0	0	0	**4**	0	0	1	1	1	1	2	0	0	0	0	0	0	**6**
3:45	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
4:00	0	0	0	1	2	0	1	0	0	0	0	0	0	**4**	0	0	0	0	1	0	1	0	0	0	0	0	0	**2**	0	0	0	1	3	0	2	0	0	0	0	0	0	**6**
4:15	0	0	0	2	3	1	0	0	0	0	0	0	0	**6**	0	0	0	0	1	4	1	0	0	0	0	0	0	**6**	0	0	0	2	4	5	1	0	0	0	0	0	0	**12**
4:30	0	0	1	0	3	3	0	0	0	0	0	0	0	**7**	0	0	0	0	3	1	0	0	0	0	0	0	0	**4**	0	0	1	0	6	4	0	0	0	0	0	0	0	**11**
4:45	0	0	0	2	6	2	0	0	0	0	0	0	0	**10**	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**	0	0	0	2	6	4	0	0	0	0	0	0	0	**12**
5:00	0	0	1	4	2	8	0	0	0	0	0	0	0	**15**	0	0	0	0	3	1	0	0	0	0	0	0	0	**4**	0	0	1	4	5	9	0	0	0	0	0	0	0	**19**
5:15	0	0	1	3	2	1	1	0	0	0	0	0	0	**8**	0	0	0	0	2	1	2	0	0	0	0	0	0	**5**	0	0	1	3	4	2	3	0	0	0	0	0	0	**13**
5:30	0	0	0	6	6	1	0	0	0	0	0	0	0	**13**	0	0	0	1	4	0	0	0	0	0	0	0	0	**5**	0	0	0	7	10	1	0	0	0	0	0	0	0	**18**
5:45	0	1	1	4	14	3	3	0	0	0	0	0	0	**26**	0	0	2	2	7	3	1	0	0	0	0	0	0	**15**	0	1	3	6	21	6	4	0	0	0	0	0	0	**41**
6:00	0	0	0	6	10	4	1	0	0	0	0	0	0	**21**	0	0	0	7	6	5	1	0	0	0	0	0	0	**19**	0	0	0	13	16	9	2	0	0	0	0	0	0	**40**
6:15	0	1	2	10	12	5	0	0	0	0	0	0	0	**30**	0	0	1	2	10	5	1	0	0	0	0	0	0	**19**	0	1	3	12	22	10	1	0	0	0	0	0	0	**49**
6:30	0	0	1	14	23	6	0	0	0	0	0	0	0	**44**	0	0	0	4	11	6	3	0	0	0	0	0	0	**24**	0	0	1	18	34	12	3	0	0	0	0	0	0	**68**
6:45	0	0	3	17	33	4	0	0	0	0	0	0	0	**57**	0	0	1	9	18	9	2	0	0	0	0	0	0	**39**	0	0	4	26	51	13	2	0	0	0	0	0	0	**96**
7:00	0	0	1	31	28	11	0	0	0	0	0	0	0	**71**	0	0	0	8	15	14	2	0	0	0	0	0	0	**39**	0	0	1	39	43	25	2	0	0	0	0	0	0	**110**
7:15	0	0	7	36	32	7	1	0	0	0	0	0	0	**83**	0	0	0	7	35	23	3	1	0	0	0	0	0	**69**	0	0	7	43	67	30	4	1	0	0	0	0	0	**152**
7:30	0	1	3	26	33	8	2	0	0	0	0	0	0	**73**	0	0	1	11	45	23	3	0	0	0	0	0	0	**83**	0	1	4	37	78	31	5	0	0	0	0	0	0	**156**
7:45	0	1	1	30	46	20	2	0	0	0	0	0	0	**100**	0	0	1	4	39	24	4	0	0	0	0	0	0	**72**	0	1	2	34	85	44	6	0	0	0	0	0	0	**172**
8:00	0	0	1	33	37	14	0	0	0	0	0	0	0	**85**	0	0	0	17	40	22	3	0	0	0	0	0	0	**82**	0	0	1	50	77	36	3	0	0	0	0	0	0	**167**
8:15	0	2	5	34	43	10	1	0	0	0	0	0	0	**95**	0	0	1	21	29	7	6	0	0	0	0	0	0	**64**	0	2	6	55	72	17	7	0	0	0	0	0	0	**159**
8:30	1	0	3	26	27	17	4	0	0	0	0	0	0	**78**	0	0	0	17	46	15	2	0	0	0	0	0	0	**80**	1	0	3	43	73	32	6	0	0	0	0	0	0	**158**
8:45	0	0	1	37	34	14	2	1	0	0	0	0	0	**89**	0	0	0	23	38	26	2	0	0	0	0	0	0	**89**	0	0	1	60	72	40	4	1	0	0	0	0	0	**178**
9:00	0	0	2	19	38	8	1	0	0	0	0	0	0	**68**	0	0	0	12	25	26	1	0	0	0	0	0	0	**64**	0	0	2	31	63	34	2	0	0	0	0	0	0	**132**
9:15	0	0	2	24	35	9	2	1	0	0	0	0	0	**73**	0	1	0	22	30	18	2	1	0	0	0	0	0	**74**	0	1	2	46	65	27	4	2	0	0	0	0	0	**147**
9:30	0	0	5	36	23	8	1	0	0	0	0	0	0	**73**	0	0	1	11	29	25	2	0	0	0	0	0	0	**68**	0	0	6	47	52	33	3	0	0	0	0	0	0	**141**
9:45	0	0	0	32	25	19	0	0	0	0	0	0	0	**76**	0	0	5	10	25	10	2	0	0	0	0	0	0	**52**	0	0	5	42	50	29	2	0	0	0	0	0	0	**128**
10:00	0	0	4	14	37	13	0	0	0	0	0	0	0	**68**	0	0	1	9	39	21	1	0	0	0	0	0	0	**71**	0	0	5	23	76	34	1	0	0	0	0	0	0	**139**
10:15	0	1	7	28	27	8	1	0	0	0	0	0	0	**72**	0	1	2	19	25	20	2	0	0	0	0	0	0	**69**	0	2	9	47	52	28	3	0	0	0	0	0	0	**141**
10:30	1	0	3	21	25	14	0	0	0	0	0	0	0	**64**	0	0	0	14	32	11	4	0	0	0	0	0	0	**61**	1	0	3	35	57	25	4	0	0	0	0	0	0	**125**
10:45	0	0	0	37	21	12	1	1	0	0	0	0	0	**72**	0	0	3	29	32	18	2	0	0	0	0	0	0	**84**	0	0	3	66	53	30	3	1	0	0	0	0	0	**156**
11:00	0	0	0	23	26	14	2	0	0	0	0	0	0	**65**	0	1	1	25	33	25	1	0	0	0	0	0	0	**86**	0	1	1	48	59	39	3	0	0	0	0	0	0	**151**
11:15	0	0	4	32	30	9	1	0	0	0	0	0	0	**76**	0	0	0	11	33	20	3	0	0	0	0	0	0	**67**	0	0	4	43	63	29	4	0	0	0	0	0	0	**143**
11:30	1	0	5	25	28	7	0	1	1	0	0	0	0	**68**	0	0	1	22	34	14	1	0	0	0	0	0	0	**72**	1	0	6	47	62	21	1	1	1	0	0	0	0	**140**
11:45	0	0	3	22	23	15	2	0	0	0	0	0	0	**65**	1	0	2	21	24	12	2	0	0	0	0	0	0	**62**	1	0	5	43	47	27	4	0	0	0	0	0	0	**127**

Prepared by National Data & Surveying Services

SPEED

SR 114/Wampanoag Trl W/O Buckthorne Ave

Day: Wednesday
Date: 1/8/2025

City: East Providence
Project #: RI25_590002_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	4	20	27	12	1	0	0	0	0	0	0	64	0	0	1	20	45	28	0	0	0	0	0	0	0	94	0	0	5	40	72	40	1	0	0	0	0	0	0	158
12:15	0	0	5	32	32	10	1	0	0	0	0	0	0	80	0	0	4	18	32	19	4	0	0	0	0	0	0	77	0	0	9	50	64	29	5	0	0	0	0	0	0	157
12:30	1	0	3	27	36	10	2	0	0	0	0	0	0	79	1	0	4	20	39	20	1	0	0	0	0	0	0	85	2	0	7	47	75	30	3	0	0	0	0	0	0	164
12:45	0	0	0	23	30	10	2	0	0	0	0	0	0	65	0	0	0	9	32	22	2	1	0	0	0	0	0	66	0	0	0	32	62	32	4	1	0	0	0	0	0	131
13:00	1	3	7	20	26	13	1	0	0	0	0	0	0	71	1	0	3	13	39	20	3	0	0	0	0	0	0	79	2	3	10	33	65	33	4	0	0	0	0	0	0	150
13:15	0	0	7	22	32	8	1	0	1	0	0	0	0	71	0	0	4	15	29	26	2	0	1	0	0	0	0	77	0	0	11	37	61	34	3	0	2	0	0	0	0	148
13:30	0	0	3	21	35	12	0	0	0	0	0	0	0	71	0	0	1	23	31	20	3	0	0	0	0	0	0	78	0	0	4	44	66	32	3	0	0	0	0	0	0	149
13:45	0	0	2	19	29	19	1	0	0	0	0	0	0	70	0	0	0	16	41	19	0	1	0	0	0	0	0	77	0	0	2	35	70	38	1	1	0	0	0	0	0	147
14:00	0	0	7	24	34	10	0	0	0	0	0	0	0	75	0	0	4	20	42	18	1	1	0	0	0	0	0	86	0	0	11	44	76	28	1	1	0	0	0	0	0	161
14:15	0	0	5	30	37	6	2	0	0	0	0	0	0	80	1	1	3	14	31	14	5	0	0	0	0	0	0	69	1	1	8	44	68	20	7	0	0	0	0	0	0	149
14:30	0	0	4	22	24	14	4	0	0	0	0	0	0	68	0	0	2	24	47	24	0	0	0	0	0	0	0	97	0	0	6	46	71	38	4	0	0	0	0	0	0	165
14:45	0	1	4	27	32	19	2	1	1	0	0	0	0	87	0	1	2	28	38	12	3	0	0	0	0	0	0	84	0	2	6	55	70	31	5	1	1	0	0	0	0	171
15:00	0	0	10	16	34	21	0	0	0	0	0	0	0	81	3	0	7	41	32	24	0	0	0	0	0	0	0	107	3	0	17	57	66	45	0	0	0	0	0	0	0	188
15:15	0	1	3	63	39	8	1	0	0	0	0	0	0	115	1	1	2	23	38	28	2	0	0	0	0	0	0	95	1	2	5	86	77	36	3	0	0	0	0	0	0	210
15:30	0	0	4	40	42	16	1	0	0	0	0	0	0	103	0	0	2	20	49	24	3	0	0	0	0	0	0	98	0	0	6	60	91	40	4	0	0	0	0	0	0	201
15:45	0	2	5	27	37	9	0	0	0	0	0	0	0	80	0	0	1	39	38	21	4	1	0	0	0	0	0	104	0	2	6	66	75	30	4	1	0	0	0	0	0	184
16:00	0	0	6	28	33	12	0	0	0	0	0	0	0	79	1	3	4	28	66	21	3	0	0	0	0	0	0	126	1	3	10	56	99	33	3	0	0	0	0	0	0	205
16:15	0	0	3	43	40	11	2	0	0	0	0	0	0	99	0	1	4	35	44	21	2	0	0	0	0	0	0	107	0	1	7	78	84	32	4	0	0	0	0	0	0	206
16:30	0	1	7	26	31	8	3	0	0	0	0	0	0	76	0	1	2	57	80	17	1	0	0	0	0	0	0	158	0	2	9	83	111	25	4	0	0	0	0	0	0	234
16:45	0	0	2	42	28	8	0	0	0	0	0	0	0	80	8	1	11	56	60	21	2	0	1	0	0	0	0	160	8	1	13	98	88	29	2	0	1	0	0	0	0	240
17:00	0	0	9	31	30	11	0	0	0	0	0	0	0	81	0	2	2	44	79	14	0	0	0	0	0	0	0	141	0	2	11	75	109	25	0	0	0	0	0	0	0	222
17:15	0	3	10	29	33	11	0	0	0	0	0	0	0	86	0	0	9	46	46	13	0	0	0	0	0	0	0	114	0	3	19	75	79	24	0	0	0	0	0	0	0	200
17:30	0	1	8	28	31	9	1	0	0	0	0	0	0	78	1	0	4	37	51	12	2	1	0	0	0	0	0	108	1	1	12	65	82	21	3	1	0	0	0	0	0	186
17:45	0	0	0	16	35	16	0	0	0	0	0	0	0	67	0	0	2	18	37	16	3	0	0	0	0	0	0	76	0	0	2	34	72	32	3	0	0	0	0	0	0	143
18:00	1	0	1	24	22	2	2	0	0	0	0	0	0	52	0	1	1	21	32	7	1	0	1	0	0	0	0	64	1	1	2	45	54	9	3	0	1	0	0	0	0	116
18:15	0	1	3	20	22	7	0	0	0	0	0	0	0	53	0	0	4	16	32	12	0	0	0	0	0	0	0	64	0	1	7	36	54	19	0	0	0	0	0	0	0	117
18:30	0	1	8	16	12	2	1	0	0	0	0	0	0	40	0	1	2	21	19	9	0	0	0	0	0	0	0	52	0	2	10	37	31	11	1	0	0	0	0	0	0	92
18:45	0	0	4	13	23	10	0	0	0	0	0	0	0	50	0	0	0	20	17	5	0	0	0	0	0	0	0	42	0	0	4	33	40	15	0	0	0	0	0	0	0	92
19:00	0	1	3	6	10	6	2	0	0	0	0	0	0	28	1	0	3	17	18	10	1	0	0	0	0	0	0	50	1	1	6	23	28	16	3	0	0	0	0	0	0	78
19:15	0	0	0	9	15	4	1	0	0	0	0	0	0	29	0	0	6	3	12	10	2	0	0	0	0	0	0	33	0	0	6	12	27	14	3	0	0	0	0	0	0	62
19:30	0	1	2	9	13	7	0	0	0	0	0	0	0	32	0	0	2	4	19	13	1	0	0	0	0	0	0	39	0	1	4	13	32	20	1	0	0	0	0	0	0	71
19:45	0	1	3	12	8	4	1	0	0	0	0	0	0	29	0	0	0	8	16	13	3	0	0	0	0	0	0	40	0	1	3	20	24	17	4	0	0	0	0	0	0	69
20:00	0	0	0	4	19	3	0	0	0	0	0	0	0	26	0	0	1	3	17	19	1	1	0	0	0	0	0	42	0	0	1	7	36	22	1	1	0	0	0	0	0	68
20:15	0	0	0	3	10	3	0	0	0	0	0	0	0	16	1	1	0	5	13	14	1	0	0	0	0	0	0	35	1	1	0	8	23	17	1	0	0	0	0	0	0	51
20:30	0	0	0	4	14	9	0	0	0	0	0	0	0	27	0	0	3	6	13	5	2	0	0	0	0	0	0	29	0	0	3	10	27	14	2	0	0	0	0	0	0	56
20:45	0	0	1	10	9	6	1	0	0	0	0	0	0	27	0	0	2	6	8	4	0	0	0	0	0	0	0	20	0	0	3	16	17	10	1	0	0	0	0	0	0	47
21:00	0	0	2	5	7	1	1	0	0	0	0	0	0	16	0	0	1	10	15	4	1	0	0	0	0	0	0	31	0	0	3	15	22	5	2	0	0	0	0	0	0	47
21:15	0	0	0	6	3	1	2	0	0	0	0	0	0	12	0	0	0	2	11	12	2	0	0	0	0	0	0	27	0	0	0	8	14	13	4	0	0	0	0	0	0	39
21:30	0	0	3	1	8	3	1	0	0	0	0	0	0	16	0	0	1	4	9	4	0	0	0	0	0	0	0	18	0	0	4	5	17	7	1	0	0	0	0	0	0	34
21:45	0	0	1	2	4	3	0	0	0	0	0	0	0	10	0	0	1	4	7	3	3	0	0	0	0	0	0	18	0	0	2	6	11	6	3	0	0	0	0	0	0	28
22:00	0	0	0	7	3	4	0	0	0	0	0	0	0	14	0	0	0	4	10	1	1	0	0	0	0	0	0	16	0	0	0	11	13	5	1	0	0	0	0	0	0	30
22:15	0	0	0	7	3	3	0	0	0	0	0	0	0	13	0	1	0	2	5	6	1	0	0	0	0	0	0	15	0	1	0	9	8	9	1	0	0	0	0	0	0	28
22:30	0	0	1	4	3	3	0	0	0	0	0	0	0	11	0	0	0	2	4	3	1	0	0	0	0	0	0	10	0	0	1	6	7	6	1	0	0	0	0	0	0	21
22:45	0	0	0	2	1	2	0	0	0	0	0	0	0	5	0	0	0	2	4	5	0	1	0	0	0	0	0	12	0	0	0	4	5	7	0	1	0	0	0	0	0	17
23:00	0	0	0	2	5	4	1	0	0	0	0	0	0	12	0	0	0	9	11	3	1	0	0	0	0	0	0	24	0	0	0	11	16	7	2	0	0	0	0	0	0	36
23:15	0	0	1	2	2	0	0	0	0	0	0	0	0	5	1	0	0	0	2	7	0	0	0	0	0	0	0	10	1	0	1	2	4	7	0	0	0	0	0	0	0	15
23:30	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	1	2	3	3	0	0	1	0	0	0	0	10	0	0	1	4	3	3	0	0	1	0	0	0	0	12
23:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	2	2	1	0	0	0	0	0	0	8	0	0	1	2	3	2	1	0	0	0	0	0	0	9
Totals	**6**	**25**	**221**	**1,492**	**1,748**	**652**	**70**	**5**	**4**	**0**	**0**	**0**	**0**	**4,223**	**21**	**18**	**131**	**1,185**	**2,093**	**1,069**	**132**	**11**	**6**	**0**	**0**	**0**	**0**	**4,666**	**27**	**43**	**352**	**2,677**	**3,841**	**1,721**	**202**	**16**	**10**	**0**	**0**	**0**	**0**	**8,889**
% of Totals	0%	1%	5%	35%	41%	15%	2%	0%	0%	0%	0%	0%	0%	100%	0%	0%	3%	25%	45%	23%	3%	0%	0%	0%	0%	0%	0%	100%	0%	0%	4%	30%	43%	19%	2%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

SR 114/Wampanoag Trl W/O Buckthorne Ave

Day: Wednesday
Date: 1/8/2025

City: East Providence
Project #: RI25_590002_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,223	4,666	8,889

DAILY TOTALS

15-Minutes Interval

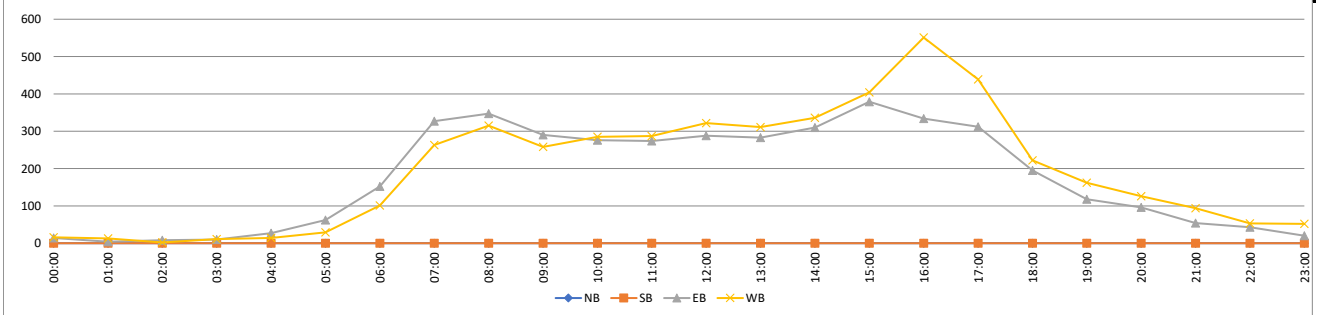
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			6	7	13	12:00			64	94	158
0:15			3	3	6	12:15			80	77	157
0:30			2	4	6	12:30			79	85	164
0:45			3	2	5	12:45			65	66	131
1:00			2	1	3	13:00			71	79	150
1:15			0	7	7	13:15			71	77	148
1:30			2	3	5	13:30			71	78	149
1:45			0	2	2	13:45			70	77	147
2:00			1	0	1	14:00			75	86	161
2:15			2	0	2	14:15			80	69	149
2:30			3	1	4	14:30			68	97	165
2:45			2	1	3	14:45			87	84	171
3:00			3	5	8	15:00			81	107	188
3:15			3	2	5	15:15			115	95	210
3:30			2	4	6	15:30			103	98	201
3:45			2	0	2	15:45			80	104	184
4:00			4	2	6	16:00			79	126	205
4:15			6	6	12	16:15			99	107	206
4:30			7	4	11	16:30			76	158	234
4:45			10	2	12	16:45			80	160	240
5:00			15	4	19	17:00			81	141	222
5:15			8	5	13	17:15			86	114	200
5:30			13	5	18	17:30			78	108	186
5:45			26	15	41	17:45			67	76	143
6:00			21	19	40	18:00			52	64	116
6:15			30	19	49	18:15			53	64	117
6:30			44	24	68	18:30			40	52	92
6:45			57	39	96	18:45			50	42	92
7:00			71	39	110	19:00			28	50	78
7:15			83	69	152	19:15			29	33	62
7:30			73	83	156	19:30			32	39	71
7:45			100	72	172	19:45			29	40	69
8:00			85	82	167	20:00			26	42	68
8:15			95	64	159	20:15			16	35	51
8:30			78	80	158	20:30			27	29	56
8:45			89	89	178	20:45			27	20	47
9:00			68	64	132	21:00			16	31	47
9:15			73	74	147	21:15			12	27	39
9:30			73	68	141	21:30			16	18	34
9:45			76	52	128	21:45			10	18	28
10:00			68	71	139	22:00			14	16	30
10:15			72	69	141	22:15			13	15	28
10:30			64	61	125	22:30			11	10	21
10:45			72	84	156	22:45			5	12	17
11:00			65	86	151	23:00			12	24	36
11:15			76	67	143	23:15			5	10	15
11:30			68	72	140	23:30			2	10	12
11:45			65	62	127	23:45			1	8	9
TOTALS	0	0	1791	1594	3385	TOTALS	0	0	2432	3072	5504
SPLIT %	0%	0%	53%	47%	38%	SPLIT %	0%	0%	44%	56%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			14	16	30
01:00	02:00			4	13	17
02:00	03:00			8	2	10
03:00	04:00			10	11	21
04:00	05:00			27	14	41
05:00	06:00			62	29	91
06:00	07:00			152	101	253
07:00	08:00			327	263	590
08:00	09:00			347	315	662
09:00	10:00			290	258	548
10:00	11:00			276	285	561
11:00	12:00			274	287	561
12:00	13:00			288	322	610
13:00	14:00			283	311	594
14:00	15:00			310	336	646
15:00	16:00			379	404	783
16:00	17:00			334	551	885
17:00	18:00			312	439	751
18:00	19:00			195	222	417
19:00	20:00			118	162	280
20:00	21:00			96	126	222
21:00	22:00			54	94	148
22:00	23:00			43	53	96
23:00	00:00			20	52	72

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1791	1594	3385
Peak Hour			7:45	8:00	8:00
Peak Volume			358	315	662
Peak Hour Factor			0.895	0.885	0.930
Peak Period	12:00	to	00:00		
Volume			2432	3072	5504
Peak Hour			14:45	16:30	16:15
Peak Volume			386	573	902
Peak Hour Factor			0.839	0.895	0.940
Peak Period	07:00	to	09:00		
Volume			674	578	1252
Peak Hour			7:45	8:00	8:00
Peak Volume			358	315	662
Peak Hour Factor			0.895	0.885	0.930
Peak Period	16:00	to	18:00		
Volume			646	990	1636
Peak Hour			16:15	16:30	16:15
Peak Volume			336	573	902
Peak Hour Factor			0.848	0.895	0.940



Prepared by National Data & Surveying Services

SPEED

SR 114/Wampanoag Trl W/O Buckthorne Ave

Day: Thursday
Date: 1/9/2025

City: East Providence
Project #: RI25_590002_001

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	2	1	1	2	1	0	0	0	0	0	0	7	0	0	0	6	2	6	0	0	0	0	0	0	0	14	0	0	2	7	3	8	1	0	0	0	0	0	0	21
1:00	0	0	2	2	2	0	1	0	0	0	0	0	0	7	0	0	0	3	3	2	1	0	0	0	0	0	0	9	0	0	2	5	5	2	2	0	0	0	0	0	0	16
2:00	0	0	1	2	3	2	1	0	0	0	0	0	0	9	0	0	1	0	2	3	1	0	0	0	0	0	0	7	0	0	2	2	5	5	2	0	0	0	0	0	0	16
3:00	0	0	1	1	3	4	0	0	0	0	0	0	0	9	0	0	0	1	4	2	0	1	0	0	0	0	0	8	0	0	1	2	7	6	0	1	0	0	0	0	0	17
4:00	0	0	2	6	7	2	2	0	0	0	0	0	0	19	0	0	2	2	6	9	2	1	0	0	0	0	0	22	0	0	4	8	13	11	4	1	0	0	0	0	0	41
5:00	0	1	1	21	26	5	6	0	0	0	0	0	0	60	0	0	2	1	20	3	5	1	0	0	0	0	0	32	0	1	3	22	46	8	11	1	0	0	0	0	0	92
6:00	0	1	4	41	79	7	3	0	0	0	0	0	0	135	0	0	1	15	40	24	7	0	0	0	0	0	0	87	0	1	5	56	119	31	10	0	0	0	0	0	0	222
7:00	0	2	11	121	137	45	5	0	0	0	0	0	0	321	0	0	3	33	136	86	13	1	0	0	0	0	0	272	0	2	14	154	273	131	18	1	0	0	0	0	0	593
8:00	1	2	12	147	158	61	7	1	0	0	0	0	0	389	0	0	1	78	156	70	13	0	0	0	0	0	0	318	1	2	13	225	314	131	20	1	0	0	0	0	0	707
9:00	0	0	7	109	109	33	3	2	0	0	0	0	0	263	0	1	3	49	115	74	5	1	0	0	0	0	0	248	0	1	10	158	224	107	8	3	0	0	0	0	0	511
10:00	0	0	16	88	90	34	3	0	0	0	0	0	0	231	0	0	9	62	106	48	6	0	0	0	0	0	0	231	0	0	25	150	196	82	9	0	0	0	0	0	0	462
11:00	1	3	16	106	93	34	3	0	0	0	0	0	0	256	3	2	13	71	147	64	7	0	0	0	0	0	0	307	4	5	29	177	240	98	10	0	0	0	0	0	0	563
12:00	0	0	17	126	104	35	4	1	0	0	0	0	0	287	1	3	18	92	167	69	0	0	0	0	0	0	0	350	1	3	35	218	271	104	4	1	0	0	0	0	0	637
13:00	2	4	11	98	128	46	4	0	0	0	0	0	0	293	2	4	5	69	158	65	9	0	0	0	0	0	0	312	4	8	16	167	286	111	13	0	0	0	0	0	0	605
14:00	1	0	23	123	154	49	3	0	0	0	0	0	0	353	1	3	12	89	146	72	10	3	0	0	0	0	0	336	2	3	35	212	300	121	13	3	0	0	0	0	0	689
15:00	1	1	13	137	145	54	5	1	0	0	0	0	0	357	7	11	14	110	178	76	7	0	0	0	0	0	0	403	8	12	27	247	323	130	12	1	0	0	0	0	0	760
16:00	0	1	23	142	116	51	2	0	0	0	0	0	0	335	6	7	14	107	233	94	12	0	0	0	0	0	0	473	6	8	37	249	349	145	14	0	0	0	0	0	0	808
17:00	0	0	23	125	137	32	2	0	0	0	0	0	0	319	1	5	28	169	180	55	5	0	0	0	0	0	0	443	1	5	51	294	317	87	7	0	0	0	0	0	0	762
18:00	0	0	9	58	85	33	2	0	0	0	0	0	0	187	5	2	9	71	106	55	6	1	0	0	0	0	0	255	5	2	18	129	191	88	8	1	0	0	0	0	0	442
19:00	0	1	7	49	61	29	8	0	0	0	0	0	0	155	1	3	9	38	73	50	9	1	0	0	0	0	0	184	1	4	16	87	134	79	17	1	0	0	0	0	0	339
20:00	0	0	2	23	38	24	4	1	0	0	0	0	0	92	0	0	2	22	57	35	3	1	0	0	0	0	0	120	0	0	4	45	95	59	7	2	0	0	0	0	0	212
21:00	1	0	4	13	30	10	2	0	0	0	0	0	0	60	4	0	5	17	45	29	6	1	0	0	0	0	0	107	5	0	9	30	75	39	8	1	0	0	0	0	0	167
22:00	0	0	1	5	11	9	0	0	0	0	0	0	0	26	0	0	0	11	24	8	4	0	0	0	0	0	0	47	0	0	1	16	35	17	4	0	0	0	0	0	0	73
23:00	0	0	0	3	7	8	4	1	0	0	0	0	0	23	1	0	1	8	12	20	2	1	0	0	0	0	0	45	1	0	1	11	19	28	6	2	0	0	0	0	0	68
Totals	**7**	**16**	**208**	**1,547**	**1,724**	**609**	**75**	**7**	**0**	**0**	**0**	**0**	**0**	**4,193**	**32**	**41**	**152**	**1,124**	**2,116**	**1,019**	**133**	**13**	**0**	**0**	**0**	**0**	**0**	**4,630**	**39**	**57**	**360**	**2,671**	**3,840**	**1,628**	**208**	**20**	**0**	**0**	**0**	**0**	**0**	**8,823**
% of Totals	0%	0%	5%	37%	41%	15%	2%	0%						100%	1%	1%	3%	24%	46%	22%	3%	0%						100%	0%	1%	4%	30%	44%	18%	2%	0%						100%

STATISTICS

00:00 - 12:00	2	9	75	645	708	229	35	3	0	0	0	0	0	1706	3	3	35	321	737	391	60	5	0	0	0	0	0	1555	5	12	110	966	1445	620	95	8	0	0	0	0	0	3261
%	0%	0%	2%	15%	17%	5%	1%	0%	0%	0%	0%	0%	0%	41%	0%	0%	1%	8%	18%	9%	1%	0%	0%	0%	0%	0%	0%	37%	0%	0%	3%	23%	34%	15%	2%	0%	0%	0%	0%	0%	0%	78%
Peak Hour	7:45	7:30	10:15	8:00	7:30	7:45	8:15	8:15	0:00	0:00	0:00	0:00	0:00	7:30	11:15	11:45	11:15	10:30	11:30	7:15	7:30	2:15	0:00	0:00	0:00	0:00	0:00	11:15	11:15	11:00	11:45	8:00	7:30	7:15	7:45	9:00	0:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	1	4	18	147	181	67	9	2	0	0	0	0	0	407	4	4	19	96	171	91	17	1	0	0	0	0	0	345	5	5	36	225	345	145	23	3	0	0	0	0	0	732
12:00 - 24:00	5	7	133	902	1016	380	40	4	0	0	0	0	0	2487	29	38	117	803	1379	628	73	8	0	0	0	0	0	3075	34	45	250	1705	2395	1008	113	12	0	0	0	0	0	5562
%	0%	0%	3%	22%	24%	9%	1%	0%	0%	0%	0%	0%	0%	59%	1%	1%	3%	19%	33%	15%	2%	0%	0%	0%	0%	0%	0%	73%	1%	1%	6%	41%	57%	24%	3%	0%	0%	0%	0%	0%	0%	133%
Peak Hour	13:45	12:45	15:45	16:15	14:45	15:45	19:00	12:00	12:00	12:00	12:00	12:00	12:00	16:30	14:15	15:00	16:45	16:45	16:00	15:45	15:45	14:00	12:00	12:00	12:00	12:00	12:00	16:30	14:15	15:00	16:45	16:30	16:30	15:45	13:15	14:30	12:00	12:00	12:00	12:00	12:00	16:30
Peak Volume	3	4	26	164	158	59	8	1	0	0	0	0	0	376	7	11	36	173	233	102	14	3	0	0	0	0	0	503	9	12	61	326	360	161	18	4	0	0	0	0	0	879
07:00 - 09:00	1	4	23	268	295	106	12	1	0	0	0	0	0	710	0	0	4	111	292	156	26	1	0	0	0	0	0	590	1	4	27	379	587	262	38	2	0	0	0	0	0	1300
%	0%	0%	1%	6%	7%	3%	0%	0%	0%	0%	0%	0%	0%	17%	0%	0%	0%	3%	7%	4%	1%	0%	0%	0%	0%	0%	0%	14%	0%	0%	1%	9%	14%	6%	1%	0%	0%	0%	0%	0%	0%	31%
Peak Hour	7:45	7:30	7:15	8:00	7:30	7:45	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:00	7:30	8:00	7:30	7:15	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:45	7:30	7:15	8:00	7:30	7:15	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	4	13	147	181	67	7	1	0	0	0	0	0	407	0	0	4	78	164	91	17	1	0	0	0	0	0	325	1	4	16	225	345	145	23	1	0	0	0	0	0	732
16:00 - 18:00	0	1	46	267	253	83	4	0	0	0	0	0	0	654	7	12	42	276	413	149	17	0	0	0	0	0	0	916	7	13	88	543	666	232	21	0	0	0	0	0	0	1570
%	0%	0%	1%	6%	6%	2%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	1%	7%	10%	4%	0%	0%	0%	0%	0%	0%	0%	22%	0%	0%	2%	13%	16%	6%	1%	0%	0%	0%	0%	0%	0%	37%
Peak Hour	16:00	16:00	16:15	16:15	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:15	16:45	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:15	16:45	16:30	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	0	1	26	164	144	51	2	0	0	0	0	0	0	376	7	9	36	173	233	94	12	0	0	0	0	0	0	503	7	10	61	326	360	145	14	0	0	0	0	0	0	879

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
EASTBOUND	26	31	31	36	39	4193
WESTBOUND	27	32	32	37	40	4630
TOTALS	27	32	32	37	39	8823

Prepared by National Data & Surveying Services

SPEED

SR 114/Wampanoag Trl W/O Buckthorne Ave

Day: Thursday
Date: 1/9/2025

City: East Providence
Project #: RI25_590002_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS											
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
0:00	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	4	0	0	0	0	0	0	0	**4**
0:15	0	0	2	0	1	0	1	0	0	0	0	0	0	**4**	0	0	0	1	2	1	0	0	0	0	0	0	0	**4**	0	0	2	1	3	1	1	0	0	0	0	0	0	**8**
0:30	0	0	0	1	0	1	0	0	0	0	0	0	0	**2**	0	0	0	5	0	0	0	0	0	0	0	0	0	**5**	0	0	0	6	0	1	0	0	0	0	0	0	0	**7**
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	1	1	0	0	0	0	0	0	0	**3**	0	0	0	1	2	1	0	0	0	0	0	0	0	**4**
1:15	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	0	0	2	1	1	0	0	0	0	0	0	0	**4**	0	0	0	3	1	1	0	0	0	0	0	0	0	**5**
1:30	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**	0	0	2	0	0	0	1	0	0	0	0	0	0	**3**
1:45	0	0	0	1	1	0	1	0	0	0	0	0	0	**3**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	1	2	0	1	0	0	0	0	0	0	**4**
2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**
2:15	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	0	2	1	0	0	0	0	0	0	0	**3**
2:30	0	0	0	0	1	2	1	0	0	0	0	0	0	**4**	0	0	0	0	0	1	1	0	0	0	0	0	0	**2**	0	0	0	0	1	3	2	0	0	0	0	0	0	**6**
2:45	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	1	0	0	1	0	0	0	0	0	0	0	**2**	0	0	1	1	1	1	0	0	0	0	0	0	0	**4**
3:00	0	0	1	0	1	1	0	0	0	0	0	0	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	0	1	0	1	2	0	1	0	0	0	0	0	**5**
3:15	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**	0	0	0	0	3	1	0	0	0	0	0	0	0	**4**
3:30	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	0	1	1	1	0	0	0	0	0	0	0	**3**
3:45	0	0	0	1	0	2	0	0	0	0	0	0	0	**3**	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**	0	0	0	1	2	2	0	0	0	0	0	0	0	**5**
4:00	0	0	1	0	1	1	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	1	0	1	1	0	0	0	0	0	0	0	**3**
4:15	0	0	0	2	0	0	2	0	0	0	0	0	0	**4**	0	0	0	0	2	7	2	1	0	0	0	0	0	**12**	0	0	0	2	2	7	4	1	0	0	0	0	0	**16**
4:30	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**	0	0	2	1	4	0	0	0	0	0	0	0	0	**7**	0	0	2	2	5	0	0	0	0	0	0	0	0	**9**
4:45	0	0	1	3	5	1	0	0	0	0	0	0	0	**10**	0	0	0	1	0	2	0	0	0	0	0	0	0	**3**	0	0	1	4	5	3	0	0	0	0	0	0	0	**13**
5:00	0	1	0	6	1	2	1	0	0	0	0	0	0	**11**	0	0	1	0	5	0	1	0	0	0	0	0	0	**7**	0	1	1	6	6	2	2	0	0	0	0	0	0	**18**
5:15	0	0	0	3	2	0	2	0	0	0	0	0	0	**7**	0	0	0	0	1	2	1	0	0	0	0	0	0	**4**	0	0	0	3	3	2	3	0	0	0	0	0	0	**11**
5:30	0	0	1	9	11	1	2	0	0	0	0	0	0	**24**	0	0	1	0	5	0	0	0	0	0	0	0	0	**6**	0	0	2	9	16	1	2	0	0	0	0	0	0	**30**
5:45	0	0	0	3	12	2	1	0	0	0	0	0	0	**18**	0	0	0	1	9	1	3	1	0	0	0	0	0	**15**	0	0	0	4	21	3	4	1	0	0	0	0	0	**33**
6:00	0	0	1	4	1	0	1	0	0	0	0	0	0	**7**	0	0	1	4	4	2	2	0	0	0	0	0	0	**13**	0	0	2	8	5	2	3	0	0	0	0	0	0	**20**
6:15	0	0	0	7	11	1	0	0	0	0	0	0	0	**19**	0	0	0	1	7	4	1	0	0	0	0	0	0	**13**	0	0	0	8	18	5	1	0	0	0	0	0	0	**32**
6:30	0	1	2	14	31	5	2	0	0	0	0	0	0	**55**	0	0	0	2	14	8	1	0	0	0	0	0	0	**25**	0	1	2	16	45	13	3	0	0	0	0	0	0	**80**
6:45	0	0	1	16	36	1	0	0	0	0	0	0	0	**54**	0	0	0	8	15	10	3	0	0	0	0	0	0	**36**	0	0	1	24	51	11	3	0	0	0	0	0	0	**90**
7:00	0	0	0	23	20	8	0	0	0	0	0	0	0	**51**	0	0	0	10	18	16	2	0	0	0	0	0	0	**46**	0	0	0	33	38	24	2	0	0	0	0	0	0	**97**
7:15	0	0	6	32	27	5	1	0	0	0	0	0	0	**71**	0	0	0	3	27	19	3	1	0	0	0	0	0	**53**	0	0	6	35	54	24	4	1	0	0	0	0	0	**124**
7:30	0	1	4	34	43	12	2	0	0	0	0	0	0	**96**	0	0	1	11	45	23	3	0	0	0	0	0	0	**83**	0	1	5	45	88	35	5	0	0	0	0	0	0	**179**
7:45	0	1	1	32	47	20	2	0	0	0	0	0	0	**103**	0	0	2	9	46	28	5	0	0	0	0	0	0	**90**	0	1	3	41	93	48	7	0	0	0	0	0	0	**193**
8:00	0	0	2	42	46	17	0	0	0	0	0	0	0	**107**	0	0	0	16	39	21	3	0	0	0	0	0	0	**79**	0	0	2	58	85	38	3	0	0	0	0	0	0	**186**
8:15	0	2	5	37	45	11	1	0	0	0	0	0	0	**101**	0	0	1	23	34	9	6	0	0	0	0	0	0	**73**	0	2	6	60	79	20	7	0	0	0	0	0	0	**174**
8:30	1	0	4	30	32	19	4	0	0	0	0	0	0	**90**	0	0	0	16	44	14	2	0	0	0	0	0	0	**76**	1	0	4	46	76	33	6	0	0	0	0	0	0	**166**
8:45	0	0	1	38	35	14	2	1	0	0	0	0	0	**91**	0	0	0	23	39	26	2	0	0	0	0	0	0	**90**	0	0	1	61	74	40	4	1	0	0	0	0	0	**181**
9:00	0	0	1	13	34	6	2	1	0	0	0	0	0	**57**	0	0	1	17	32	25	1	0	0	0	0	0	0	**76**	0	0	2	30	66	31	3	1	0	0	0	0	0	**133**
9:15	0	0	3	26	33	9	0	0	0	0	0	0	0	**71**	0	0	0	12	35	21	1	0	0	0	0	0	0	**69**	0	0	3	38	68	30	1	0	0	0	0	0	0	**140**
9:30	0	0	2	40	22	6	0	0	0	0	0	0	0	**70**	0	0	0	11	26	18	3	0	0	0	0	0	0	**58**	0	0	2	51	48	24	3	0	0	0	0	0	0	**128**
9:45	0	0	1	30	20	12	1	1	0	0	0	0	0	**65**	0	1	2	9	22	10	0	1	0	0	0	0	0	**45**	0	1	3	39	42	22	1	2	0	0	0	0	0	**110**
10:00	0	0	2	13	27	9	0	0	0	0	0	0	0	**51**	0	0	2	6	25	12	2	0	0	0	0	0	0	**47**	0	0	4	19	52	21	2	0	0	0	0	0	0	**98**
10:15	0	0	4	21	18	3	1	0	0	0	0	0	0	**47**	0	0	0	4	23	11	1	0	0	0	0	0	0	**39**	0	0	4	25	41	14	2	0	0	0	0	0	0	**86**
10:30	0	0	6	34	24	10	1	0	0	0	0	0	0	**75**	0	0	6	35	23	13	1	0	0	0	0	0	0	**78**	0	0	12	69	47	23	2	0	0	0	0	0	0	**153**
10:45	0	0	4	20	21	12	1	0	0	0	0	0	0	**58**	0	0	1	17	35	12	2	0	0	0	0	0	0	**67**	0	0	5	37	56	24	3	0	0	0	0	0	0	**125**
11:00	0	2	4	21	19	7	0	0	0	0	0	0	0	**53**	0	1	4	15	35	17	1	0	0	0	0	0	0	**73**	0	3	8	36	54	24	1	0	0	0	0	0	0	**126**
11:15	0	1	2	29	26	6	2	0	0	0	0	0	0	**66**	0	0	3	29	33	10	2	0	0	0	0	0	0	**77**	0	1	5	58	59	16	4	0	0	0	0	0	0	**143**
11:30	1	0	2	21	22	11	0	0	0	0	0	0	0	**57**	3	0	3	12	41	21	3	0	0	0	0	0	0	**83**	4	0	5	33	63	32	3	0	0	0	0	0	0	**140**
11:45	0	0	8	35	26	10	1	0	0	0	0	0	0	**80**	0	1	3	15	38	16	1	0	0	0	0	0	0	**74**	0	1	11	50	64	26	2	0	0	0	0	0	0	**154**

Prepared by National Data & Surveying Services

SPEED

SR 114/Wampanoag Trl W/O Buckthorne Ave

Day: Thursday
Date: 1/9/2025

City: East Providence
Project #: RI25_590002_001

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total	5	15	20	25	30	35	40	45	50	55	60	65	70	Total
	15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99		15	20	25	30	35	40	45	50	55	60	65	70	99	
12:00	0	0	4	32	23	5	1	0	0	0	0	0	0	65	1	1	10	27	51	21	0	0	0	0	0	0	0	111	1	1	14	59	74	26	1	0	0	0	0	0	0	176
12:15	0	0	2	37	24	8	0	1	0	0	0	0	0	72	0	0	1	20	41	13	0	0	0	0	0	0	0	75	0	0	3	57	65	21	0	1	0	0	0	0	0	147
12:30	0	0	4	34	27	9	2	0	0	0	0	0	0	76	0	2	4	23	32	17	0	0	0	0	0	0	0	78	0	2	8	57	59	26	2	0	0	0	0	0	0	154
12:45	0	0	7	23	30	13	1	0	0	0	0	0	0	74	0	0	3	22	43	18	0	0	0	0	0	0	0	86	0	0	10	45	73	31	1	0	0	0	0	0	0	160
13:00	0	2	6	24	29	8	0	0	0	0	0	0	0	69	0	0	1	22	39	12	2	0	0	0	0	0	0	76	0	2	7	46	68	20	2	0	0	0	0	0	0	145
13:15	0	0	3	25	27	8	3	0	0	0	0	0	0	66	0	0	0	16	36	14	1	0	0	0	0	0	0	67	0	0	3	41	63	22	4	0	0	0	0	0	0	133
13:30	0	2	2	20	33	13	1	0	0	0	0	0	0	71	2	4	4	12	42	14	3	0	0	0	0	0	0	81	2	6	6	32	75	27	4	0	0	0	0	0	0	152
13:45	2	0	0	29	39	17	0	0	0	0	0	0	0	87	0	0	0	19	41	25	3	0	0	0	0	0	0	88	2	0	0	48	80	42	3	0	0	0	0	0	0	175
14:00	0	0	2	22	38	16	1	0	0	0	0	0	0	79	0	1	2	22	35	17	6	0	0	0	0	0	0	83	0	1	4	44	73	33	7	0	0	0	0	0	0	162
14:15	0	0	8	36	24	10	1	0	0	0	0	0	0	79	1	1	1	23	38	11	1	0	0	0	0	0	0	76	1	1	9	59	62	21	2	0	0	0	0	0	0	155
14:30	1	0	9	36	41	14	1	0	0	0	0	0	0	102	0	1	4	26	37	16	2	1	0	0	0	0	0	87	1	1	13	62	78	30	3	1	0	0	0	0	0	189
14:45	0	0	4	29	51	9	0	0	0	0	0	0	0	93	0	0	5	18	36	28	1	2	0	0	0	0	0	90	0	0	9	47	87	37	1	2	0	0	0	0	0	183
15:00	1	0	3	29	32	8	2	0	0	0	0	0	0	75	6	6	8	48	45	10	0	0	0	0	0	0	0	123	7	6	11	77	77	18	2	0	0	0	0	0	0	198
15:15	0	0	1	49	33	14	0	1	0	0	0	0	0	98	0	0	0	21	40	17	3	0	0	0	0	0	0	81	0	0	1	70	73	31	3	1	0	0	0	0	0	179
15:30	0	0	1	28	42	17	1	0	0	0	0	0	0	89	1	3	5	18	54	24	1	0	0	0	0	0	0	106	1	3	6	46	96	41	2	0	0	0	0	0	0	195
15:45	0	1	8	31	38	15	2	0	0	0	0	0	0	95	0	2	1	23	39	25	3	0	0	0	0	0	0	93	0	3	9	54	77	40	5	0	0	0	0	0	0	188
16:00	0	0	1	25	23	10	2	0	0	0	0	0	0	61	0	3	2	22	63	27	4	0	0	0	0	0	0	121	0	3	3	47	86	37	6	0	0	0	0	0	0	182
16:15	0	0	9	33	22	13	0	0	0	0	0	0	0	77	0	0	1	23	45	23	3	0	0	0	0	0	0	95	0	0	10	56	67	36	3	0	0	0	0	0	0	172
16:30	0	0	8	39	31	21	0	0	0	0	0	0	0	99	3	2	2	35	70	27	4	0	0	0	0	0	0	143	3	2	10	74	101	48	4	0	0	0	0	0	0	242
16:45	0	1	5	45	40	7	0	0	0	0	0	0	0	98	3	2	9	27	55	17	1	0	0	0	0	0	0	114	3	3	14	72	95	24	1	0	0	0	0	0	0	212
17:00	0	0	4	47	35	7	1	0	0	0	0	0	0	94	1	5	17	57	52	10	1	0	0	0	0	0	0	143	1	5	21	104	87	17	2	0	0	0	0	0	0	237
17:15	0	0	9	27	38	11	0	0	0	0	0	0	0	85	0	0	2	49	39	11	2	0	0	0	0	0	0	103	0	0	11	76	77	22	2	0	0	0	0	0	0	188
17:30	0	0	7	34	27	6	1	0	0	0	0	0	0	75	0	0	8	40	54	18	2	0	0	0	0	0	0	122	0	0	15	74	81	24	3	0	0	0	0	0	0	197
17:45	0	0	3	17	37	8	0	0	0	0	0	0	0	65	0	0	1	23	35	16	0	0	0	0	0	0	0	75	0	0	4	40	72	24	0	0	0	0	0	0	0	140
18:00	0	0	3	15	28	12	1	0	0	0	0	0	0	59	0	0	4	24	40	11	0	0	0	0	0	0	0	79	0	0	7	39	68	23	1	0	0	0	0	0	0	138
18:15	0	0	1	18	23	13	0	0	0	0	0	0	0	55	0	1	3	24	25	13	2	0	0	0	0	0	0	68	0	1	4	42	48	26	2	0	0	0	0	0	0	123
18:30	0	0	4	18	15	4	0	0	0	0	0	0	0	41	5	1	1	8	23	18	4	1	0	0	0	0	0	61	5	1	5	26	38	22	4	1	0	0	0	0	0	102
18:45	0	0	1	7	19	4	1	0	0	0	0	0	0	32	0	0	1	15	18	13	0	0	0	0	0	0	0	47	0	0	2	22	37	17	1	0	0	0	0	0	0	79
19:00	0	1	2	20	21	9	4	0	0	0	0	0	0	57	1	2	3	14	21	13	2	0	0	0	0	0	0	56	1	3	5	34	42	22	6	0	0	0	0	0	0	113
19:15	0	0	1	10	12	8	1	0	0	0	0	0	0	32	0	1	3	8	21	9	4	0	0	0	0	0	0	46	0	1	4	18	33	17	5	0	0	0	0	0	0	78
19:30	0	0	1	11	16	8	1	0	0	0	0	0	0	37	0	0	3	10	10	15	1	1	0	0	0	0	0	40	0	0	4	21	26	23	2	1	0	0	0	0	0	77
19:45	0	0	3	8	12	4	2	0	0	0	0	0	0	29	0	0	0	6	21	13	2	0	0	0	0	0	0	42	0	0	3	14	33	17	4	0	0	0	0	0	0	71
20:00	0	0	0	9	12	6	1	0	0	0	0	0	0	28	0	0	0	6	13	10	1	0	0	0	0	0	0	30	0	0	0	15	25	16	2	0	0	0	0	0	0	58
20:15	0	0	2	7	10	5	0	0	0	0	0	0	0	24	0	0	1	11	17	7	2	1	0	0	0	0	0	39	0	0	3	18	27	12	2	1	0	0	0	0	0	63
20:30	0	0	0	3	11	6	2	1	0	0	0	0	0	23	0	0	0	1	17	7	0	0	0	0	0	0	0	25	0	0	0	4	28	13	2	1	0	0	0	0	0	48
20:45	0	0	0	4	5	7	1	0	0	0	0	0	0	17	0	0	1	4	10	11	0	0	0	0	0	0	0	26	0	0	1	8	15	18	1	0	0	0	0	0	0	43
21:00	1	0	2	3	6	5	1	0	0	0	0	0	0	18	0	0	1	11	12	6	1	0	0	0	0	0	0	31	1	0	3	14	18	11	2	0	0	0	0	0	0	49
21:15	0	0	0	4	8	4	0	0	0	0	0	0	0	16	4	0	3	3	12	7	1	0	0	0	0	0	0	30	4	0	3	7	20	11	1	0	0	0	0	0	0	46
21:30	0	0	2	4	8	1	1	0	0	0	0	0	0	16	0	0	0	0	8	9	0	1	0	0	0	0	0	18	0	0	2	4	16	10	1	1	0	0	0	0	0	34
21:45	0	0	0	2	8	0	0	0	0	0	0	0	0	10	0	0	1	3	13	7	4	0	0	0	0	0	0	28	0	0	1	5	21	7	4	0	0	0	0	0	0	38
22:00	0	0	0	0	3	4	0	0	0	0	0	0	0	7	0	0	0	1	9	2	1	0	0	0	0	0	0	13	0	0	0	1	12	6	1	0	0	0	0	0	0	20
22:15	0	0	0	2	3	1	0	0	0	0	0	0	0	6	0	0	0	2	6	1	0	0	0	0	0	0	0	9	0	0	0	4	9	2	0	0	0	0	0	0	0	15
22:30	0	0	0	1	4	3	0	0	0	0	0	0	0	8	0	0	0	5	7	2	1	0	0	0	0	0	0	15	0	0	0	6	11	5	1	0	0	0	0	0	0	23
22:45	0	0	1	2	1	1	0	0	0	0	0	0	0	5	0	0	0	3	2	3	2	0	0	0	0	0	0	10	0	0	1	5	3	4	2	0	0	0	0	0	0	15
23:00	0	0	0	1	1	1	2	0	0	0	0	0	0	5	0	0	0	5	5	6	0	1	0	0	0	0	0	17	0	0	0	6	6	7	2	1	0	0	0	0	0	22
23:15	0	0	0	2	1	5	0	1	0	0	0	0	0	9	0	0	0	0	4	4	1	0	0	0	0	0	0	9	0	0	0	2	5	9	1	1	0	0	0	0	0	18
23:30	0	0	0	0	1	2	2	0	0	0	0	0	0	5	1	0	0	0	2	8	1	0	0	0	0	0	0	12	1	0	0	0	3	10	3	0	0	0	0	0	0	17
23:45	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	1	3	1	2	0	0	0	0	0	0	0	7	0	0	1	3	5	2	0	0	0	0	0	0	0	11
Totals	**7**	**16**	**208**	**1,547**	**1,724**	**609**	**75**	**7**	**0**	**0**	**0**	**0**	**0**	**4,193**	**32**	**41**	**152**	**1,124**	**2,116**	**1,019**	**133**	**13**	**0**	**0**	**0**	**0**	**0**	**4,630**	**39**	**57**	**360**	**2,671**	**3,840**	**1,628**	**208**	**20**	**0**	**0**	**0**	**0**	**0**	**8,823**
% of Totals	0%	0%	5%	37%	41%	15%	2%	0%	0%	0%	0%	0%	0%	100%	1%	1%	3%	24%	46%	22%	3%	0%	0%	0%	0%	0%	0%	100%	0%	1%	4%	30%	44%	18%	2%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

SR 114/Wampanoag Trl W/O Buckthorne Ave

Day: Thursday
Date: 1/9/2025

City: East Providence
Project #: RI25_590002_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,193	4,630	8,823

DAILY TOTALS

15-Minutes Interval

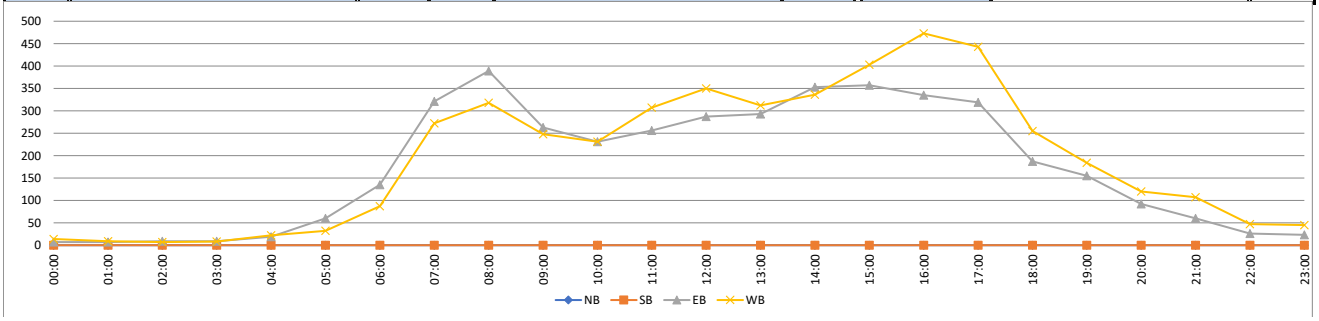
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	3	4	12:00			65	111	176
0:15			4	4	8	12:15			72	75	147
0:30			2	5	7	12:30			76	78	154
0:45			0	2	2	12:45			74	86	160
1:00			1	3	4	13:00			69	76	145
1:15			1	4	5	13:15			66	67	133
1:30			2	1	3	13:30			71	81	152
1:45			3	1	4	13:45			87	88	175
2:00			2	1	3	14:00			79	83	162
2:15			1	2	3	14:15			79	76	155
2:30			4	2	6	14:30			102	87	189
2:45			2	2	4	14:45			93	90	183
3:00			3	2	5	15:00			75	123	198
3:15			2	2	4	15:15			98	81	179
3:30			1	2	3	15:30			89	106	195
3:45			3	2	5	15:45			95	93	188
4:00			3	0	3	16:00			61	121	182
4:15			4	12	16	16:15			77	95	172
4:30			2	7	9	16:30			99	143	242
4:45			10	3	13	16:45			98	114	212
5:00			11	7	18	17:00			94	143	237
5:15			7	4	11	17:15			85	103	188
5:30			24	6	30	17:30			75	122	197
5:45			18	15	33	17:45			65	75	140
6:00			7	13	20	18:00			59	79	138
6:15			19	13	32	18:15			55	68	123
6:30			55	25	80	18:30			41	61	102
6:45			54	36	90	18:45			32	47	79
7:00			51	46	97	19:00			57	56	113
7:15			71	53	124	19:15			32	46	78
7:30			96	83	179	19:30			37	40	77
7:45			103	90	193	19:45			29	42	71
8:00			107	79	186	20:00			28	30	58
8:15			101	73	174	20:15			24	39	63
8:30			90	76	166	20:30			23	25	48
8:45			91	90	181	20:45			17	26	43
9:00			57	76	133	21:00			18	31	49
9:15			71	69	140	21:15			16	30	46
9:30			70	58	128	21:30			16	18	34
9:45			65	45	110	21:45			10	28	38
10:00			51	47	98	22:00			7	13	20
10:15			47	39	86	22:15			6	9	15
10:30			75	78	153	22:30			8	15	23
10:45			58	67	125	22:45			5	10	15
11:00			53	73	126	23:00			5	17	22
11:15			66	77	143	23:15			9	9	18
11:30			57	83	140	23:30			5	12	17
11:45			80	74	154	23:45			4	7	11
TOTALS	0	0	1706	1555	3261	TOTALS	0	0	2487	3075	5562
SPLIT %	0%	0%	52%	48%	37%	SPLIT %	0%	0%	45%	55%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			7	14	21
01:00	02:00			7	9	16
02:00	03:00			9	7	16
03:00	04:00			9	8	17
04:00	05:00			19	22	41
05:00	06:00			60	32	92
06:00	07:00			135	87	222
07:00	08:00			321	272	593
08:00	09:00			389	318	707
09:00	10:00			263	248	511
10:00	11:00			231	231	462
11:00	12:00			256	307	563
12:00	13:00			287	350	637
13:00	14:00			293	312	605
14:00	15:00			353	336	689
15:00	16:00			357	403	760
16:00	17:00			335	473	808
17:00	18:00			319	443	762
18:00	19:00			187	255	442
19:00	20:00			155	184	339
20:00	21:00			92	120	212
21:00	22:00			60	107	167
22:00	23:00			26	47	73
23:00	00:00			23	45	68

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1706	1555	3261
Peak Hour			7:30	7:30	7:30
Peak Volume			407	325	732
Peak Hour Factor			0.951	0.903	0.948
Peak Period	12:00	to	00:00		
Volume			2487	3075	5562
Peak Hour			16:30	16:30	16:30
Peak Volume			376	503	879
Peak Hour Factor			0.949	0.879	0.908
Peak Period	07:00	to	09:00		
Volume			710	590	1300
Peak Hour			7:30	7:30	7:30
Peak Volume			407	325	732
Peak Hour Factor			0.951	0.903	0.948
Peak Period	16:00	to	18:00		
Volume			654	916	1570
Peak Hour			16:30	16:30	16:30
Peak Volume			376	503	879
Peak Hour Factor			0.949	0.879	0.908



National Data & Surveying Services

Intersection Turning Movement Count

Location: Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy & SR 114/Wampanoag Trl
City: East Providence
Control: 1-Way Stop(NB)

Project ID: 25-590001-001
Date: 1/9/2025

Data - Total

NS/EW Streets:	Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy				Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy				SR 114/Wampanoag Trl				SR 114/Wampanoag Trl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	2	0	0	0	0	0	0	51	0	0	0	46	0	0	101
7:15 AM	0	0	2	0	0	0	0	0	0	70	1	0	0	53	0	0	126
7:30 AM	2	0	3	0	0	0	0	0	0	96	0	0	0	83	0	0	184
7:45 AM	0	0	1	0	0	0	0	0	0	102	1	0	0	90	0	0	194
8:00 AM	0	0	0	0	0	0	1	0	0	107	0	0	2	78	0	0	188
8:15 AM	1	0	0	0	0	0	0	0	0	100	1	0	0	73	0	0	175
8:30 AM	0	0	1	0	0	0	0	0	0	88	2	0	0	76	0	0	167
8:45 AM	0	0	1	0	0	0	0	0	0	90	1	0	0	90	0	0	182
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	10	0	0	0	1	0	0	704	6	0	2	589	0	0	1317
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	99.15%	0.85%	0.00%	0.34%	99.66%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	3	0	4	0	0	0	1	0	0	405	2	0	2	324	0	0	741
PEAK HR FACTOR :	0.375	0.000	0.333	0.000	0.000	0.000	0.250	0.000	0.000	0.946	0.500	0.000	0.250	0.900	0.000	0.000	0.955
	0.350				0.250				0.951				0.906				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	61	0	0	1	121	0	0	184
4:15 PM	1	0	0	0	0	0	0	0	0	75	2	0	1	95	0	0	174
4:30 PM	1	0	1	0	0	0	0	0	0	98	1	0	0	143	0	0	244
4:45 PM	1	0	1	0	0	0	0	0	0	97	1	0	1	114	0	0	215
5:00 PM	1	0	0	0	0	0	0	0	0	94	0	0	1	143	0	0	239
5:15 PM	2	0	1	0	0	0	0	0	0	82	3	0	0	103	0	0	191
5:30 PM	2	0	0	0	0	0	0	0	0	74	1	0	2	122	0	0	201
5:45 PM	0	0	0	0	0	0	0	0	0	64	1	0	2	75	0	0	142
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	0	4	0	0	0	0	0	0	645	9	0	8	916	0	0	1590
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	98.62%	1.38%	0.00%	0.87%	99.13%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	5	0	3	0	0	0	0	0	0	371	5	0	2	503	0	0	889
PEAK HR FACTOR :	0.625	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.946	0.417	0.000	0.500	0.879	0.000	0.000	0.911
	0.667								0.949				0.877				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy & SR 114/Wampanoag Trl
City: East Providence
Control: 1-Way Stop(NB)

Project ID: 25-590001-001
Date: 1/9/2025

Data - Cars

NS/EW Streets:	Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy				Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy				SR 114/Wampanoag Trl				SR 114/Wampanoag Trl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	2	0	0	0	0	0	0	49	0	0	0	43	0	0	96
7:15 AM	0	0	2	0	0	0	0	0	0	66	1	0	0	51	0	0	120
7:30 AM	2	0	3	0	0	0	0	0	0	92	0	0	0	78	0	0	175
7:45 AM	0	0	1	0	0	0	0	0	0	101	1	0	0	86	0	0	189
8:00 AM	0	0	0	0	0	0	1	0	0	104	0	0	2	75	0	0	182
8:15 AM	1	0	0	0	0	0	0	0	0	99	1	0	0	70	0	0	171
8:30 AM	0	0	1	0	0	0	0	0	0	86	1	0	0	72	0	0	160
8:45 AM	0	0	1	0	0	0	0	0	0	87	1	0	0	84	0	0	173
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	10	0	0	0	1	0	0	684	5	0	2	559	0	0	1266
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	99.27%	0.73%	0.00%	0.36%	99.64%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	3	0	4	0	0	0	1	0	0	396	2	0	2	309	0	0	717
PEAK HR FACTOR :	0.375	0.000	0.333	0.000	0.000	0.000	0.250	0.000	0.000	0.952	0.500	0.000	0.250	0.898	0.000	0.000	0.948
	0.350				0.250				0.957				0.904				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	59	0	0	1	118	0	0	179
4:15 PM	1	0	0	0	0	0	0	0	0	74	2	0	1	94	0	0	172
4:30 PM	0	0	1	0	0	0	0	0	0	97	1	0	0	141	0	0	240
4:45 PM	1	0	1	0	0	0	0	0	0	93	1	0	1	113	0	0	210
5:00 PM	1	0	0	0	0	0	0	0	0	94	0	0	1	141	0	0	237
5:15 PM	2	0	1	0	0	0	0	0	0	78	3	0	0	102	0	0	186
5:30 PM	2	0	0	0	0	0	0	0	0	74	1	0	2	120	0	0	199
5:45 PM	0	0	0	0	0	0	0	0	0	64	1	0	1	74	0	0	140
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	0	4	0	0	0	0	0	0	633	9	0	7	903	0	0	1563
APPROACH %'s :	63.64%	0.00%	36.36%	0.00%					0.00%	98.60%	1.40%	0.00%	0.77%	99.23%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	4	0	3	0	0	0	0	0	0	362	5	0	2	497	0	0	873
PEAK HR FACTOR :	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.933	0.417	0.000	0.500	0.881	0.000	0.000	0.909
	0.583								0.936				0.879				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy & SR 114/Wampanoag Trl
City: East Providence
Control: 1-Way Stop(NB)

Project ID: 25-590001-001
Date: 1/9/2025

Data - HT

NS/EW Streets:	Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy				Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy				SR 114/Wampanoag Trl				SR 114/Wampanoag Trl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0	9
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	4	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	20	1	0	0	30	0	0	51
APPROACH %'s :									0.00%	95.24%	4.76%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	9	0	0	0	15	0	0	24
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.750	0.000	0.000	0.667
									0.563				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	12	0	0	1	13	0	0	27
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	7.14%	92.86%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	9	0	0	0	6	0	0	16
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.750	0.000	0.000	0.800
		0.250							0.563				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy & SR 114/Wampanoag Trl
City: East Providence
Control: 1-Way Stop(NB)

Project ID: 25-590001-001
Date: 1/9/2025

Data - Bikes

NS/EW Streets:	Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy				Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy				SR 114/Wampanoag Trl				SR 114/Wampanoag Trl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bl **Project ID:** 25-590001-001
City: East Providence **Date:** 1/9/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Buckthorne Ave/Island Health and Rehab		Buckthorne Ave/Island Health and Rehab		SR 114/Wampanoag Trl		SR 114/Wampanoag Trl		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	0	0	2
APPROACH %'s :			100.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	2
PEAK HR FACTOR :			0.250						0.250
			0.250						

Prepared by National Data & Surveying Services

Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy & SR 114/Wampanoag Trl

Peak Hour Turning Movement Count

ID: 25-590001-001
City: East Providence

Day: Thursday
Date: 1/9/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND — Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy

AM	1	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND — SR 114/Wampanoag Trl

AM	NOON	PM	
328	0	508	⇦
0	0	0	↶ 0
0	0	0	↱ 0
405	0	371	→ 1
2	0	5	↴ 0

WESTBOUND — SR 114/Wampanoag Trl

PM	NOON	AM	
0	0	0	↰ 0
503	0	324	← 1
2	0	2	↰ 0
0	0	0	↰ 0
374	0	409	⇨

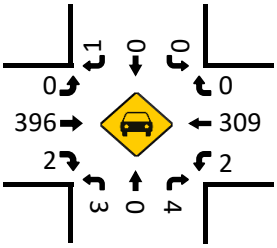
NORTHBOUND — Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy

PM	7	0	5	0	3	PM
NOON	0	0	0	0	0	NOON
AM	4	0	3	0	4	AM

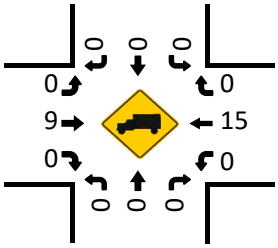
CONTROL: 1-Way Stop(NB)

TEV	741	0	889
	AM	NOON	PM
PHF	0.95		0.91

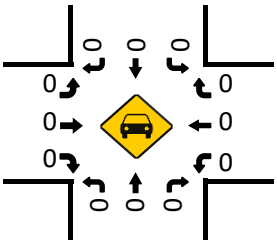
Cars (AM)



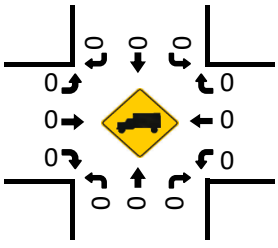
HT (AM)



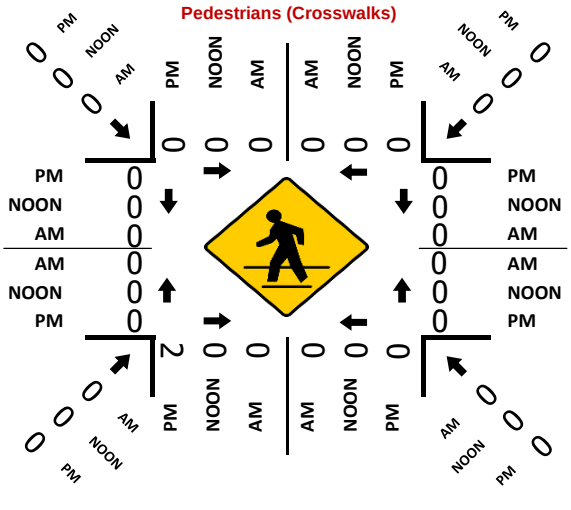
Cars (NOON)



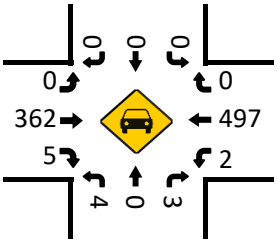
HT (NOON)



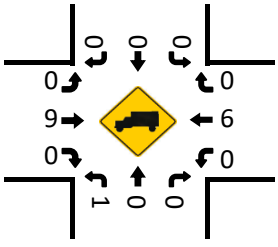
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-590001-001
Location: Buckthorne Ave/Island Health and Rehab llc/Kindred West Dwy/94 Bldg Dwy & SR 114/Wampanoag Trl
City: East Providence

Day: Thursday
Date: 1/9/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	e/Island Health and Rehab llc/Kindred West D Northbound						e/Island Health and Rehab llc/Kindred West D Southbound						SR 114/Wampanoag Trl Eastbound						SR 114/Wampanoag Trl Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	51	0	0	0	51	0	46	0	0	0	46	101
7:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	70	1	0	0	71	0	53	0	0	0	53	126
7:30 AM	2	0	3	0	0	5	0	0	0	0	0	0	0	96	0	0	0	96	0	83	0	0	0	83	184
7:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	102	1	0	0	103	0	90	0	0	0	90	194
Total	4	0	8	0	0	12	0	0	0	0	0	0	0	319	2	0	0	321	0	272	0	0	0	272	605
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	107	0	0	0	107	2	78	0	0	0	80	188
8:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	100	1	0	0	101	0	73	0	0	0	73	175
8:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	88	2	0	0	90	0	76	0	0	0	76	167
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	90	1	0	0	91	0	90	0	0	0	90	182
Total	1	0	2	0	0	3	0	0	1	0	0	1	0	385	4	0	0	389	2	317	0	0	0	319	712
BREAK																									
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	61	0	0	0	61	1	121	0	0	0	122	184
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	75	2	0	0	77	1	95	0	0	0	96	174
4:30 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	98	1	0	0	99	0	143	0	0	0	143	244
4:45 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	97	1	0	0	98	1	114	0	0	0	115	215
Total	3	0	3	0	0	6	0	0	0	0	0	0	0	331	4	0	0	335	3	473	0	0	0	476	817
5:00 PM	1	0	0	0	2	1	0	0	0	0	0	0	0	94	0	0	0	94	1	143	0	0	0	144	239
5:15 PM	2	0	1	0	0	3	0	0	0	0	0	0	0	82	3	0	0	85	0	103	0	0	0	103	191
5:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	74	1	0	0	75	2	122	0	0	0	124	201
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	64	1	0	0	65	2	75	0	0	0	77	142
Total	5	0	1	0	2	6	0	0	0	0	0	0	0	314	5	0	0	319	5	443	0	0	0	448	773
Grand Total	13	0	14	0	2	27	0	0	1	0	0	1	0	1349	15	0	0	1364	10	1505	0	0	0	1515	2907
Apprch %	48.1	0.0	51.9	0.0	7.4		0.0	0.0	100.0	0.0	0.0		0.0	98.9	1.1	0.0	0.0		0.7	99.3	0.0	0.0	0.0		
Total %	0.4	0.0	0.5	0.0	0.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.4	0.5	0.0	0.0	46.9	0.3	51.8	0.0	0.0	0.0	52.1	
Cars, PU, Vans	12	0	14	0		26	0	0	1	0		1	0	1317	14	0		1331	9	1462	0	0		1471	2829
% Cars, PU, Vans	92.3	0.0	100.0	0.0		96.3	0.0	0.0	100.0	0.0		100.0	0.0	97.6	93.3	0.0		97.6	90.0	97.1	0.0	0.0		97.1	97.3
Heavy trucks	1	0	0	0		1	0	0	0	0		0	0	32	1	0		33	1	43	0	0		44	78
%Heavy trucks	7.7	0.0	0.0	0.0		3.7	0.0	0.0	0.0	0.0		0.0	0.0	2.4	6.7	0.0		2.4	10.0	2.9	0.0	0.0		2.9	2.7

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City: East Providence

PEAK HOURS

Day: Thursday
Date: 1/9/2025

AM

	nd Health and Rehab llc/Kindred We Northbound					and Health and Rehab llc/Kindred Wes Southbound					SR 114/Wampanoag Trl Eastbound					SR 114/Wampanoag Trl Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	2	0	3	0	5	0	0	0	0	0	0	96	0	0	96	0	83	0	0	83	184
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	102	1	0	103	0	90	0	0	90	194
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	107	0	0	107	2	78	0	0	80	188
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	100	1	0	101	0	73	0	0	73	175
Total Volume	3	0	4	0	7	0	0	1	0	1	0	405	2	0	407	2	324	0	0	326	741
% App. Total	42.9	0.0	57.1	0.0	100	0.0	0.0	100.0	0.0	100	0.0	99.5	0.5	0.0	100	0.6	99.4	0.0	0.0	100	
PHF					0.350					0.250					0.951					0.906	0.955
Cars, PU, Vans	3	0	4	0	7	0	0	1	0	1	0	396	2	0	398	2	309	0	0	311	717
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	97.8	100.0	0.0	97.8	100.0	95.4	0.0	0.0	95.4	96.8
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	15	0	0	15	24
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	0.0	4.6	0.0	0.0	4.6	3.2

PM

	nd Health and Rehab llc/Kindred We Northbound					and Health and Rehab llc/Kindred Wes Southbound					SR 114/Wampanoag Trl Eastbound					SR 114/Wampanoag Trl Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	1	0	1	0	2	0	0	0	0	0	0	98	1	0	99	0	143	0	0	143	244
4:45 PM	1	0	1	0	2	0	0	0	0	0	0	97	1	0	98	1	114	0	0	115	215
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	94	0	0	94	1	143	0	0	144	239
5:15 PM	2	0	1	0	3	0	0	0	0	0	0	82	3	0	85	0	103	0	0	103	191
Total Volume	5	0	3	0	8	0	0	0	0	0	0	371	5	0	376	2	503	0	0	505	889
% App. Total	62.5	0.0	37.5	0.0	100	0.0	0.0	0.0	0.0	0	0.0	98.7	1.3	0.0	100	0.4	99.6	0.0	0.0	100	
PHF					0.667										0.949					0.877	0.911
Cars, PU, Vans	4	0	3	0	7	0	0	0	0	0	0	362	5	0	367	2	497	0	0	499	873
% Cars, PU, Vans	80.0	0.0	100.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	97.6	100.0	0.0	97.6	100.0	98.8	0.0	0.0	98.8	98.2
Heavy trucks	1	0	0	0	1	0	0	0	0	0	0	9	0	0	9	0	6	0	0	6	16
%Heavy trucks	20.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	0.0	1.2	0.0	0.0	1.2	1.8

APPENDIX B

Growth Rate Calculations

Project Name: 277 Providence Street WoodSp **Data Source:** U.S. Census Bureau

Project Number: 112766000 **Local District:** 3

Municipality	2010	2020	Average Annual Growth
Barrington	16,310	17,153	0.5%
Providence	178,042	190,934	0.7%
East Providence	47,037	47,139	0.0%
Average Annual Growth Rate			**0.4%**

Current Year	**2025**
Project Year	**2032**
Synchro Growth Factor	**1.03**
Growth Years	7

Appendix C

Trip Generation

Project Name: 100 Wampanoag Trail East Providence **Peak Period 1:** AM
Project Number: 112778000 **Peak Period 2:** PM

9

Trip Generation

Land Use	Amount	Units	ITE Code	Daily One-Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing (Low-Rise) - Not Close to Rail Transit	26	Dwelling Units	220	175	2	8	10	8	5	13
			Total Trips:	**175**	**2**	**8**	**10**	**8**	**5**	**13**

Trip generation based on ITE's Trip Generation Manual, 11th Edition.
Pass-by trips based on ITE's Trip Generation Handbook, 3rd Edition.

Appendix D

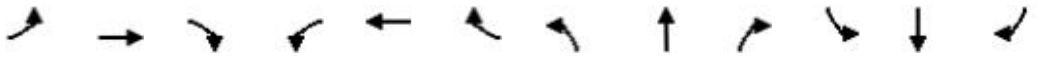
Volume Development

	Intersection (North/South and East/West)	Direction	Movement SYNCHRO	Existing 2025 AM	Existing 2025 PM	Existing PHF 2025 AM	Existing PHF 2025 PM	Existing HV Volume 2025 AM	Existing HV Volume 2025 PM	Existing HV Percentage 2025 AM	Existing HV Percentage 2025 PM	No Build 2032 AM	No Build 2032 PM	Trip Distribution AM %IN	Trip Distribution AM %OUT	Trip Assignments AM IN	Trip Assignments AM OUT	Trip Distribution PM %IN	Trip Distribution PM %OUT	Trip Assignments PM IN	Trip Assignments PM OUT	Total Trips AM	Total Trips PM	Build Out 2032 AM	Build Out 2032 PM
1	CKTHORNE AVENUE / WESTERN SITE DRIVEW	SB	SBL	0	0	0.25	0.00	0	0	0	0	0	0		45	0	4		60	0	3	4	3	4	3
	9	IE AVENUE / WESTERN SITE	SBT	0	0	0.25	0.00	0	0	0	0	0	0			0	0			0	0	0	0	0	0
	WAMPANOAG TRAIL (ROUTE 114)		SBR	1	0	0.25	0.00	0	0	0	0	1	0		55	0	4		40	0	2	4	2	5	2
		WB	WBL	2	2	0.91	0.88	0	0	0	0	2	2			0	0			0	0	0	0	2	2
		(WAMPANOAG TRAIL (ROUTE 1	WBT	327	508	0.91	0.88	15	6	5	1	351	545			0	0			0	0	0	0	351	545
	AM PEAK: 7:30 AM - 8:30 AM		WBR	0	0	0.91	0.88	0	0	0	0	0	0			0	0			0	0	0	0	0	0
		NB	NBL	3	5	0.35	0.67	0	1	0	20	3	5			0	0			0	0	0	0	3	5
	PM PEAK: 4:30 - 5:30 PM	IE AVENUE / WESTERN SITE	NBT	0	0	0.35	0.67	0	0	0	0	0	0			0	0			0	0	0	0	0	0
			NBR	4	3	0.35	0.67	0	0	0	0	4	3			0	0			0	0	0	0	4	3
		EB	EBL	0	0	0.95	0.95	0	0	0	0	0	0	30		1	0	30		2	0	1	2	1	2
		(WAMPANOAG TRAIL (ROUTE 1	EBT	409	375	0.95	0.95	9	9	2	2	439	402			0	0			0	0	0	0	439	402
			EBR	2	5	0.95	0.95	0	0	0	0	2	5			0	0			0	0	0	0	2	5
2	EASTERN SITE DRIVEWAY	SB	SBL	0	0			0	0	0	0	0	0			0	0			0	0	0	0	0	0
	and	(EASTERN SITE DRIVEWAY)	SBT	0	0			0	0	0	0	0	0			0	0			0	0	0	0	0	0
	WAMPANOAG TRAIL (ROUTE 114)		SBR	0	0			0	0	0	0	0	0			0	0			0	0	0	0	0	0
		WB	WBL	0	0			0	0	0	0	0	0			0	0			0	0	0	0	0	0
		(WAMPANOAG TRAIL (ROUTE 1	WBT	329	510	0.91	0.88	15	6	5	1	353	547			0	0			0	0	0	0	353	547
			WBR	0	0			0	0	0	0	0	0	70		1	0	70		6	0	1	6	1	6
		NB	NBL	0	0			0	0	0	0	0	0			0	0			0	0	0	0	0	0
		(EASTERN SITE DRIVEWAY)	NBT	0	0			0	0	0	0	0	0			0	0			0	0	0	0	0	0
			NBR	0	0			0	0	0	0	0	0			0	0			0	0	0	0	0	0
		EB	EBL	0	0			0	0	0	0	0	0			0	0			0	0	0	0	0	0
		(WAMPANOAG TRAIL (ROUTE 1	EBT	413	378	0.95	0.95	9	9	2	2	443	405		45	0	4		60	0	3	4	3	447	408
			EBR	0	0			0	0	0	0	0	0			0	0			0	0	0	0	0	0

Appendix E

Capacity Analysis

2025 Existing AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	409	2	2	327	0	3	0	4	0	0	1
Future Volume (vph)	0	409	2	2	327	0	3	0	4	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	15	12	12	16	12
Satd. Flow (prot)	0	1861	0	0	1810	0	0	1893	0	0	1863	0
Flt Permitted								0.978				
Satd. Flow (perm)	0	1861	0	0	1810	0	0	1893	0	0	1863	0
Link Speed (mph)		30			30			25			30	
Link Distance (ft)		204			284			233			210	
Travel Time (s)		4.6			6.5			6.4			4.8	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.35	0.35	0.35	0.25	0.25	0.25
Heavy Vehicles (%)	0%	2%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	433	0	0	361	0	0	20	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.6%		ICU Level of Service A	
Analysis Period (min) 15			

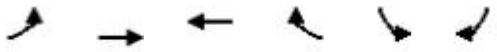
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	409	2	2	327	0	3	0	4	0	0	1
Future Vol, veh/h	0	409	2	2	327	0	3	0	4	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	91	91	91	35	35	35	25	25	25
Heavy Vehicles, %	0	2	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	431	2	2	359	0	9	0	11	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	433	0	0	795	795	432	794	796	359
Stage 1	-	-	-	-	-	-	432	432	-	364	364	-
Stage 2	-	-	-	-	-	-	364	364	-	431	433	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1210	-	-	1138	-	-	308	322	628	308	322	690
Stage 1	-	-	-	-	-	-	606	586	-	659	628	-
Stage 2	-	-	-	-	-	-	659	628	-	607	585	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1210	-	-	1138	-	-	305	322	628	302	321	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	305	322	-	302	321	-
Stage 1	-	-	-	-	-	-	606	586	-	658	626	-
Stage 2	-	-	-	-	-	-	654	626	-	596	585	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.05	13.73	10.25
HCM LOS			B	B

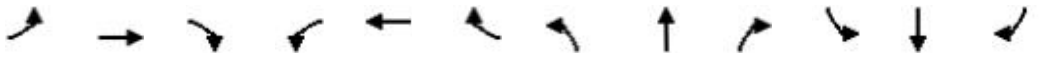
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	432	1210	-	-	11	-	-	690
HCM Lane V/C Ratio	0.046	-	-	-	0.002	-	-	0.006
HCM Control Delay (s/veh)	13.7	0	-	-	8.2	0	-	10.3
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	413	329	0	0	0
Future Volume (vph)	0	413	329	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1810	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1810	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		284	97		211	
Travel Time (s)		6.5	2.2		4.8	
Peak Hour Factor	0.95	0.95	0.91	0.91	0.25	0.25
Heavy Vehicles (%)	0%	2%	5%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	435	362	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.1%		ICU Level of Service A	
Analysis Period (min) 15			

2025 Existing PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	375	5	2	508	0	5	0	3	0	0	0
Future Volume (vph)	0	375	5	2	508	0	5	0	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	15	12	12	16	12
Satd. Flow (prot)	0	1859	0	0	1881	0	0	1709	0	0	2153	0
Flt Permitted								0.969				
Satd. Flow (perm)	0	1859	0	0	1881	0	0	1709	0	0	2153	0
Link Speed (mph)		30			30			25			30	
Link Distance (ft)		204			284			233			210	
Travel Time (s)		4.6			6.5			6.4			4.8	
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.67	0.67	0.67	0.25	0.25	0.25
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	20%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	400	0	0	579	0	0	11	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.3%		ICU Level of Service A	
Analysis Period (min) 15			

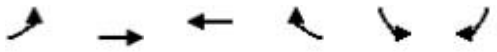
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	375	5	2	508	0	5	0	3	0	0	0
Future Vol, veh/h	0	375	5	2	508	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	88	88	88	67	67	67	25	25	25
Heavy Vehicles, %	0	2	0	0	1	0	20	0	0	0	0	0
Mvmt Flow	0	395	5	2	577	0	7	0	4	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	577	0	0	400	0	0	979	979	397	977	982	577
Stage 1	-	-	-	-	-	-	397	397	-	582	582	-
Stage 2	-	-	-	-	-	-	582	582	-	395	400	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.68	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1006	-	-	1170	-	-	213	252	657	232	251	520
Stage 1	-	-	-	-	-	-	594	607	-	503	502	-
Stage 2	-	-	-	-	-	-	469	502	-	634	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1006	-	-	1170	-	-	212	251	657	230	250	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	251	-	230	250	-
Stage 1	-	-	-	-	-	-	594	607	-	501	501	-
Stage 2	-	-	-	-	-	-	468	501	-	630	605	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.03	18.23	0
HCM LOS			C	A

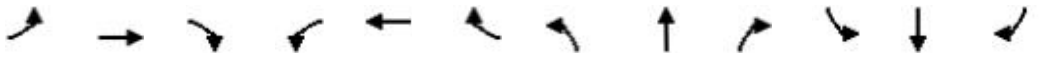
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	284	1006	-	-	7	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-	0.002	-	-	-
HCM Control Delay (s/veh)	18.2	0	-	-	8.1	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	378	510	0	0	0
Future Volume (vph)	0	378	510	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1881	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1881	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		284	97		211	
Travel Time (s)		6.5	2.2		4.8	
Peak Hour Factor	0.95	0.95	0.88	0.88	0.25	0.25
Heavy Vehicles (%)	2%	2%	1%	1%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	398	580	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.2%		ICU Level of Service A	
Analysis Period (min) 15			

2032 No-Build AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	439	2	2	351	0	3	0	4	0	0	1
Future Volume (vph)	0	439	2	2	351	0	3	0	4	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	15	12	12	16	12
Satd. Flow (prot)	0	1861	0	0	1863	0	0	1856	0	0	1826	0
Flt Permitted								0.978				
Satd. Flow (perm)	0	1861	0	0	1863	0	0	1856	0	0	1826	0
Link Speed (mph)		30			30			25			30	
Link Distance (ft)		204			284			233			210	
Travel Time (s)		4.6			6.5			6.4			4.8	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.35	0.35	0.35	0.25	0.25	0.25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	464	0	0	388	0	0	20	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	439	2	2	351	0	3	0	4	0	0	1
Future Vol, veh/h	0	439	2	2	351	0	3	0	4	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	91	91	91	35	35	35	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	462	2	2	386	0	9	0	11	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	464	0	0	853	853	463	852	854	386
Stage 1	-	-	-	-	-	-	463	463	-	390	390	-
Stage 2	-	-	-	-	-	-	390	390	-	462	464	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1173	-	-	1097	-	-	279	296	599	279	296	662
Stage 1	-	-	-	-	-	-	579	564	-	634	608	-
Stage 2	-	-	-	-	-	-	634	608	-	580	563	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1173	-	-	1097	-	-	277	295	599	273	295	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	295	-	273	295	-
Stage 1	-	-	-	-	-	-	579	564	-	632	606	-
Stage 2	-	-	-	-	-	-	629	606	-	569	563	-

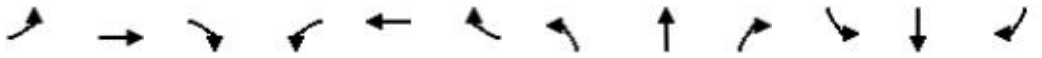
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.05	14.49	10.47
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	399	1173	-	-	10	-	-	662
HCM Lane V/C Ratio	0.05	-	-	-	0.002	-	-	0.006
HCM Control Delay (s/veh)	14.5	0	-	-	8.3	0	-	10.5
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	353	443	0	0	0
Future Volume (vph)	0	353	443	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		284	97		211	
Travel Time (s)		6.5	2.2		4.8	
Peak Hour Factor	0.95	0.95	0.91	0.91	0.25	0.25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	372	487	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.6%		ICU Level of Service A	
Analysis Period (min) 15			

2032 No-Build PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	402	5	2	545	0	5	0	3	0	0	0
Future Volume (vph)	0	402	5	2	545	0	5	0	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	15	12	12	16	12
Satd. Flow (prot)	0	1859	0	0	1863	0	0	1886	0	0	2111	0
Flt Permitted								0.970				
Satd. Flow (perm)	0	1859	0	0	1863	0	0	1886	0	0	2111	0
Link Speed (mph)		30			30			25			30	
Link Distance (ft)		204			284			233			210	
Travel Time (s)		4.6			6.5			6.4			4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	442	0	0	594	0	0	8	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	402	5	2	545	0	5	0	3	0	0	0
Future Vol, veh/h	0	402	5	2	545	0	5	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	437	5	2	592	0	5	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	592	0	0	442	0	0	1036	1036	440	1034	1039	592
Stage 1	-	-	-	-	-	-	440	440	-	597	597	-
Stage 2	-	-	-	-	-	-	597	597	-	437	442	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	983	-	-	1118	-	-	210	231	617	210	231	506
Stage 1	-	-	-	-	-	-	596	578	-	490	492	-
Stage 2	-	-	-	-	-	-	490	492	-	598	576	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	983	-	-	1118	-	-	209	231	617	209	230	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	231	-	209	230	-
Stage 1	-	-	-	-	-	-	596	578	-	488	490	-
Stage 2	-	-	-	-	-	-	488	490	-	595	576	-

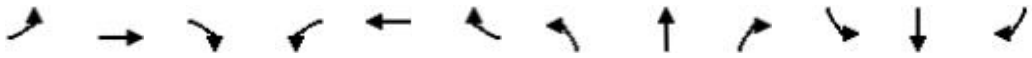
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.03	18.37	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	278	983	-	-	7	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-	0.002	-	-	-
HCM Control Delay (s/veh)	18.4	0	-	-	8.2	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	405	547	0	0	0
Future Volume (vph)	0	405	547	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		284	97		211	
Travel Time (s)		6.5	2.2		4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	440	595	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.1%		ICU Level of Service A	
Analysis Period (min) 15			

2032 Build AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	439	2	2	351	0	3	0	4	4	0	5
Future Volume (vph)	1	439	2	2	351	0	3	0	4	4	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	15	12	12	16	12
Satd. Flow (prot)	0	1861	0	0	1863	0	0	1852	0	0	1910	0
Flt Permitted								0.979			0.978	
Satd. Flow (perm)	0	1861	0	0	1863	0	0	1852	0	0	1910	0
Link Speed (mph)		30			30			25			30	
Link Distance (ft)		204			284			233			210	
Travel Time (s)		4.6			6.5			6.4			4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	480	0	0	384	0	0	7	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	439	2	2	351	0	3	0	4	4	0	5
Future Vol, veh/h	1	439	2	2	351	0	3	0	4	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	477	2	2	382	0	3	0	4	4	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	382	0	0	479	0	0	866	866	478	865	867	382
Stage 1	-	-	-	-	-	-	480	480	-	386	386	-
Stage 2	-	-	-	-	-	-	386	386	-	479	482	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1177	-	-	1083	-	-	273	291	587	274	291	666
Stage 1	-	-	-	-	-	-	567	554	-	637	610	-
Stage 2	-	-	-	-	-	-	637	610	-	567	554	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1177	-	-	1083	-	-	270	290	587	271	290	666
Mov Cap-2 Maneuver	-	-	-	-	-	-	270	290	-	271	290	-
Stage 1	-	-	-	-	-	-	566	553	-	636	609	-
Stage 2	-	-	-	-	-	-	631	609	-	562	553	-

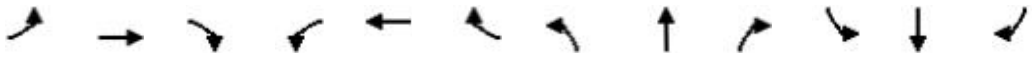
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.02	0.05	14.4	14.13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	391	4	-	-	10	-	-	404
HCM Lane V/C Ratio	0.019	0.001	-	-	0.002	-	-	0.024
HCM Control Delay (s/veh)	14.4	8.1	0	-	8.3	0	-	14.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	447	353	1	0	0
Future Volume (vph)	0	447	353	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1863	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		284	97		211	
Travel Time (s)		6.5	2.2		4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	486	385	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		

2032 Build PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	402	5	2	545	0	5	0	3	3	0	2
Future Volume (vph)	2	402	5	2	545	0	5	0	3	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	15	12	12	16	12
Satd. Flow (prot)	0	1859	0	0	1863	0	0	1886	0	0	1939	0
Flt Permitted								0.970			0.971	
Satd. Flow (perm)	0	1859	0	0	1863	0	0	1886	0	0	1939	0
Link Speed (mph)		30			30			25			30	
Link Distance (ft)		204			284			233			210	
Travel Time (s)		4.6			6.5			6.4			4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	444	0	0	594	0	0	8	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.85	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	402	5	2	545	0	5	0	3	3	0	2
Future Vol, veh/h	2	402	5	2	545	0	5	0	3	3	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	437	5	2	592	0	5	0	3	3	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	592	0	0	442	0	0	1041	1041	440	1038	1043	592
Stage 1	-	-	-	-	-	-	444	444	-	597	597	-
Stage 2	-	-	-	-	-	-	597	597	-	441	447	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	983	-	-	1118	-	-	208	230	617	209	229	506
Stage 1	-	-	-	-	-	-	593	575	-	490	492	-
Stage 2	-	-	-	-	-	-	490	492	-	595	574	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	983	-	-	1118	-	-	206	229	617	207	228	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	229	-	207	228	-
Stage 1	-	-	-	-	-	-	591	573	-	488	490	-
Stage 2	-	-	-	-	-	-	486	490	-	590	572	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.04	0.03	18.54	18.57
HCM LOS			C	C

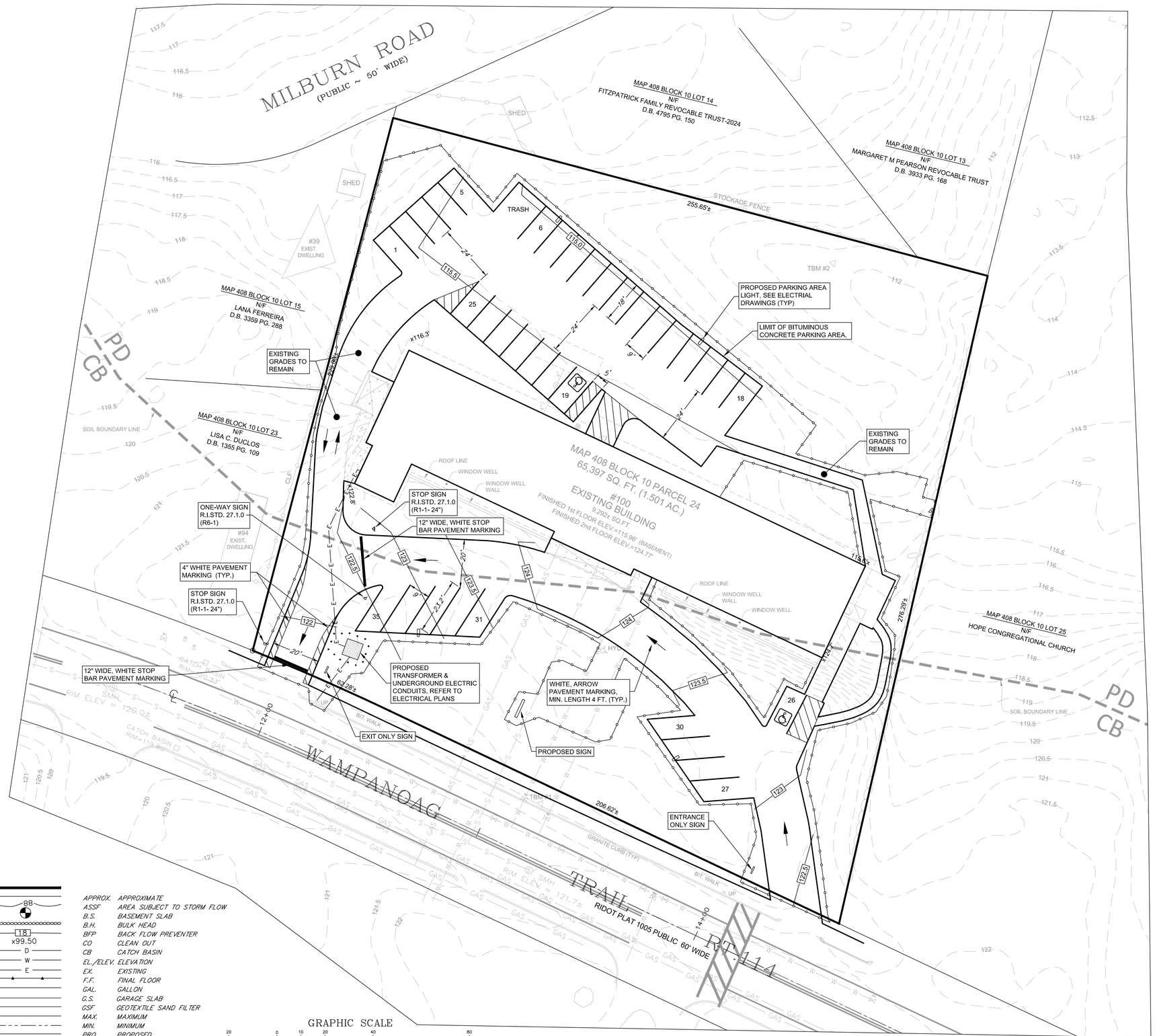
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	275	9	-	-	7	-	-	271
HCM Lane V/C Ratio	0.032	0.002	-	-	0.002	-	-	0.02
HCM Control Delay (s/veh)	18.5	8.7	0	-	8.2	0	-	18.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	408	547	6	0	0
Future Volume (vph)	0	408	547	6	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	1859	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1863	1859	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		284	97		211	
Travel Time (s)		6.5	2.2		4.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	443	602	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

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

Appendix F

Site Plan



SUBJECT PARCEL:
A.P. 408 BLOCK 10 PARCEL 24
BK 6709 PG 23
AREA = 65,397 S.F. (1.501 AC.)

ZONE: R-3

DIMENSIONAL REQUIREMENTS:	REQUIRED	PROVIDED
LOT AREA (MIN.)	40,000 SQ. FT.	65,397 SQ. FT.
LOT WIDTH	75 FEET	261± FEET
LOT DEPTH	100 FEET	250± FEET
FRONT YARD	25 FEET	79'-1"
SIDE YARD	20 FEET	15'-4"
REAR YARD	30 FEET	91'-8"
BLDG. LOT COVERAGE (MAX.)	25%	16.1%
IMPERVIOUS COVERAGE (MAX.)	45%	48.5% (EXISTING)
IMPERVIOUS COVERAGE (MAX.)	45%	45.8% (PROPOSED)
BUILDING HEIGHT (MAX.)	35 FEET	<35 FEET
BUILDING STORIES (MAX.)	2 STORY	2 STORY

NOTES:

1. THIS IS NOT A SURVEY BOUNDARY PLAN, REFER TO SURVEY PREPARED BY STATE LINE LAND SURVEYING IN THIS PLAN SET.
2. THE PARCEL IS SITUATED IN ZONE X PER FEMA MAP NUMBER 44007C0336H, EFFECTIVE 9/18/2013.
3. THE SUBJECT PARCEL IS SITUATED IN SOIL CATEGORY 'CB' CANTON URBAN AND 'PD' PAXTON URBAN. BOTH SOILS TYPICALLY HAVE SEASONAL HIGH GROUNDWATER TABLES 6 FEET AND GREATER AND DEPTH TO BEDROCK 5 FEET AND GREATER AS INDICATED IN THE SOIL SURVEY OF RHODE ISLAND.
4. THERE ARE NO WETLANDS WITHIN 200 FEET OF SUBJECT PARCEL. REFER TO LETTER DATED OCTOBER 3, 2024 PREPARED BY AVIZINIS ENVIRONMENTAL SERVICES, INC.
5. TEMPORARY BENCHMARKS:
   TBM#1 NAIL SET AT BASE OF POLE 9012 ELEV. 122.42'
   TBM#2 NAIL SET AT BASE OF LARGE EVERGREEN TREE ELEV. 114.29'
6. ALL UTILITY LOCATIONS ARE APPROXIMATE BASED ON BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL CONTACT DIGSAFE PRIOR TO CONSTRUCTION AND SHALL LOCATE UTILITIES PRIOR TO CONSTRUCTION.
7. ELEVATIONS ARE BASED ON NAVD 88 AND TAKEN FROM NOAA LIDAR 2022 SERIES.

OWNER/APPLICANT
TOUCHDOWN REALTY GROUP, LLC
167 N QUIDNESSETT ROAD
NORTH KINGSTOWN, RI 02852

CONTACT:
TOM & KELLY CLAYTON
PHONE: 703-597-1611
EMAIL: CONTACT@TOUCHDOWNREALTYGROUP.COM

LEGEND

LOT LINE	
ABUTTER LINE	
EXISTING CONTOUR	88
TEST HOLE	
STONEWALL	
PROPOSED CONTOUR	18
PROPOSED SPOT GRADE	x99.50
DRAIN LINE	D
WATER LINE	W
ELECTRIC LINE	E
WETLAND EDGE	
50' PERIMETER WETLAND	
STREAM	
100' RIVERBANK WETLAND	
100-YEAR FLOOD PLAIN	
EASEMENT LINE	
BUILDING SETBACK LINE	
COMPOST FILTER SOCK & LIMIT OF DISTURBANCE	
RETAINING WALL	

APPROX.	APPROXIMATE
ASSF	AREA SUBJECT TO STORM FLOW
B.S.	BASEMENT SLAB
B.H.	BULK HEAD
BFP	BACK FLOW PREVENTER
CO	CLEAN OUT
CB	CATCH BASIN
EL./ELEV.	ELEVATION
EX.	EXISTING
F.F.	FINAL FLOOR
GAL.	GALLON
G.S.	GARAGE SLAB
GSF	GEOTEXTILE SAND FILTER
MAX.	MAXIMUM
MIN.	MINIMUM
PRO.	PROPOSED
T.O.F.	TOP OF FOUNDATION
W.O.	WALKOUT

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

TIMOTHY J. BEHAN
No. 6278
REGISTERED PROFESSIONAL ENGINEER
01/26/2025

REVISIONS

No.	DATE	DRWN	CHKD

COMMONWEALTH
ENGINEERS & CONSULTANTS, INC.
400 SMITH STREET
PROVIDENCE, RHODE ISLAND 02908
(401) 273-6600

PERMIT AGENCY REVIEW PLAN
FOR
"100 WAMPANOAG TRAIL"
ON
MAP 408, BLOCK 10 PARCEL 24
WAMPANOAG TRAIL
EAST PROVIDENCE, RHODE ISLAND

PROPOSED PLAN

SCALE: AS SHOWN	SHEET NO: 2 OF 6
DRAWN BY: TJB / DESIGN BY: TJB	CHECKED BY: TJB
DATE: JANUARY 26, 2025	PROJECT NO 24092.00