



April 27, 2023
Revised May 17, 2023

Mr. Philip R. Conte, AIA, NCARB
Studio JAED
42 Weybosset, Suite 403
Providence, RI 02903

Re: Traffic Impact Assessment
Kizirian School Redevelopment
Providence, Rhode Island

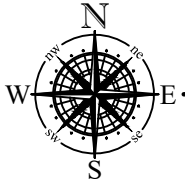
Dear Mr. Conte,

BETA Group, Inc. (BETA), in accordance with our scope of services has completed a review of potential impacts associated with traffic pattern changes being considered as part of the Kizirian School redevelopment project. The Kizirian School is located along the westerly side of Camden Avenue, a one-way local street extending between Chalkstone Avenue and Douglas Avenue. Refer to Figure 1 on the following page for project location within the city. The existing school building, servicing grades K-5, will be replaced with a new building that will service grades K-8. As part of the redevelopment plan, options to improve pedestrian and vehicular access and circulation to the school are being evaluated.

The intent of this study is to determine potential alternatives that would meet the goals of providing an improved school environment, including daily operational conditions associated with school arrival and dismissal periods. School related traffic requirements typically vary by grade level, elementary, middle, and high school. A standard school design relating to pedestrian and vehicular traffic, regardless of grade level, would ideally provide for separation of the different elements of the school operations including; bus service, teachers/staff and parent/students. The proper design of these elements varying by grade level demand, is key to providing a successful arrival and dismissal operations plan for the school environment. These requirements can be further complicated in constrained environments, such as the Kizirian School, in an urban residential neighborhood setting.

The new school building will be constructed in the same location of the existing school, resulting in a limited ability to provide separation of all these elements. Presently bus service is separated to the rear of the building, while teachers/staff and parents must access the front of the building via Camden Avenue. These conditions presently create congestion and delays along the school frontage and at intersections servicing the school related traffic. The study included herein will evaluate this existing condition and determine potential alternatives, including the feasibility of reversing the directional flow on Camden Avenue to help mitigate or address where practicable, the pedestrian and traffic related issues that are presently experienced at the Kizirian School on a daily basis.

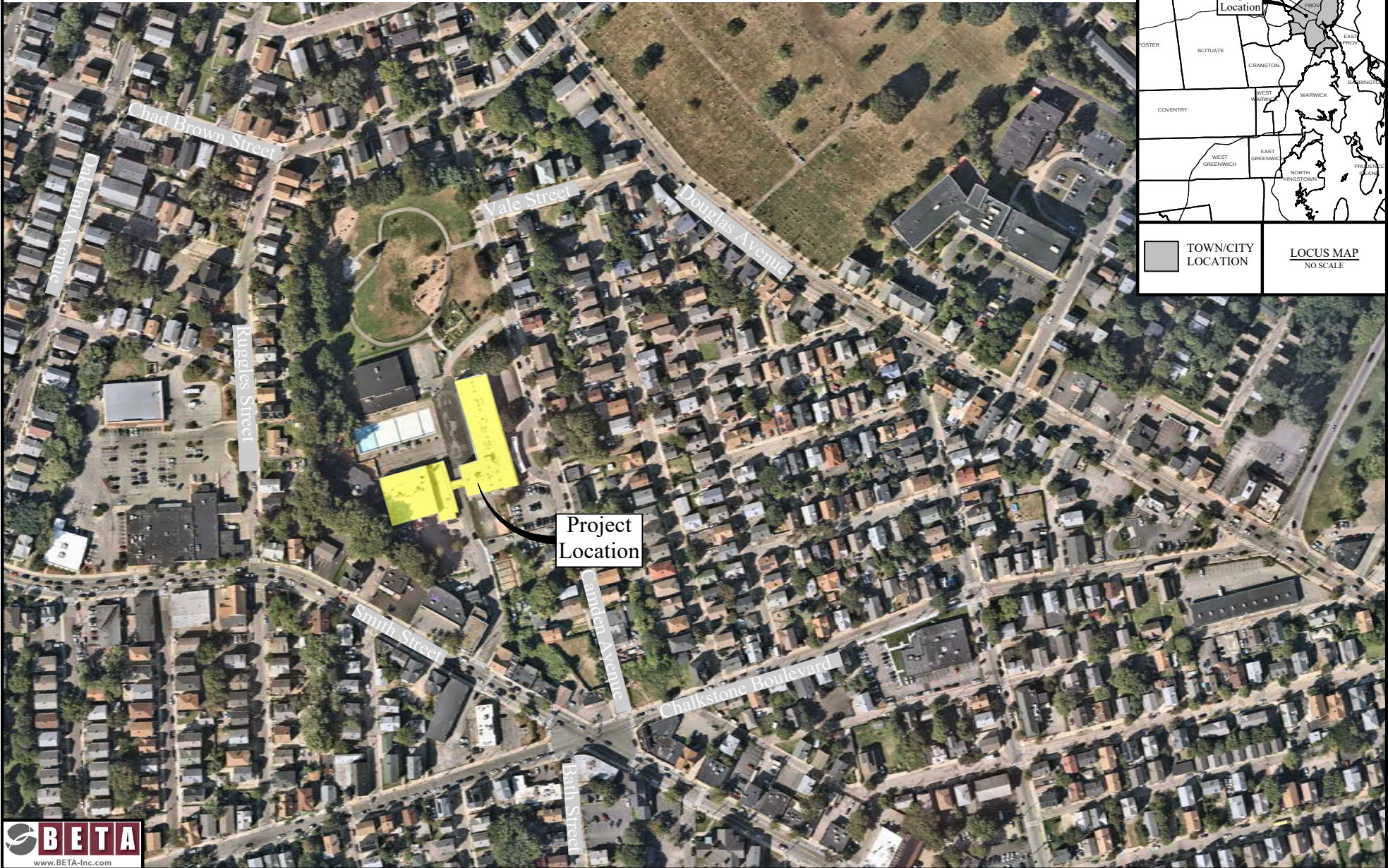
A summary of our findings and recommendations to provide improved pedestrian and vehicular traffic access for the new Kizirian School is discussed in the following sections.



Kizirian Elementary School Redevelopment

PROVIDENCE, RHODE ISLAND

Figure 1 - Project Area Map



Existing Conditions

Access to the Kizirian School and adjacent recreational area is currently provided along Camden Avenue with vehicular access for teachers/staff and parents required from the south via Chalkstone Avenue. Busses are separated to the rear of the school with access off of Danforth Street, a short, 250-foot-long local street terminating at the school property. As noted, Camden Avenue is a local road extending between Chalkstone Avenue to the south and Douglas Avenue to the north. Three points of access are available to the one-way road including Chalkstone Avenue, Vale Street and Chad Brown Street. All traffic destined to the school must access via Chalkstone Avenue through its signalized intersection with Smith Street.

Roadways

Camden Avenue

Camden Avenue is a 24-foot-wide local residential street with granite curbing and concrete sidewalks provided along both sides of the road. It contains a single undelineated travel lane with no defined shoulder or parking lane. Parking is permitted in front of the residential homes that extend along the easterly side of the road over its length. Parking is restricted along the westerly side adjacent to the Kizirian School and Father Lennon Park to the north. Pavement markings are limited to crosswalks at intersecting streets and one directly in front of the school where a *School* designation is also marked in the road. These features can be seen in the adjacent photograph.



No posted regulatory speed limit or school related speed limit signs were observed along the road. The speed limit is assumed to be 25 mph based upon the physical characteristics and function, where speeds were observed to be relatively low due to the

constrained nature that exists, given the roadway width and parking that occurs along its length. A speed study was conducted by the Providence Police Department in 2020 where the data found that the 85th percentile speed of traffic, or the speed at which 85 percent of the traffic travels at or below, was 27 mph. The 85th percentile speed is considered the design speed of a roadway which the physical design elements are based upon.

Smith Street and Chalkstone Avenue

Smith Street (Route 44) and Chalkstone Avenue are major roadways through the City of Providence, providing immediate access to abutting properties but also allowing north/south and east/west mobility, respectively, within the city and to adjacent communities. Route 44 extends as a principal arterial from North Main Street at its southerly terminus, into North Providence, Smithfield, and several other communities before it enters the State of Connecticut. Its cross section varies along its

length but in the immediate project area it is a 25 mph, two lane urban road with curbing and sidewalks for pedestrian accessibility. Parking is typically permitted with appropriate restrictions in the vicinity of intersections.

Chalkstone Avenue is a variable width, minor arterial extending from Douglas Avenue on the east to Manton Avenue as it heads into the Town of Johnston. In the immediate project area it is a 25 mph, two lane urban road with curbing and sidewalks for pedestrian accessibility. Parking is limited in the immediate area as the roadway is only 22 feet wide. It contains a single delineated travel lane in each direction with no defined shoulder or parking lane.

Intersections

There are four intersections located along the 2,000-foot length of Camden Avenue, including Chalkstone Avenue, Vale Street, Chad Brown Street and Douglas Avenue. From the south, there is no control at Chalkstone Avenue as it is an outbound only lane to gain access to Camden Avenue. Vale Street, a short two-way road, intersects Camden Avenue approximately 1,100 feet to the north of Chalkstone Avenue and is *Stop* controlled on the minor approach. Movements are limited to a right turn only onto Camden Avenue. Approximately 250 feet to the north of Vale Street, Chad Brown Street intersects Camden Avenue to form a four-way *Stop* controlled junction. Chad Brown Street provides access to Douglas Avenue to the east at a traffic signal, and Oakland Avenue to the west that connects to Smith Street at a traffic signal. The last intersection is located at a minor approach, *Stop* controlled junction at its terminus with Douglas Avenue.

The primary intersection that would be impacted by the potential change in flow direction on Camden Avenue would be the signal-controlled junction of Smith Street with Chalkstone Avenue, Bath Street, and Camden Avenue.

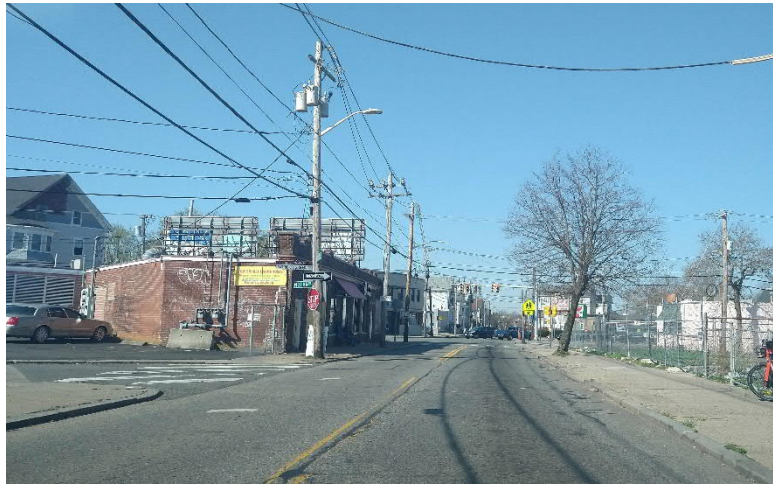


Smith Street at Chalkstone Avenue, Bath Street and Camden Avenue

The large intersection containing six legs has a skewed configuration resulting in complicated movements to traverse the junction. Presently Camden Avenue is an outbound leg of the intersection requiring no control/phasing. Smith Street forms the northwest and southeast approaches (left to right in the above photo), Chalkstone Avenue forms the east and west approaches (top to bottom in the photo), Bath Street forms the southern leg, and Camden Avenue forms the northern leg.

Marked conventional crosswalks are provided across all approaches to the intersection where sidewalks are also available within the immediate project area along each roadway. No Turn on Red restrictions are necessary on all approaches to the intersection due to the configuration of the approaches leading to conflicting required movements.

Presently the five approaches are serviced in four phases with Smith Street (southeast leg) in Phase 1, Smith Street (northwest and southeast legs) in Phase 2, Chalkstone Avenue (east and west legs) with pedestrian movements (north, southeast, and northwest legs) in Phase 3, and Bath Street (south leg) with pedestrian movements (east, west, and southeast legs) in Phase 4. The crosswalks have pedestrian control indications with pedestrian heads and push buttons and operate concurrently with the existing signal phasing as defined.



This current phasing scheme in combination with the six-legged configuration results in difficult movements during the Smith Street (Phase 2) concurrent movements. An advanced protected phase was added for the northbound Smith Street movement over 20 years ago in an effort to improve safety by reducing vehicle conflicts while also decreasing delays caused by turning traffic. Left turning traffic is often stopped in the center of the intersection waiting for gaps to turn and because of the expansive nature of the junction, opposing turns were observed to turn in front of or behind a stopped vehicle. During school arrival and dismissal periods, vehicles destined to Camden Avenue were often queued back into the intersection, making these types of unconventional and potentially unsafe maneuvers more prevalent.

Traffic Volumes

A traffic counting program including automatic traffic recorder (ATR) and manual turning movement counts (TMC) was completed for this project to establish base traffic conditions along Camden Avenue and adjacent servicing roads, identifying daily, peak and off-peak hourly traffic conditions. The turning movement counts were conducted at key intersections within the network of streets providing access to the Kizirian School. The TMC's were completed in February 2023 at the Camden Avenue intersections with Chad Brown Street, Vale Street and Chalkstone Avenue, that also included the signalized intersection with Smith Street. The intersection volumes serviced during the school peak periods are depicted in Figure 2 on the following page, and the traffic count data is provided in the Attachments for reference.

Based upon the ATR data obtained on Camden Avenue, the roadway services a daily traffic volume of approximately 1,150 vehicles per day. Reviewing the data, it can be estimated that roughly half of this daily volume is associated with the Kizirian School operation with teachers, staff and students arriving between 8:30 and 9:30 AM and leaving the school between 3:00 and 4:00 PM. Hourly traffic volumes along the roadway are relatively low throughout most of the day except for these peak periods associated with the school as the roadway is primarily residential in nature.

Kizirian Elementary School Redevelopment

PROVIDENCE, RHODE ISLAND

Figure 2 - Site Layout



Traffic volumes begin to increase along the roadway around 7:00 AM increasing from 30 vehicles per hour (vph) to 60 vph between 8:00 and 9:00 AM. Volumes increase substantially around the school arrival period at 9:15 AM, where the roadway experiences a higher demand of 180 vehicles between 9:00 and 10:00 AM. After this period, volumes decrease to an average hourly volume between 30 and 40 vph until the mid-afternoon dismissal period at 3:30 PM. Again, during this period between 3:00 and 4:00 PM, volumes increase to approximately 170 vph. After the school associated peak, volumes decrease to approximately 90 vph between 4:00 and 6:00 PM then become lower to the average hourly volume of less than 40 vph into the evening period and less than 10 vph after 11:00 PM and overnight.

Proposed Alternatives

As previously noted, the Kizirian Elementary Schools serves 525 students in grades K through 5. The school day begins at 9:15 AM and ends at 3:30 PM where typically six buses and 190 parents provide transportation services during the arrival and dismissal periods. The six busses are accommodated to the rear of the school off of Danforth Street, a short 250-foot local street, which is essentially a driveway to the rear parking lot of the school property, though it provides access to six small lots containing a mixture of commercial and residential land uses. This minor street is sufficient to accommodate the small number of buses servicing the school and is an ideal location to separate this element of the school operations. An improved bus loop is proposed under the new plan shown in Figure 3 that will help facilitate bus circulation in this physically restrictive area, which could not accommodate traffic demands associated with the parent transportation requirements identified at the school.

The issues that were observed relating to the school operations occur on Camden Avenue where this one-way northbound street services teacher/staff access to the parking lots available for the school and the parent drop-off and pick-up operation. During the morning arrival period, parents travel down Camden Avenue and stop in the middle of the road in front of the school at the existing loop entrance

driveway that is blocked off with traffic cones. A crossing guard is positioned at this location and assists directing cars while parents get the children out of the car onto the sidewalk. This can be seen in the adjacent photograph. During this process, several parents queued at this location were observed letting their children out while vehicles were stopped in the vicinity of the school crossing guard. In addition, parents that need to walk their child into the



school must park along the road and were observed parking on sidewalks or in areas blocking residential driveways on the easterly side of the road. As expected, this arrival operational plan takes an extended time to service the roughly 190 parents dropping off their children, queuing back over 550 feet to the south into Chalkstone Avenue, and within the signalized intersection with Smith Street.

In addition to these traffic delays, safety concerns were identified as children were observed walking in the road between vehicles while getting out of a car and accessing the sidewalk in front of the school.

The dismissal period is a different operation where parents are required to park their vehicle along Camden Avenue, walk to the school building, and wait at the exit doorway on the northern end of the building where students are dismissed. The adjacent photograph depicts the parking observed along Camden Avenue where parents park on both sides of the road and on the sidewalk due to the insufficient roadway width that does not allow for parking on both sides. The photograph is looking south from the Chad Brown Street intersection where parked cars were observed extending over 1,200 feet to the south to Chalkstone Avenue.



Once dismissed from the side door of the school, the parent and child leave the school grounds and must walk along the Camden Avenue western sidewalk with vehicles parked on it or cross the road to access their vehicle. As can be seen in the photograph below, parents were observed walking between moving vehicles in trying to access their parked vehicle on the easterly side of the road.

In an effort to address these identified issues, one option that is being considered includes reversing the direction of traffic flow on Camden Avenue to potentially improve the safety and efficiency of the daily arrival/dismissal periods. This option would include a dedicated pullout/drop-off lane in front of the school where students could enter/exit the vehicle on the appropriate side along the sidewalk, instead of being in the road that is currently occurring. This would also allow vehicles to not stop in the available single travel lane, permitting unimpeded flow along Camden Avenue. Appropriate traffic calming measures and signage would be installed along Camden Avenue as part of the school improvement project to ensure safe travel speeds in the school zone.



Currently, traffic along Camden Avenue is one-way northbound, and the proposal would be to reverse it to one-way southbound between Chad Brown Street and Chalkstone Avenue. This change would require adjustments to the existing signal phasing at the Chalkstone Avenue intersection with Smith Street to incorporate an additional phase to service

Camden Avenue. As previously discussed, the intersection presently operates under four phases in a coordinated manner with adjacent signalized intersections.

Traffic Operational Analysis

In order to evaluate existing and proposed operational conditions, a capacity (level of service) analysis was performed for the major signalized intersection of Chalkstone Avenue with Smith Street. Each scenario, includes the current intersection geometry and the February 2023 volume data for the weekday AM and PM peak hours associated with the school arrival and dismissal periods, representing the highest volume conditions on Camden Avenue as noted. The analysis is provided in order to compare the existing signal operations with the proposed phasing change during the peak volume periods to determine the difference in vehicle delays and overall intersection operations between existing and proposed conditions.

The *Highway Capacity Manual* methodologies using *Synchro* software were utilized, in accordance with standard traffic engineering guidelines and procedures, and provides the most accurate means of evaluating traffic capacity and delays for roadways and intersections. The results of this procedure are expressed in terms of Level of Service (LOS). Level of Service is a qualitative measure of traffic flow efficiency based on anticipated vehicle delays. For example, LOS "A" represents the best condition with little or no delay, while LOS "F" indicates that the roadway/intersection is at full capacity resulting in extended vehicle delays and potential queuing. Table 1 outlines the Level of Service delay criteria presented in the Highway Capacity Manual for signalized intersections.

Table 1 – Highway Capacity Manual Criteria

<u>Level of Service</u>	<u>Signalized Delay Per Vehicle (sec)</u>
A	<10
B	>10 and <20
C	>20 and <35
D	>35 and <55
E	>55 and <80
F	>80

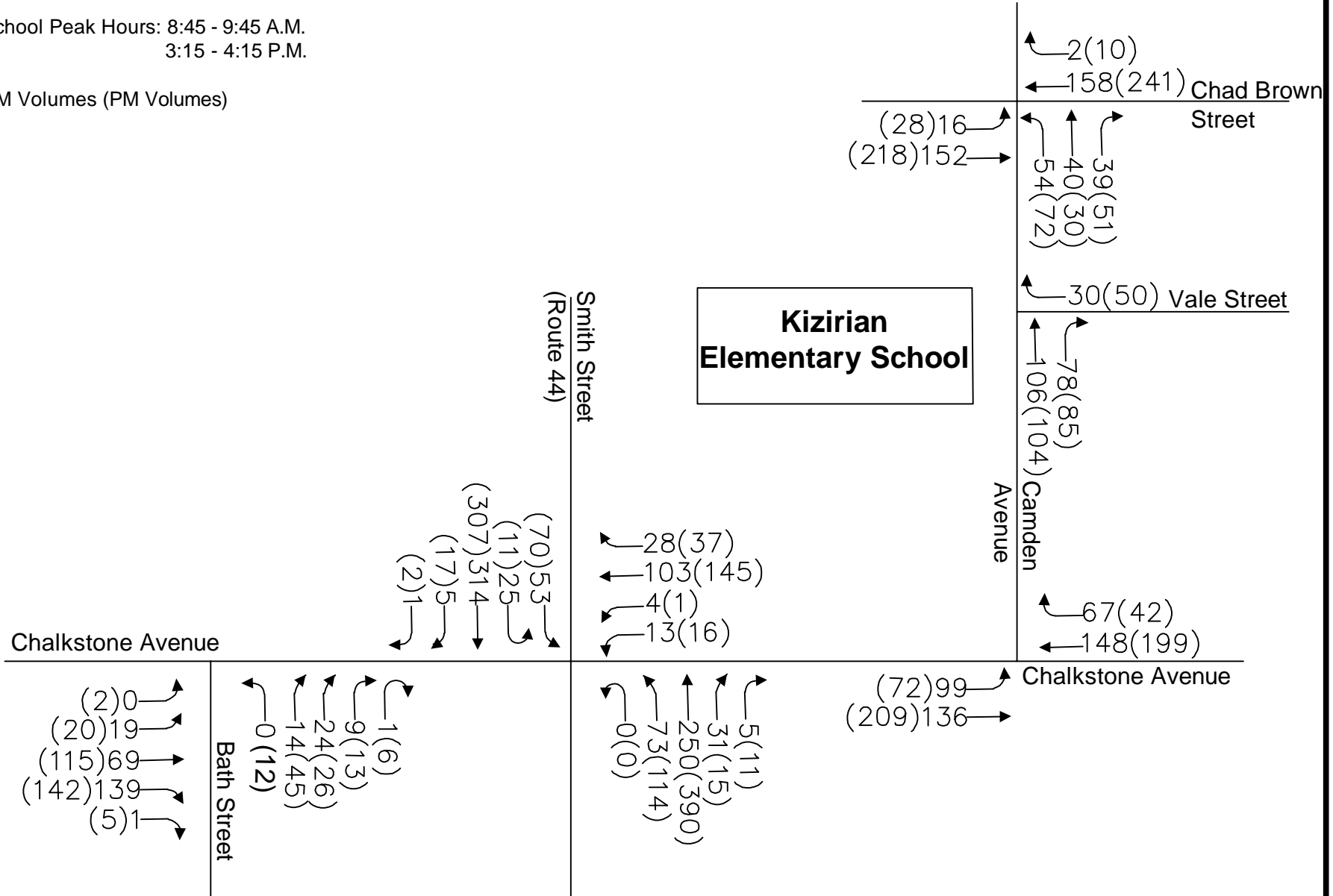
As noted, the focus of the analysis is to review traffic during the peak school times associated with the arrival (9:15 AM) and dismissal (3:30 PM) periods. The morning and afternoon peak hours from 9:00 to 10:00 AM and 3:00 to 4:00 PM were reviewed relative to the greatest impact of school related traffic on Camden Avenue and at its intersections, specifically Chalkstone Avenue.

The capacity analysis worksheets for the intersection are included in the attachments and Table 2 summarizes the Existing Conditions operational results for the volumes shown in Figure 3. As can be seen in the table, under the existing phasing/timing and volume conditions, the intersection operates



School Peak Hours: 8:45 - 9:45 A.M.
3:15 - 4:15 P.M.

AM Volumes (PM Volumes)



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EXISTING CONDITIONS
WEEKDAY SCHOOL PEAK
HOURS

KIZIRIAN ELEMENTARY SCHOOL REDEVELOPMENT
PROVIDENCE, RHODE ISLAND

FIGURE 3

at an overall LOS D during both the morning arrival and school dismissal periods. All movements during the AM peak period operate at LOS E or better. The only critical movement in both peak hours analyzed that will operate at LOS E is the eastbound movement for Chalkstone Avenue.

Table 2: Existing Level of Service Summary

Location / Movement	2023 EXISTING CONDITIONS							
	AM Peak Hour				PM Peak Hour			
	LOS	Delay	95 th % Queue Length (veh)	v/c	LOS	Delay	95 th % Queue Length (veh)	v/c
<i>Chalkstone Avenue at Smith Street and Bath Street</i>								
Chalkstone Avenue EB All	E	62.7	11	0.86	E	66.3	14	0.89
Chalkstone Avenue WB All	D	41.7	6	0.62	D	37.6	8	0.53
Bath Street NB All	A	1.2	0	0.17	B	10.8	2	0.40
Smith Street SB All	D	34.7	17	0.73	D	48.6	18	0.85
Smith Street NB All	B	18.5	9	0.51	C	32.0	21	0.78
OVERALL	D	34.7	-	-	D	42.1	-	-

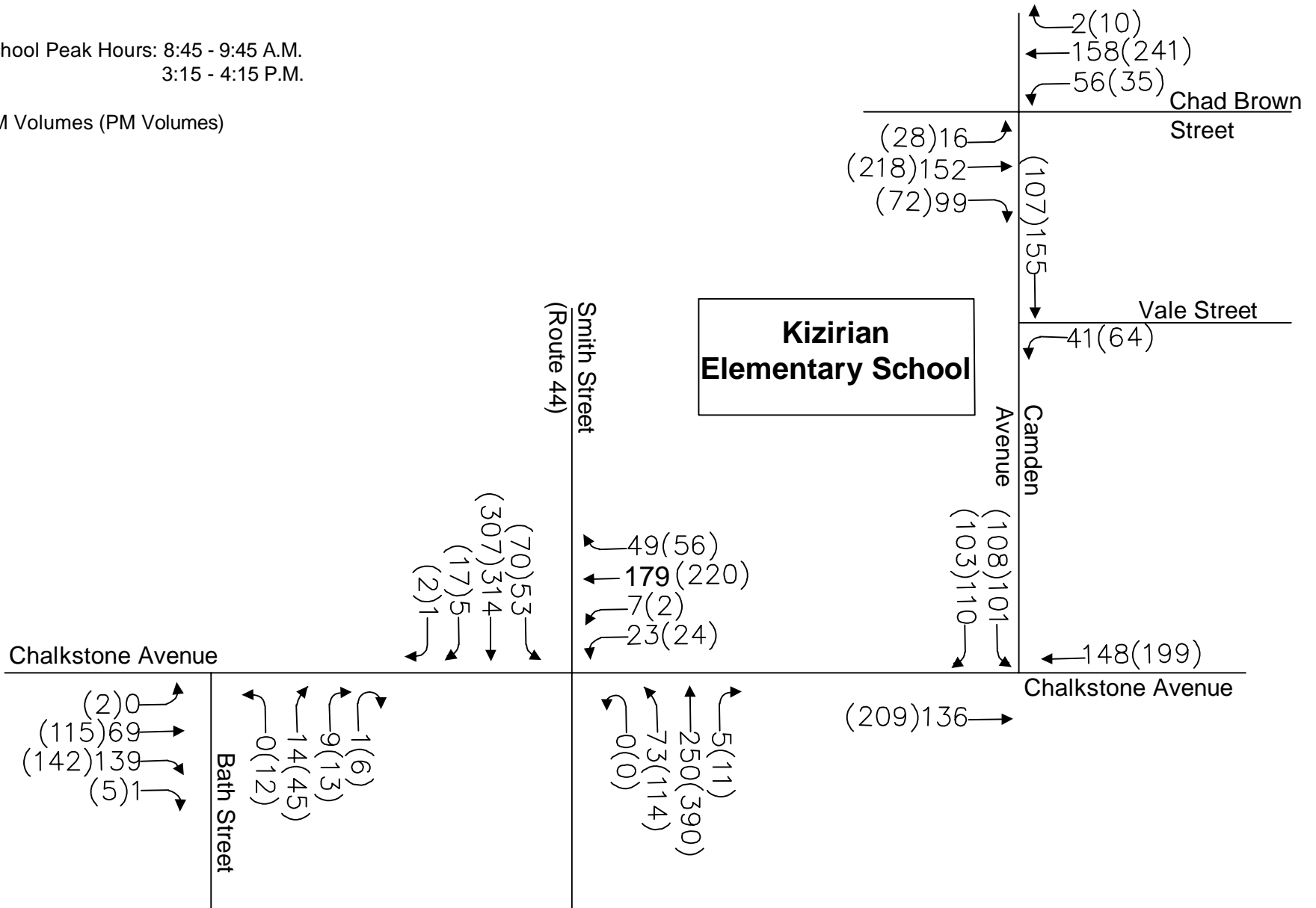
This operational analysis does not factor in the delays caused by queuing of school related vehicles that extend back through the intersection. During the morning peak, westbound traffic on the Chalkstone Avenue approached experienced much greater delays as vehicles turning right on to Camden Avenue could not turn due to stopped vehicles extending from the school to Chalkstone Avenue. Vehicles on this approach can wait up to three or four cycles to be serviced. During this time, the thru traffic is also delayed where queuing can extend to over 500 feet. It was also observed where traffic destined to Camden Avenue during this same period from the other approaches would stop in the middle of the intersection with nowhere to go. These vehicles would be stopped in the middle of the intersection during successive phases, creating conflicts and confusion until they were able to turn onto Camden Avenue.

For the proposed condition, Camden Avenue was reviewed under an alternative to change traffic patterns, reversing flow direction from one-way northbound to one-way southbound. To analyze this alteration, vehicles entering Camden Avenue were redistributed through the study area network to the intersections of Chad Brown Street with Camden Avenue or Vale Street with Camden Avenue based on existing traffic patterns derived from the TMC's. These redistributed volumes are depicted in Figure 4 on the following page. Additionally, the intersection of Chalkstone Avenue at Smith Street, Bath Street, and Camden Avenue required the addition of a phase to service southbound vehicles entering the intersection from Camden Avenue. Due to the skewed configuration on the intersection, southbound vehicles could not run concurrent with northbound vehicles, so an entirely new phase was added. Timing changes were also made to the intersection, while maintaining the coordinated cycle length related to adjacent signals in the network. The estimated LOS for the modified intersection including the change to the intersection phasing, directional shift on Camden Avenue, and redistributed traffic volumes are shown below in Table 3.



School Peak Hours: 8:45 - 9:45 A.M.
3:15 - 4:15 P.M.

AM Volumes (PM Volumes)



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PROPOSED CONDITIONS
WEEKDAY SCHOOL PEAK HOURS

KIZIRIAN ELEMENTARY SCHOOL REDEVELOPMENT
PROVIDENCE, RHODE ISLAND

FIGURE 4

Table 3: Proposed Level of Service Summary

Location / Movement	2023 PROPOSED CONDITIONS							
	AM Peak Hour				PM Peak Hour			
	LOS	Delay	95 th % Queue Length (veh)	v/c	LOS	Delay	95 th % Queue Length (veh)	v/c
<i>Chalkstone Avenue at Smith Street and Bath Street</i>								
Chalkstone Avenue EB All	D	53.5	10	0.79	E	78.1	15	0.93
Chalkstone Avenue WB All	D	54.1	10	0.81	E	64.7	14	0.86
Bath Street NB All	D	49.4	2	0.31	E	71.2	5	0.66
Smith Street SB All	E	75.2	19	0.99	E	59.2	19	0.90
Smith Street NB All	D	38.6	14	0.79	E	71.5	26	1.01
Camden Avenue SB Left/Right	E	61.0	14	0.80	F	86.8	15	0.93
OVERALL	E	57.0	-	-	E	70.5	-	-

As can be seen in the table, under the proposed conditions, the intersection would degrade to a LOS E during the morning and afternoon peak hours though several approaches operate with longer delays, specifically the new Camden Avenue approach. The goal of the revised timing plan was to maintain existing delays and levels of service along both main arterials of Smith Street and Chalkstone where feasible, while allowing for greater delays on the Camden Avenue minor side street approach. These higher delays and queuing would only occur during the school arrival and dismissal periods at the school which are not coincident with the roadway peaks of Smith Street and Chalkstone Avenue. During afternoon peak hour, the proposed southbound movement (Camden Avenue) would experience LOS F, with a total queue length of approximately 15 vehicles. This queue length is not anticipated to spill back into any other intersection, including the intersection of Camden Avenue at Chad Brown Street.

During school periods today, Camden Avenue experiences extended delays and queuing associated with the arrival and departure periods at the school. This operation is an expected condition around schools during these transition periods due to the peaking characteristics of school related traffic. These delays, though expected, will also result in a safer circulation pattern around the school and specifically at the Chalkstone Avenue intersection with Smith Street by eliminating numerous conflicting movements that presently occur at the unconventional junction, and are necessary to allow current access to the Kizirian Elementary School.

Conclusions and Recommendations

In summary of the proposed signal phasing changes, it was determined that the current overall Level of Service at the intersection is diminished from an LOS D to LOS E during the morning and afternoon peak hours associated with the school arrival and dismissal periods. As noted, the main roadways of Smith Street and Chalkstone Avenue were given timing priorities, with greater delays expected to be experienced on the minor Camden Avenue approach. It should also be expected that the delays and queuing experienced on Camden Avenue from the Chalkstone Avenue intersection with the addition

of a new phase, should not negatively impact other minor stop-controlled intersections within the neighborhood as the same volumes are being serviced, though directional flow is reversed. Options to offset the increased overall delays at the Smith Street/Chalkstone Avenue intersection could include discussions with the city to potentially also change the Bath Street approach to convert the two-way street to one-way, therefore swapping the existing Bath Street phase with Camden Avenue.

Implementation

In order to implement a change of this nature, approvals must be obtained from both local and state agencies due to the roadways being impacted. The City of Providence Traffic Engineer will need to approve the directional flow change and will most likely require public notice and outreach as it impacts the neighborhood. City Council approval may also be needed for this regulatory change. The Rhode Island Department of Transportation will require review and approval of any changes to the signalized intersection of Chalkstone Avenue with Smith Street which is under their ownership and jurisdiction. Approval from the State Traffic Commission will also be required as part of any changes approved by the RIDOT.

The proposed directional flow and phase change if approved could cause some initial confusion for the public, until drivers become familiar with the new circulation pattern and phasing. In order to properly alter drivers to the change in direction along Camden Avenue, "DO NOT ENTER" signs should be placed along the southern edge of the road, while "ONE-WAY" road signage placed at the intersection of Camden Avenue with Chalkstone Avenue in a way that allows vehicles proceeding from the west to clearly see the direction of the road. It will be necessary to provide information to the users to sufficiently educate them of the change. Public outreach is vital in advance of any signal phase changes at the intersection. This outreach should include posting a notice on the City of Providence's website, local newspapers, and social media to alert motorists of the changes being made several weeks prior to implementation.

Specifically at the intersection, a minimum of two weeks in advance of the implementation, installation of Variable Message Signs (VMS) should be completed on each approach to the intersection to alert motorists of the upcoming changes to the intersection. During the day of implementation, police detail officers should also be used to direct traffic as necessary to provide a smooth transition to the new phasing. Post implementation, VMS should remain on site for another two weeks. Additionally, outreach to the parents through the school should be conducted alerting parents to the coming change.

In addition to the physical installation of new equipment to control Camden Avenue, and possible curb alignment modifications at the intersection, minor signal timing adjustments may also be needed during post-implementation observations at the intersection to minimize delay and optimize operations during the different periods of the day.

Very truly yours,
BETA Group, Inc.



Paul J. Bannon
Associate



ATTACHMENTS

-
- A. Traffic Volume/Speed Data
 - B. Operational Analysis

ATTACHMENT A – Traffic Volume Data

Automatic Traffic Record Count

Camden Avenue

Smith Street (south of Chalkstone Avenue)

Smith Street (at Fredericks Street)

Intersection Turning Movement Count

Camden Avenue at Chad Brown Street

Camden Avenue at Vale Street

Smith Street at Camden Avenue, Chalkstone Boulevard, and Bath Street

A

Automatic Traffic Recorder Count

Camden Avenue

Camden Avenue
 south of Vale Street
 City, State: Providence, RI
 Client: BETA/ J. Centracchio
 Site Code: 10757



PRECISION
 DATA
 INDUSTRIES, LLC
 157 Washington Street, Suite 2
 Hudson, MA 01749
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PDI File # 239160 ATR-A

Direction: NB

Weekly Report

Day Date	Monday 02/13/23		Tuesday 02/14/23		Wednesday 02/15/23		Thursday 02/16/23		Friday 02/17/23						Week Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	2	11	2	8	1	15	2	19	3	8	0	0	0	0	2	12
12:15	1	11	2	15	2	11	1	6	1	9	0	0	0	0	1	10
12:30	5	12	2	17	3	16	1	6	1	10	0	0	0	0	2	12
12:45	1	9	0	21	0	10	0	25	1	15	0	0	0	0	0	16
1:00	4	14	2	20	3	9	1	19	3	10	0	0	0	0	3	14
1:15	6	15	4	11	1	11	0	20	4	12	0	0	0	0	3	14
1:30	3	11	0	18	2	12	2	14	5	15	0	0	0	0	2	14
1:45	4	19	0	19	0	13	0	26	2	17	0	0	0	0	1	19
2:00	1	17	0	19	0	20	1	22	1	24	0	0	0	0	1	20
2:15	0	15	0	25	1	19	3	17	1	15	0	0	0	0	1	18
2:30	0	29	0	20	0	13	2	17	0	19	0	0	0	0	0	20
2:45	0	10	1	21	0	16	0	19	0	21	0	0	0	0	0	17
3:00	1	16	0	19	1	18	2	16	0	18	0	0	0	0	1	17
3:15	2	27	0	29	0	32	0	38	2	31	0	0	0	0	1	31
3:30	0	103	0	95	0	89	0	79	1	93	0	0	0	0	0	92
3:45	0	35	0	35	1	36	0	41	2	34	0	0	0	0	1	36
4:00	0	33	0	36	1	31	0	21	0	26	0	0	0	0	0	29
4:15	1	17	1	25	0	22	0	19	1	29	0	0	0	0	1	22
4:30	0	26	1	26	2	14	1	27	0	21	0	0	0	0	1	23
4:45	0	22	0	21	2	17	1	15	1	20	0	0	0	0	1	19
5:00	0	22	1	12	3	21	0	11	0	21	0	0	0	0	1	17
5:15	1	21	0	17	1	19	0	10	0	18	0	0	0	0	0	17
5:30	3	30	4	10	6	26	3	20	2	24	0	0	0	0	4	22
5:45	1	18	1	16	2	17	0	13	2	17	0	0	0	0	1	16
6:00	2	19	2	17	0	19	3	20	1	17	0	0	0	0	2	18
6:15	3	11	2	20	2	5	3	33	0	9	0	0	0	0	2	16
6:30	2	13	3	21	2	12	4	23	2	16	0	0	0	0	3	17
6:45	5	8	7	14	5	7	3	18	7	12	0	0	0	0	5	12
7:00	6	16	9	7	6	9	7	26	3	15	0	0	0	0	6	15
7:15	5	9	7	4	11	10	7	17	11	10	0	0	0	0	8	10
7:30	13	12	11	10	12	13	10	8	14	21	0	0	0	0	12	13
7:45	6	6	7	13	10	14	8	9	11	14	0	0	0	0	8	11
8:00	15	12	23	11	12	7	16	5	19	8	0	0	0	0	17	9
8:15	11	20	13	7	15	7	19	9	7	4	0	0	0	0	13	9
8:30	10	8	13	6	12	9	9	7	21	4	0	0	0	0	13	7
8:45	27	8	23	7	30	5	29	10	28	7	0	0	0	0	27	7
9:00	85	6	84	7	76	8	83	3	78	16	0	0	0	0	81	8
9:15	52	3	51	7	48	3	52	6	44	8	0	0	0	0	49	5
9:30	23	7	33	3	28	9	21	5	25	10	0	0	0	0	26	7
9:45	22	6	15	6	11	4	20	1	19	12	0	0	0	0	17	6
10:00	13	3	15	6	12	5	13	2	18	2	0	0	0	0	14	4
10:15	16	6	10	8	4	2	11	2	14	4	0	0	0	0	11	4
10:30	10	4	10	5	10	8	13	6	13	2	0	0	0	0	11	5
10:45	8	2	11	1	6	3	10	5	14	4	0	0	0	0	10	3
11:00	12	4	8	1	14	4	8	0	8	2	0	0	0	0	10	2
11:15	18	5	14	3	15	2	6	1	10	0	0	0	0	0	13	2
11:30	9	5	13	4	14	5	10	2	12	2	0	0	0	0	12	4
11:45	13	6	13	3	22	3	11	2	16	2	0	0	0	0	15	3
Total	422	742	418	746	409	680	396	740	428	728	0	0	0	0	415	727
Day Total	1164		1164		1089		1136		1156		0		0		1142	
Peak HR	8:45 AM	3:15 PM	8:45 AM	3:15 PM	8:45 AM	3:15 PM	8:45 AM	3:15 PM	8:45 AM	3:15 PM					8:45 AM	3:15 PM
Volume	187	198	191	195	182	188	185	179	175	184					184	189

BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island 02865
 401.333.2382

Project Name: Across UP 10
 Town/City:
 Roadway:
 Location:

Start Date: 1/16/2023
 End Date: 1/18/2023

1/17/2023	NB
Time	
12:00 AM	9
1:00	4
2:00	1
3:00	3
4:00	4
5:00	4
6:00	13
7:00	30
8:00	62
9:00	176
10:00	32
11:00	27
12:00 PM	33
1:00	37
2:00	78
3:00	167
4:00	95
5:00	89
6:00	45
7:00	37
8:00	41
9:00	29
10:00	21
11:00	11
<hr/>	
Total	1048
AM Peak	9:00
Volume	176
PM Peak	3:00
Volume	167

A

Automatic Traffic Recorder Count

Smith Street (south of Chalkstone Avenue)

Project Name: Kizirian Elementary School
 Town / City, State: Providence, RI
 Roadway: Smith Street NW
 Location: Approximately 550' southeast of Chalkstone Avenue

BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island 02865
 401.333.2382

Start Date: 4/25/2023
 End Date: 5/2/2023

Time	4/24/23 Mon	4/25/23 Tue	4/26/23 Wed	4/27/23 Thu	4/28/23 Fri	Weekday Average	4/29/23 Sat	4/30/23 Sun
12:00 AM	*	*	148	128	191	156	283	308
01:00	*	*	58	88	127	91	217	218
02:00	*	*	42	47	57	49	163	194
03:00	*	*	44	54	51	50	79	104
04:00	*	*	81	76	85	81	78	55
05:00	*	*	205	227	219	217	97	70
06:00	*	*	506	505	483	498	213	112
07:00	*	*	908	860	869	879	337	196
08:00	*	*	959	944	950	951	505	271
09:00	*	*	848	844	837	843	683	442
10:00	*	*	740	734	798	757	809	567
11:00	*	*	776	825	818	806	849	629
12:00 PM	*	*	890	860	908	886	862	707
01:00	*	*	964	844	787	865	904	699
02:00	*	*	944	854	971	923	888	755
03:00	*	31	1024	972	1037	766	898	694
04:00	*	1058	1040	1047	1088	1058	939	686
05:00	*	1013	993	1009	1018	1008	837	674
06:00	*	895	884	888	883	888	822	653
07:00	*	783	715	781	899	794	850	532
08:00	*	579	550	650	698	619	645	480
09:00	*	426	491	542	629	522	616	340
10:00	*	349	341	396	545	408	494	300
11:00	*	233	245	279	475	308	432	241
Total	0	5367	14396	14454	15423	14423	13500	9927
Percent	0.0%	37.2%	99.8%	100.2%	106.9%		93.6%	68.8%
AM Peak			08:00	08:00	08:00	08:00	11:00	11:00
Volume			959	944	950	951	849	629
PM Peak		04:00	04:00	04:00	04:00	04:00	04:00	02:00
Volume		1058	1040	1047	1088	1058	939	755

Project Name: Kizirian Elementary School
 Town / City, State: Providence, RI
 Roadway: Smith Street NW
 Location: Approximately 550' southeast of Chalkstone Avenue

BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island 02865
 401.333.2382

Start Date: 4/25/2023
 End Date: 5/2/2023

Time	5/1/23 Mon	5/2/23 Tue	5/3/23 Wed	5/4/23 Thu	5/5/23 Fri	Weekday Average	5/6/23 Sat	5/7/23 Sun
12:00 AM	166	131	*	*	*	148	*	*
01:00	121	81	*	*	*	101	*	*
02:00	55	37	*	*	*	46	*	*
03:00	42	47	*	*	*	44	*	*
04:00	69	87	*	*	*	78	*	*
05:00	197	220	*	*	*	208	*	*
06:00	466	480	*	*	*	473	*	*
07:00	867	896	*	*	*	882	*	*
08:00	920	96	*	*	*	508	*	*
09:00	888	*	*	*	*	888	*	*
10:00	699	*	*	*	*	699	*	*
11:00	762	*	*	*	*	762	*	*
12:00 PM	841	*	*	*	*	841	*	*
01:00	846	*	*	*	*	846	*	*
02:00	948	*	*	*	*	948	*	*
03:00	1011	*	*	*	*	1011	*	*
04:00	1028	*	*	*	*	1028	*	*
05:00	1015	*	*	*	*	1015	*	*
06:00	796	*	*	*	*	796	*	*
07:00	710	*	*	*	*	710	*	*
08:00	508	*	*	*	*	508	*	*
09:00	438	*	*	*	*	438	*	*
10:00	316	*	*	*	*	316	*	*
11:00	232	*	*	*	*	232	*	*
Total	13941	2075	0	0	0	13526	0	0
Percent	103.1%	15.3%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	08:00	07:00				09:00		
Volume	920	896				888		
PM Peak	04:00					04:00		
Volume	1028					1028		

Project Name: Kizirian Elementary School
 Town / City, State: Providence, RI
 Roadway: Smith Street NW
 Location: Approximately 550' southeast of Chalkstone Avenue

BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island 02865
 401.333.2382

Start Date: 4/25/2023
 End Date: 5/2/2023

4/24/2023	Monday		Tuesday		Wednesday		Thursday		Friday		Weekday Average		Saturday		Sunday	
Time	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2
12:00 AM	*	*	*	*	65	83	52	76	79	112	65	90	109	174	154	154
1:00	*	*	*	*	20	38	38	50	60	67	39	52	87	130	98	120
2:00	*	*	*	*	20	22	26	21	23	34	23	26	65	98	84	110
3:00	*	*	*	*	26	18	35	19	28	23	30	20	39	40	64	40
4:00	*	*	*	*	60	21	59	17	60	25	60	21	51	27	32	23
5:00	*	*	*	*	150	55	175	52	157	62	161	56	59	38	41	29
6:00	*	*	*	*	324	182	320	185	323	160	322	176	140	73	53	59
7:00	*	*	*	*	499	409	484	376	502	367	495	384	189	148	107	89
8:00	*	*	*	*	544	415	553	391	543	407	547	404	292	213	174	97
9:00	*	*	*	*	426	422	431	413	469	368	442	401	343	340	266	176
10:00	*	*	*	*	428	312	368	366	421	377	406	352	410	399	282	285
11:00	*	*	*	*	416	360	429	396	442	376	429	377	470	379	345	284
12:00 PM	*	*	*	*	437	453	431	429	468	440	445	441	460	402	339	368
1:00	*	*	*	*	456	508	444	400	417	370	439	426	444	460	356	343
2:00	*	*	*	*	481	463	429	425	482	489	464	459	466	422	376	379
3:00	*	*	15	16	469	555	457	515	496	541	359	407	458	440	368	326
4:00	*	*	474	584	504	536	498	549	526	562	500	558	478	461	350	336
5:00	*	*	454	559	457	536	456	553	491	527	464	544	433	404	318	356
6:00	*	*	459	436	413	471	436	452	452	431	440	448	420	402	300	353
7:00	*	*	369	414	334	381	372	409	420	479	374	421	426	424	258	274
8:00	*	*	272	307	267	283	325	325	345	353	302	317	295	350	222	258
9:00	*	*	201	225	218	273	220	322	274	355	228	294	276	340	161	179
10:00	*	*	144	205	146	195	174	222	258	287	180	227	236	258	138	162
11:00	*	*	107	126	108	137	108	171	211	264	134	174	167	265	112	129
Total	0	0	2495	2872	7268	7128	7320	7134	7947	7476	7348	7075	6813	6687	4998	4929
Day	0		5367		14396		14454		15423		14423		13500		9927	
AM Peak					8:00	9:00	8:00	9:00	8:00	8:00	8:00	8:00	11:00	10:00	11:00	10:00
Volume					544	422	553	413	543	407	547	404	470	399	345	285
PM Peak			4:00	4:00	4:00	3:00	4:00	5:00	4:00	4:00	4:00	4:00	4:00	4:00	2:00	2:00
Volume			474	584	504	555	498	553	526	562	500	558	478	461	376	379

Project Name: Kizirian Elementary School
 Town / City, State: Providence, RI
 Roadway: Smith Street NW
 Location: Approximately 550' southeast of Chalkstone Avenue

BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island 02865
 401.333.2382

Start Date: 4/25/2023
 End Date: 5/2/2023

5/1/2023	Monday		Tuesday		Wednesday		Thursday		Friday		Weekday Average		Saturday		Sunday	
Time	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2
12:00 AM	83	83	64	67	*	*	*	*	*	*	74	75	*	*	*	*
1:00	54	67	35	46	*	*	*	*	*	*	44	56	*	*	*	*
2:00	22	33	16	21	*	*	*	*	*	*	19	27	*	*	*	*
3:00	28	14	34	13	*	*	*	*	*	*	31	14	*	*	*	*
4:00	49	20	66	21	*	*	*	*	*	*	58	20	*	*	*	*
5:00	150	47	162	58	*	*	*	*	*	*	156	52	*	*	*	*
6:00	313	153	322	158	*	*	*	*	*	*	318	156	*	*	*	*
7:00	471	396	528	368	*	*	*	*	*	*	500	382	*	*	*	*
8:00	544	376	61	35	*	*	*	*	*	*	302	206	*	*	*	*
9:00	480	408	*	*	*	*	*	*	*	*	480	408	*	*	*	*
10:00	372	327	*	*	*	*	*	*	*	*	372	327	*	*	*	*
11:00	397	365	*	*	*	*	*	*	*	*	397	365	*	*	*	*
12:00 PM	425	416	*	*	*	*	*	*	*	*	425	416	*	*	*	*
1:00	433	413	*	*	*	*	*	*	*	*	433	413	*	*	*	*
2:00	450	498	*	*	*	*	*	*	*	*	450	498	*	*	*	*
3:00	481	530	*	*	*	*	*	*	*	*	481	530	*	*	*	*
4:00	505	523	*	*	*	*	*	*	*	*	505	523	*	*	*	*
5:00	499	516	*	*	*	*	*	*	*	*	499	516	*	*	*	*
6:00	374	422	*	*	*	*	*	*	*	*	374	422	*	*	*	*
7:00	326	384	*	*	*	*	*	*	*	*	326	384	*	*	*	*
8:00	220	288	*	*	*	*	*	*	*	*	220	288	*	*	*	*
9:00	191	247	*	*	*	*	*	*	*	*	191	247	*	*	*	*
10:00	138	178	*	*	*	*	*	*	*	*	138	178	*	*	*	*
11:00	105	127	*	*	*	*	*	*	*	*	105	127	*	*	*	*
Total	7110	6831	1288	787	0	0	0	0	0	0	6898	6630	0	0	0	0
Day	13941		2075		0		0		0		13528		0		0	
AM Peak	8:00	9:00	7:00	7:00							7:00	9:00				
Volume	544	408	528	368							500	408				
PM Peak	4:00	3:00									4:00	3:00				
Volume	505	530									505	530				
Comb Total	13941		7442		14396		14454		15423		27951		13500		9927	
ADT	ADT: 13,417		AADT: 13,417													

A

Automatic Traffic Recorder Count

Smith Street (at Fredericks Street)

Project Name: Kizirian Elementary School
 Town / City, State: Providence, RI
 Roadway: Smith Street SE
 Location: AT Fredericks Street

Start Date: 4/25/2023
 End Date: 5/2/2023

BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island 02865
 401.333.2382

Time	4/24/23 Mon	4/25/23 Tue	4/26/23 Wed	4/27/23 Thu	4/28/23 Fri	Weekday Average	4/29/23 Sat	4/30/23 Sun
12:00 AM	*	*	113	111	141	122	215	186
01:00	*	*	54	79	92	75	172	163
02:00	*	*	30	29	47	35	122	139
03:00	*	*	28	30	30	29	63	91
04:00	*	*	52	53	52	52	64	40
05:00	*	*	162	162	172	165	78	56
06:00	*	*	368	382	322	357	178	84
07:00	*	*	629	615	626	623	261	131
08:00	*	*	627	644	686	652	376	199
09:00	*	*	586	616	620	607	569	341
10:00	*	*	538	547	601	562	613	469
11:00	*	*	565	603	636	601	675	557
12:00 PM	*	*	645	624	651	640	612	566
01:00	*	*	616	610	622	616	644	557
02:00	*	*	592	590	557	580	667	525
03:00	*	*	515	518	366	466	594	513
04:00	*	275	595	570	529	492	647	450
05:00	*	563	406	494	558	505	601	492
06:00	*	593	508	608	606	579	624	432
07:00	*	604	534	560	576	568	535	330
08:00	*	458	428	499	494	470	399	302
09:00	*	362	378	382	487	402	365	224
10:00	*	284	261	290	402	309	318	185
11:00	*	181	183	216	323	226	293	116
Total	0	3320	9413	9832	10196	9733	9685	7148
Percent	0.0%	34.1%	96.7%	101.0%	104.8%		99.5%	73.4%
AM Peak			07:00	08:00	08:00	08:00	11:00	11:00
Volume			629	644	686	652	675	557
PM Peak		07:00	12:00 PM	12:00 PM	12:00 PM	12:00 PM	02:00	12:00 PM
Volume		604	645	624	651	640	667	566

Project Name: Kizirian Elementary School
 Town / City, State: Providence, RI
 Roadway: Smith Street SE
 Location: AT Fredericks Street

Start Date: 4/25/2023
 End Date: 5/2/2023

BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island 02865
 401.333.2382

Time	5/1/23 Mon	5/2/23 Tue	5/3/23 Wed	5/4/23 Thu	5/5/23 Fri	Weekday Average	5/6/23 Sat	5/7/23 Sun
12:00 AM	93	103	*	*	*	98	*	*
01:00	85	69	*	*	*	77	*	*
02:00	41	24	*	*	*	32	*	*
03:00	25	29	*	*	*	27	*	*
04:00	52	49	*	*	*	50	*	*
05:00	158	160	*	*	*	159	*	*
06:00	347	354	*	*	*	350	*	*
07:00	546	624	*	*	*	585	*	*
08:00	533	226	*	*	*	380	*	*
09:00	743	*	*	*	*	743	*	*
10:00	550	*	*	*	*	550	*	*
11:00	586	*	*	*	*	586	*	*
12:00 PM	652	*	*	*	*	652	*	*
01:00	653	*	*	*	*	653	*	*
02:00	578	*	*	*	*	578	*	*
03:00	403	*	*	*	*	403	*	*
04:00	459	*	*	*	*	459	*	*
05:00	515	*	*	*	*	515	*	*
06:00	525	*	*	*	*	525	*	*
07:00	566	*	*	*	*	566	*	*
08:00	403	*	*	*	*	403	*	*
09:00	333	*	*	*	*	333	*	*
10:00	242	*	*	*	*	242	*	*
11:00	181	*	*	*	*	181	*	*
Total	9269	1638	0	0	0	9147	0	0
Percent	101.3%	17.9%	0.0%	0.0%	0.0%		0.0%	0.0%
AM Peak	09:00	07:00				09:00		
Volume	743	624				743		
PM Peak	01:00					01:00		
Volume	653					653		

Project Name: Kizirian Elementary School
 Town / City, State: Providence, RI
 Roadway: Smith Street SE
 Location: AT Fredericks Street

BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island 02865
 401.333.2382

Start Date: 4/25/2023
 End Date: 5/2/2023

4/24/2023	Monday		Tuesday		Wednesday		Thursday		Friday		Weekday Average		Saturday		Sunday	
Time	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2
12:00 AM	*	*	*	*	57	56	52	59	59	82	56	66	86	129	92	94
1:00	*	*	*	*	24	30	32	47	36	56	31	44	65	107	69	94
2:00	*	*	*	*	12	18	13	16	20	27	15	20	48	74	59	80
3:00	*	*	*	*	13	15	16	14	17	13	15	14	26	37	52	39
4:00	*	*	*	*	37	15	39	14	36	16	37	15	34	30	22	18
5:00	*	*	*	*	123	39	127	35	126	46	125	40	54	24	36	20
6:00	*	*	*	*	243	125	244	138	234	88	240	117	114	64	48	36
7:00	*	*	*	*	386	243	383	232	398	228	389	234	147	114	62	69
8:00	*	*	*	*	363	264	386	258	422	264	390	262	207	169	123	76
9:00	*	*	*	*	326	260	343	273	377	243	349	259	288	281	220	121
10:00	*	*	*	*	316	222	294	253	353	248	321	241	333	280	244	225
11:00	*	*	*	*	304	261	327	276	371	265	334	267	401	274	313	244
12:00 PM	*	*	*	*	348	297	377	247	371	280	365	275	382	230	300	266
1:00	*	*	*	*	400	216	348	262	374	248	374	242	401	243	320	237
2:00	*	*	*	*	386	206	383	207	420	137	396	183	392	275	291	234
3:00	*	*	*	*	328	187	364	154	232	134	308	158	387	207	280	233
4:00	*	*	203	72	405	190	388	182	403	126	350	142	377	270	237	213
5:00	*	*	392	171	314	92	402	92	395	163	376	130	320	281	244	248
6:00	*	*	344	249	310	198	363	245	368	238	346	232	359	265	201	231
7:00	*	*	298	306	266	268	290	270	329	247	296	273	287	248	164	166
8:00	*	*	207	251	197	231	241	258	240	254	221	248	178	221	121	181
9:00	*	*	161	201	171	207	152	230	219	268	176	226	162	203	104	120
10:00	*	*	121	163	123	138	130	160	190	212	141	168	140	178	87	98
11:00	*	*	74	107	72	111	90	126	144	179	95	131	111	182	53	63
Total	0	0	1800	1520	5524	3889	5784	4048	6134	4062	5746	3987	5299	4386	3742	3406
Day	0		3320		9413		9832		10196		9733		9685		7148	
AM Peak					7:00	8:00	8:00	11:00	8:00	11:00	8:00	11:00	11:00	9:00	11:00	11:00
Volume					386	264	386	276	422	265	390	267	401	281	313	244
PM Peak			5:00	7:00	4:00	12:00 PM	5:00	7:00	2:00	12:00 PM	2:00	12:00 PM	1:00	5:00	1:00	12:00 PM
Volume			392	306	405	297	402	270	420	280	396	275	401	281	320	266

Project Name: Kizirian Elementary School
 Town / City, State: Providence, RI
 Roadway: Smith Street SE
 Location: AT Fredericks Street

BETA Group, Inc.
 701 George Washington Highway
 Lincoln, Rhode Island 02865
 401.333.2382

Start Date: 4/25/2023
 End Date: 5/2/2023

5/1/2023	Monday		Tuesday		Wednesday		Thursday		Friday		Weekday Average		Saturday		Sunday	
Time	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2	South, Lane 1	North, Lane 2
12:00 AM	35	58	46	57	*	*	*	*	*	*	40	58	*	*	*	*
1:00	38	47	28	41	*	*	*	*	*	*	33	44	*	*	*	*
2:00	17	24	10	14	*	*	*	*	*	*	14	19	*	*	*	*
3:00	16	9	18	11	*	*	*	*	*	*	17	10	*	*	*	*
4:00	35	17	34	15	*	*	*	*	*	*	34	16	*	*	*	*
5:00	123	35	125	35	*	*	*	*	*	*	124	35	*	*	*	*
6:00	249	98	244	110	*	*	*	*	*	*	246	104	*	*	*	*
7:00	336	210	391	233	*	*	*	*	*	*	364	222	*	*	*	*
8:00	313	220	126	100	*	*	*	*	*	*	220	160	*	*	*	*
9:00	472	271	*	*	*	*	*	*	*	*	472	271	*	*	*	*
10:00	325	225	*	*	*	*	*	*	*	*	325	225	*	*	*	*
11:00	342	244	*	*	*	*	*	*	*	*	342	244	*	*	*	*
12:00 PM	380	272	*	*	*	*	*	*	*	*	380	272	*	*	*	*
1:00	406	247	*	*	*	*	*	*	*	*	406	247	*	*	*	*
2:00	428	150	*	*	*	*	*	*	*	*	428	150	*	*	*	*
3:00	323	80	*	*	*	*	*	*	*	*	323	80	*	*	*	*
4:00	366	93	*	*	*	*	*	*	*	*	366	93	*	*	*	*
5:00	408	107	*	*	*	*	*	*	*	*	408	107	*	*	*	*
6:00	316	209	*	*	*	*	*	*	*	*	316	209	*	*	*	*
7:00	275	291	*	*	*	*	*	*	*	*	275	291	*	*	*	*
8:00	191	212	*	*	*	*	*	*	*	*	191	212	*	*	*	*
9:00	146	187	*	*	*	*	*	*	*	*	146	187	*	*	*	*
10:00	102	140	*	*	*	*	*	*	*	*	102	140	*	*	*	*
11:00	92	89	*	*	*	*	*	*	*	*	92	89	*	*	*	*
Total	5734	3535	1022	616	0	0	0	0	0	0	5664	3485	0	0	0	0
Day	9269		1638		0		0		0		9149		0		0	
AM Peak	9:00	9:00	7:00	7:00							9:00	9:00				
Volume	472	271	391	233							472	271				
PM Peak	2:00	7:00									2:00	7:00				
Volume	428	291									428	291				
Comb Total	9269		4958		9413		9832		10196		18882		9685		7148	
ADT	ADT: 9,222		AADT: 9,222													

A

Intersection Turning Movement Count

Camden Avenue at Chad Brown Street

Camden Avenue at Vale Street

Smith Street at Camden Avenue, Chalkstone Boulevard, and Bath Street

Camden Avenue at Chad Brown Street

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	2	40	0	0	42	3	4	7	0	14	0	47	1	0	48	104
8:15 AM	0	0	0	0	0	2	24	0	0	26	2	9	6	0	17	0	48	4	0	52	95
8:30 AM	0	0	0	0	0	3	37	0	0	40	3	2	4	0	9	0	48	3	0	51	100
8:45 AM	0	0	0	0	0	1	45	0	0	46	4	7	12	0	23	0	44	5	0	49	118
Total	0	0	0	0	0	8	146	0	0	154	12	22	29	0	63	0	187	13	0	200	417
9:00 AM	0	0	0	0	0	0	45	0	0	45	16	12	17	0	45	0	42	5	0	47	137
9:15 AM	0	0	1	0	1	1	29	0	0	30	10	16	13	0	39	0	32	4	0	36	106
9:30 AM	0	0	0	0	0	0	39	0	0	39	9	5	12	0	26	0	34	2	0	36	101
9:45 AM	0	0	0	0	0	0	43	0	0	43	4	3	3	0	10	0	33	2	0	35	88
Total	0	0	1	0	1	1	156	0	0	157	39	36	45	0	120	0	141	13	0	154	432
Grand Total	0	0	1	0	1	9	302	0	0	311	51	58	74	0	183	0	328	26	0	354	849
Approach %	0.0	0.0	100.0	0.0		2.9	97.1	0.0	0.0		27.9	31.7	40.4	0.0		0.0	92.7	7.3	0.0		
Total %	0.0	0.0	0.1	0.0	0.1	1.1	35.6	0.0	0.0	36.6	6.0	6.8	8.7	0.0	21.6	0.0	38.6	3.1	0.0	41.7	
Exiting Leg Total	93					380					0					376					849
Cars	0	0	1	0	1	9	293	0	0	302	50	56	73	0	179	0	318	25	0	343	825
% Cars	0.0	0.0	100.0	0.0	100.0	100.0	97.0	0.0	0.0	97.1	98.0	96.6	98.6	0.0	97.8	0.0	97.0	96.2	0.0	96.9	97.2
Exiting Leg Total	90					369					0					366					825
Heavy Vehicles	0	0	0	0	0	0	9	0	0	9	1	2	1	0	4	0	10	1	0	11	24
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	2.0	3.4	1.4	0.0	2.2	0.0	3.0	3.8	0.0	3.1	2.8
Exiting Leg Total	3					11					0					10					24

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

8:45 AM	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:45 AM	0	0	0	0	0	1	45	0	0	46	4	7	12	0	23	0	44	5	0	49	118
9:00 AM	0	0	0	0	0	0	45	0	0	45	16	12	17	0	45	0	42	5	0	47	137
9:15 AM	0	0	1	0	1	1	29	0	0	30	10	16	13	0	39	0	32	4	0	36	106
9:30 AM	0	0	0	0	0	0	39	0	0	39	9	5	12	0	26	0	34	2	0	36	101
Total Volume	0	0	1	0	1	2	158	0	0	160	39	40	54	0	133	0	152	16	0	168	462
% Approach Total	0.0	0.0	100.0	0.0		1.3	98.8	0.0	0.0		29.3	30.1	40.6	0.0		0.0	90.5	9.5	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.500	0.878	0.000	0.000	0.870	0.609	0.625	0.794	0.000	0.739	0.000	0.864	0.800	0.000	0.857	0.843
Cars	0	0	1	0	1	2	154	0	0	156	38	39	53	0	130	0	146	15	0	161	448
Cars %	0.0	0.0	100.0	0.0	100.0	100.0	97.5	0.0	0.0	97.5	97.4	97.5	98.1	0.0	97.7	0.0	96.1	93.8	0.0	95.8	97.0
Heavy Vehicles	0	0	0	0	0	0	4	0	0	4	1	1	1	0	3	0	6	1	0	7	14
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.5	2.6	2.5	1.9	0.0	2.3	0.0	3.9	6.3	0.0	4.2	3.0
Cars Enter Leg	0	0	1	0	1	2	154	0	0	156	38	39	53	0	130	0	146	15	0	161	448
Heavy Enter Leg	0	0	0	0	0	0	4	0	0	4	1	1	1	0	3	0	6	1	0	7	14
Total Entering Leg	0	0	1	0	1	2	158	0	0	160	39	40	54	0	133	0	152	16	0	168	462
Cars Exiting Leg	56					185					0					207					448
Heavy Exiting Leg	2					7					0					5					14
Total Exiting Leg	58					192					0					212					462

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



Cars

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
8:00 AM	0	0	0	0	0	2	40	0	0	42	3	3	7	0	13	0	45	1	0	46	101					
8:15 AM	0	0	0	0	0	2	24	0	0	26	2	9	6	0	17	0	48	4	0	52	95					
8:30 AM	0	0	0	0	0	3	32	0	0	35	3	2	4	0	9	0	47	3	0	50	94					
8:45 AM	0	0	0	0	0	1	42	0	0	43	4	7	11	0	22	0	40	4	0	44	109					
Total	0	0	0	0	0	8	138	0	0	146	12	21	28	0	61	0	180	12	0	192	399					
9:00 AM	0	0	0	0	0	0	44	0	0	44	15	12	17	0	44	0	41	5	0	46	134					
9:15 AM	0	0	1	0	1	1	29	0	0	30	10	15	13	0	38	0	31	4	0	35	104					
9:30 AM	0	0	0	0	0	0	39	0	0	39	9	5	12	0	26	0	34	2	0	36	101					
9:45 AM	0	0	0	0	0	0	43	0	0	43	4	3	3	0	10	0	32	2	0	34	87					
Total	0	0	1	0	1	1	155	0	0	156	38	35	45	0	118	0	138	13	0	151	426					
Grand Total	0	0	1	0	1	9	293	0	0	302	50	56	73	0	179	0	318	25	0	343	825					
Approach %	0.0	0.0	100.0	0.0		3.0	97.0	0.0	0.0		27.9	31.3	40.8	0.0		0.0	92.7	7.3	0.0							
Total %	0.0	0.0	0.1	0.0	0.1	1.1	35.5	0.0	0.0	36.6	6.1	6.8	8.8	0.0	21.7	0.0	38.5	3.0	0.0	41.6						
Exiting Leg Total						90					369					0					366					825

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
8:45 AM	0	0	0	0	0	1	42	0	0	43	4	7	11	0	22	0	40	4	0	44	109					
9:00 AM	0	0	0	0	0	0	44	0	0	44	15	12	17	0	44	0	41	5	0	46	134					
9:15 AM	0	0	1	0	1	1	29	0	0	30	10	15	13	0	38	0	31	4	0	35	104					
9:30 AM	0	0	0	0	0	0	39	0	0	39	9	5	12	0	26	0	34	2	0	36	101					
Total Volume	0	0	1	0	1	2	154	0	0	156	38	39	53	0	130	0	146	15	0	161	448					
% Approach Total	0.0	0.0	100.0	0.0		1.3	98.7	0.0	0.0		29.2	30.0	40.8	0.0		0.0	90.7	9.3	0.0							
PHF	0.000	0.000	0.250	0.000	0.250	0.500	0.875	0.000	0.000	0.886	0.633	0.650	0.779	0.000	0.739	0.000	0.890	0.750	0.000	0.875	0.836					
Entering Leg	0	0	1	0	1	2	154	0	0	156	38	39	53	0	130	0	146	15	0	161	448					
Exiting Leg						56					185					0					207					448
Total						57					341					130					368					896

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
8:15 AM	0	0	0	0	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	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	4	1	0	5	9
Total	0	0	0	0	0	0	8	0	0	8	0	1	1	0	2	0	7	1	0	8	18
9:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	6
Grand Total	0	0	0	0	0	0	9	0	0	9	1	2	1	0	4	0	10	1	0	11	24
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	90.9	9.1	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0	37.5	4.2	8.3	4.2	0.0	16.7	0.0	41.7	4.2	0.0	45.8	
Exiting Leg Total	3					11					0					10					24
Buses	0	0	0	0	0	0	5	0	0	5	1	1	1	0	3	0	4	1	0	5	13
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	0.0	55.6	100.0	50.0	100.0	0.0	75.0	0.0	40.0	100.0	0.0	45.5	54.2
Exiting Leg Total	2					5					0					6					13
Single-Unit Trucks	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	6	0	0	6	11
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	44.4	0.0	50.0	0.0	0.0	25.0	0.0	60.0	0.0	0.0	54.5	45.8
Exiting Leg Total	1					6					0					4					11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	4	1	0	5	9
9:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	9	0	0	9	1	1	1	0	3	0	7	1	0	8	20
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	87.5	12.5	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.000	0.450	0.250	0.250	0.250	0.000	0.750	0.000	0.438	0.250	0.000	0.400	0.556
Buses	0	0	0	0	0	0	5	0	0	5	1	1	1	0	3	0	3	1	0	4	12
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	55.6	0.0	0.0	55.6	100.0	100.0	100.0	0.0	100.0	0.0	42.9	100.0	0.0	50.0	60.0
Single-Unit Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	50.0	40.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	5	0	0	5	1	1	1	0	3	0	3	1	0	4	12
Single-Unit Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0					9					3					8					20
Buses	2					4					0					6					12
Single-Unit Trucks	0					4					0					4					8
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	2					8					0					10					20

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



Buses

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
8:15 AM	0	0	0	0	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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	1	0	3	7	
Total	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	1	0	5	11	
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	
Grand Total	0	0	0	0	0	0	5	0	0	5	1	1	1	0	3	0	4	1	0	5	13	
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0		0.0	80.0	20.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0	38.5	7.7	7.7	7.7	0.0	23.1	0.0	30.8	7.7	0.0	38.5		
Exiting Leg Total						2					5					0					6	13

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	1	0	3	7	
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	5	0	0	5	1	1	1	0	3	0	3	1	0	4	12	
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0		0.0	75.0	25.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.000	0.417	0.250	0.250	0.250	0.000	0.750	0.000	0.375	0.250	0.000	0.333	0.429	
Entering Leg	0	0	0	0	0	0	5	0	0	5	1	1	1	0	3	0	3	1	0	4	12	
Exiting Leg						2					4					0					6	12
Total						2					9					3					10	24

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



Single-Unit Trucks

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
8:15 AM	0	0	0	0	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	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	7
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Grand Total	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	6	0	0	6	11
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	36.4	0.0	0.0	36.4	0.0	9.1	0.0	0.0	9.1	0.0	54.5	0.0	0.0	54.5	
Exiting Leg Total	1					6					0					4					11

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

8:30 AM	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.667
Entering Leg	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
Exiting Leg	0					4					0					4					8
Total	0					8					0					8					16

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



Articulated Trucks

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	0	0	0	0	0	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	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	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	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0	

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

8:00 AM	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	0	0	0	0	0	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	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	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	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	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	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0	
Total	0					0					0					0					0	

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



**PRECISION
DATA
INDUSTRIES, LLC**

157 Washington Street, Suite 2
 Hudson, MA 01749
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdilc.com

Bicycles (on Roadway and Crosswalks)

	Camden Avenue							Chad Brown Street							Camden Avenue							Chad Brown Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							0							0							

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

8:00 AM	Camden Avenue							Chad Brown Street							Camden Avenue							Chad Brown Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							
Total	0							0							0							0							

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



Pedestrians

	Camden Avenue								Chad Brown Street								Camden Avenue								Chad Brown Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	2	1	3	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	12			
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	3	2	5	0	0	0	0	0	1	1	0	0	0	0	1	0	1	8				
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2				
8:45 AM	0	0	0	0	2	0	2	0	0	0	0	2	1	3	0	0	0	0	2	0	2	0	2	0	0	0	0	1	1	8			
Total	0	0	0	0	5	2	7	0	0	0	0	5	10	15	0	0	0	0	2	1	3	0	0	0	0	1	4	5	30				
9:00 AM	0	0	0	0	2	0	2	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	10			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3				
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1				
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
Total	0	0	0	0	2	0	2	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0	4	4	8	16			
Grand Total	0	0	0	0	7	2	9	0	0	0	0	9	12	21	0	0	0	0	2	1	3	0	0	0	0	5	8	13	46				
Approach %	0	0	0	0	77.8	22.2		0	0	0	0	42.9	57.1		0	0	0	0	66.7	33.3		0	0	0	0	38.5	61.5						
Total %	0	0	0	0	15.2	4.35	19.6	0	0	0	0	19.6	26.1	45.7	0	0	0	0	4.35	2.17	6.52	0	0	0	0	10.9	17.4	28.3					
Exiting Leg Total	9							21							3							13							46				

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

	Camden Avenue								Chad Brown Street								Camden Avenue								Chad Brown Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
8:00 AM	0	0	0	0	2	1	3	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	12			
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	3	2	5	0	0	0	0	0	1	1	0	0	0	0	1	0	1	8				
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2				
8:45 AM	0	0	0	0	2	0	2	0	0	0	0	2	1	3	0	0	0	0	2	0	2	0	2	0	0	0	0	1	1	8			
Total Volume	0	0	0	0	5	2	7	0	0	0	0	5	10	15	0	0	0	0	2	1	3	0	0	0	0	1	4	5	30				
% Approach Total	0.0	0.0	0.0	0.0	71.4	28.6		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	20.0	80.0						
PHF	0.000	0.000	0.000	0.000	0.625	0.500	0.583	0.000	0.000	0.000	0.000	0.417	0.357	0.536	0.000	0.000	0.000	0.000	0.250	0.250	0.375	0.000	0.000	0.000	0.000	0.250	0.500	0.625	0.625				
Entering Leg	0	0	0	0	5	2	7	0	0	0	0	5	10	15	0	0	0	0	2	1	3	0	0	0	0	1	4	5	30				
Exiting Leg	7							15							3							5							30				
Total	14							30							6							10							60				

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:30 PM	0	0	0	0	0	2	46	0	0	48	6	4	4	0	14	0	43	2	0	45	107
2:45 PM	0	0	0	0	0	3	70	0	0	73	4	4	8	0	16	0	63	5	0	68	157
Total	0	0	0	0	0	5	116	0	0	121	10	8	12	0	30	0	106	7	0	113	264
3:00 PM	1	0	0	0	1	1	75	0	0	76	6	5	12	0	23	0	37	5	0	42	142
3:15 PM	0	0	1	0	1	1	66	0	0	67	4	1	11	0	16	0	54	5	0	59	143
3:30 PM	0	0	0	0	0	3	55	0	0	58	28	19	35	0	82	0	54	7	0	61	201
3:45 PM	0	0	1	0	1	4	61	0	0	65	10	4	15	0	29	0	47	10	0	57	152
Total	1	0	2	0	3	9	257	0	0	266	48	29	73	0	150	0	192	27	0	219	638
4:00 PM	0	0	0	0	0	2	59	0	0	61	9	6	11	0	26	0	63	6	0	69	156
4:15 PM	0	0	0	0	0	4	70	0	0	74	3	12	14	0	29	0	57	6	0	63	166
Total	0	0	0	0	0	6	129	0	0	135	12	18	25	0	55	0	120	12	0	132	322
Grand Total	1	0	2	0	3	20	502	0	0	522	70	55	110	0	235	0	418	46	0	464	1224
Approach %	33.3	0.0	66.7	0.0		3.8	96.2	0.0	0.0		29.8	23.4	46.8	0.0		0.0	90.1	9.9	0.0		
Total %	0.1	0.0	0.2	0.0	0.2	1.6	41.0	0.0	0.0	42.6	5.7	4.5	9.0	0.0	19.2	0.0	34.2	3.8	0.0	37.9	
Exiting Leg Total	121					490					0					613					1224
Cars	1	0	2	0	3	20	490	0	0	510	68	54	110	0	232	0	401	45	0	446	1191
% Cars	100.0	0.0	100.0	0.0	100.0	100.0	97.6	0.0	0.0	97.7	97.1	98.2	100.0	0.0	98.7	0.0	95.9	97.8	0.0	96.1	97.3
Exiting Leg Total	119					471					0					601					1191
Heavy Vehicles	0	0	0	0	0	0	12	0	0	12	2	1	0	0	3	0	17	1	0	18	33
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	2.9	1.8	0.0	0.0	1.3	0.0	4.1	2.2	0.0	3.9	2.7
Exiting Leg Total	2					19					0					12					33

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

3:30 PM	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	3	55	0	0	58	28	19	35	0	82	0	54	7	0	61	201
3:45 PM	0	0	1	0	1	4	61	0	0	65	10	4	15	0	29	0	47	10	0	57	152
4:00 PM	0	0	0	0	0	2	59	0	0	61	9	6	11	0	26	0	63	6	0	69	156
4:15 PM	0	0	0	0	0	4	70	0	0	74	3	12	14	0	29	0	57	6	0	63	166
Total Volume	0	0	1	0	1	13	245	0	0	258	50	41	75	0	166	0	221	29	0	250	675
% Approach Total	0.0	0.0	100.0	0.0		5.0	95.0	0.0	0.0		30.1	24.7	45.2	0.0		0.0	88.4	11.6	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.813	0.875	0.000	0.000	0.872	0.446	0.539	0.536	0.000	0.506	0.000	0.877	0.725	0.000	0.906	0.840
Cars	0	0	1	0	1	13	237	0	0	250	49	40	75	0	164	0	209	28	0	237	652
Cars %	0.0	0.0	100.0	0.0	100.0	100.0	96.7	0.0	0.0	96.9	98.0	97.6	100.0	0.0	98.8	0.0	94.6	96.6	0.0	94.8	96.6
Heavy Vehicles	0	0	0	0	0	0	8	0	0	8	1	1	0	0	2	0	12	1	0	13	23
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.1	2.0	2.4	0.0	0.0	1.2	0.0	5.4	3.4	0.0	5.2	3.4
Cars Enter Leg	0	0	1	0	1	13	237	0	0	250	49	40	75	0	164	0	209	28	0	237	652
Heavy Enter Leg	0	0	0	0	0	0	8	0	0	8	1	1	0	0	2	0	12	1	0	13	23
Total Entering Leg	0	0	1	0	1	13	245	0	0	258	50	41	75	0	166	0	221	29	0	250	675
Cars Exiting Leg	81					259					0					312					652
Heavy Exiting Leg	2					13					0					8					23
Total Exiting Leg	83					272					0					320					675

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Cars

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:30 PM	0	0	0	0	0	2	44	0	0	46	5	4	4	0	13	0	40	2	0	42	101
2:45 PM	0	0	0	0	0	3	68	0	0	71	4	4	8	0	16	0	61	5	0	66	153
Total	0	0	0	0	0	5	112	0	0	117	9	8	12	0	29	0	101	7	0	108	254
3:00 PM	1	0	0	0	1	1	75	0	0	76	6	5	12	0	23	0	37	5	0	42	142
3:15 PM	0	0	1	0	1	1	66	0	0	67	4	1	11	0	16	0	54	5	0	59	143
3:30 PM	0	0	0	0	0	3	53	0	0	56	28	19	35	0	82	0	51	6	0	57	195
3:45 PM	0	0	1	0	1	4	58	0	0	62	9	4	15	0	28	0	43	10	0	53	144
Total	1	0	2	0	3	9	252	0	0	261	47	29	73	0	149	0	185	26	0	211	624
4:00 PM	0	0	0	0	0	2	57	0	0	59	9	6	11	0	26	0	61	6	0	67	152
4:15 PM	0	0	0	0	0	4	69	0	0	73	3	11	14	0	28	0	54	6	0	60	161
Total	0	0	0	0	0	6	126	0	0	132	12	17	25	0	54	0	115	12	0	127	313
Grand Total	1	0	2	0	3	20	490	0	0	510	68	54	110	0	232	0	401	45	0	446	1191
Approach %	33.3	0.0	66.7	0.0		3.9	96.1	0.0	0.0		29.3	23.3	47.4	0.0		0.0	89.9	10.1	0.0		
Total %	0.1	0.0	0.2	0.0	0.3	1.7	41.1	0.0	0.0	42.8	5.7	4.5	9.2	0.0	19.5	0.0	33.7	3.8	0.0	37.4	
Exiting Leg Total	119					471					0					601					1191

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
3:30 PM	0	0	0	0	0	3	53	0	0	56	28	19	35	0	82	0	51	6	0	57	195
3:45 PM	0	0	1	0	1	4	58	0	0	62	9	4	15	0	28	0	43	10	0	53	144
4:00 PM	0	0	0	0	0	2	57	0	0	59	9	6	11	0	26	0	61	6	0	67	152
4:15 PM	0	0	0	0	0	4	69	0	0	73	3	11	14	0	28	0	54	6	0	60	161
Total Volume	0	0	1	0	1	13	237	0	0	250	49	40	75	0	164	0	209	28	0	237	652
% Approach Total	0.0	0.0	100.0	0.0		5.2	94.8	0.0	0.0		29.9	24.4	45.7	0.0		0.0	88.2	11.8	0.0		
PHF	0.000	0.000	0.250	0.000	0.250	0.813	0.859	0.000	0.000	0.856	0.438	0.526	0.536	0.000	0.500	0.000	0.857	0.700	0.000	0.884	0.836
Entering Leg	0	0	1	0	1	13	237	0	0	250	49	40	75	0	164	0	209	28	0	237	652
Exiting Leg	81					259					0					312					652
Total	82					509					164					549					1304

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
2:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	6					
2:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4					
Total	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	5	0	0	5	10					
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6					
3:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	8					
Total	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	7	1	0	8	14					
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4					
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	5					
Total	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	5	0	0	5	9					
Grand Total	0	0	0	0	0	0	12	0	0	12	2	1	0	0	3	0	17	1	0	18	33					
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		66.7	33.3	0.0	0.0		0.0	94.4	5.6	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	0.0	36.4	0.0	0.0	36.4	6.1	3.0	0.0	0.0	9.1	0.0	51.5	3.0	0.0	54.5						
Exiting Leg Total						2					19					0					12					33
Buses	0	0	0	0	0	0	10	0	0	10	1	1	0	0	2	0	16	1	0	17	29					
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	83.3	50.0	100.0	0.0	0.0	66.7	0.0	94.1	100.0	0.0	94.4	87.9					
Exiting Leg Total						2					17					0					10					29
Single-Unit Trucks	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4					
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	50.0	0.0	0.0	0.0	33.3	0.0	5.9	0.0	0.0	5.6	12.1					
Exiting Leg Total						0					2					0					2					4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Exiting Leg Total						0					0					0					0					0

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

3:30 PM	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6					
3:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	8					
4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4					
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	5					
Total Volume	0	0	0	0	0	0	8	0	0	8	1	1	0	0	2	0	12	1	0	13	23					
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	92.3	7.7	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.667	0.250	0.250	0.000	0.000	0.500	0.000	0.750	0.250	0.000	0.813	0.719					
Buses	0	0	0	0	0	0	7	0	0	7	1	1	0	0	2	0	12	1	0	13	22					
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	87.5	0.0	0.0	87.5	100.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	95.7					
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1					
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Buses	0	0	0	0	0	0	7	0	0	7	1	1	0	0	2	0	12	1	0	13	22					
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total Entering Leg	0	0	0	0	0	0	8	0	0	8	1	1	0	0	2	0	12	1	0	13	23					
Buses						2					13					0					7					22
Single-Unit Trucks						0					0					0					1					1
Articulated Trucks						0					0					0					0					0
Total Exiting Leg						2					13					0					8					23

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Buses

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4					
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3					
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7					
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6					
3:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	8					
Total	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	7	1	0	8	14					
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3					
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	5					
Total	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	5	0	0	5	8					
Grand Total	0	0	0	0	0	0	10	0	0	10	1	1	0	0	2	0	16	1	0	17	29					
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	94.1	5.9	0.0							
Total %	0.0	0.0	0.0	0.0	0.0	0.0	34.5	0.0	0.0	34.5	3.4	3.4	0.0	0.0	6.9	0.0	55.2	3.4	0.0	58.6						
Exiting Leg Total						2					17					0					10					29

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total					
	from North					from East					from South					from West										
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total						
3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6					
3:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	8					
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3					
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	5					
Total Volume	0	0	0	0	0	0	7	0	0	7	1	1	0	0	2	0	12	1	0	13	22					
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	92.3	7.7	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.250	0.250	0.000	0.000	0.500	0.000	0.750	0.250	0.000	0.813	0.688					
Entering Leg	0	0	0	0	0	0	7	0	0	7	1	1	0	0	2	0	12	1	0	13	22					
Exiting Leg						2					13					0					7					22
Total						2					20					2					20					44

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Single-Unit Trucks

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
Approach %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	25.0	
Exiting Leg Total	0					2					0					2					4

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
% Approach Total	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.375
Entering Leg	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
Exiting Leg	0					2					0					1					3
Total	0					3					1					2					6

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Articulated Trucks

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	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	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue					Chad Brown Street					Camden Avenue					Chad Brown Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	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	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: 239160 A
 Location: N: Camden Avenue S: Camden Avenue
 Location: E: Chad Brown Street W: Chad Brown Street
 City, State: Providence, RI
 Client: BETA/ J. Centracchio
 Site Code: 10757
 Count Date: Wednesday, February 15, 2023
 Start Time: 2:30 PM
 End Time: 4:30 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Camden Avenue								Chad Brown Street								Camden Avenue								Chad Brown Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Grand Total	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4				
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		66.7	33.3	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
Exiting Leg Total	2								0								1								1								4

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue								Chad Brown Street								Camden Avenue								Chad Brown Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3				
Total Volume	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250				
Entering Leg	0								1								0								0								3
Exiting Leg	1								0								1								1								3
Total	1								2								2								1								6

PDI File #: **239160 A**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Chad Brown Street W: Chad Brown Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Pedestrians

	Camden Avenue								Chad Brown Street								Camden Avenue								Chad Brown Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
2:30 PM	0	0	0	0	1	0	1	0	0	0	0	5	2	7	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	10		
2:45 PM	0	0	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	0	1		
Total	0	0	0	0	1	0	1	0	0	0	0	5	2	7	0	0	0	0	1	2	3	3	0	0	0	0	0	0	0	0	11		
3:00 PM	0	0	0	0	0	1	1	0	0	0	0	2	4	6	0	0	0	0	0	1	1	1	0	0	0	0	3	1	4	4	12		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	6	13		
3:30 PM	0	0	0	0	8	1	9	0	0	0	0	1	6	7	0	0	0	0	1	0	1	1	0	0	0	0	17	2	19	36			
3:45 PM	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	12			
Total	0	0	0	0	9	3	12	0	0	0	0	9	12	21	0	0	0	0	1	1	2	2	0	0	0	0	31	7	38	73			
4:00 PM	0	0	0	0	1	3	4	0	0	0	0	2	3	5	0	0	0	0	0	1	1	1	0	0	0	0	0	5	5	15			
4:15 PM	0	0	0	0	3	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5			
Total	0	0	0	0	4	3	7	0	0	0	0	3	3	6	0	0	0	0	0	1	1	1	0	0	0	0	1	5	6	20			
Grand Total	0	0	0	0	14	6	20	0	0	0	0	17	17	34	0	0	0	0	2	4	6	6	0	0	0	0	32	12	44	104			
Approach %	0	0	0	0	70	30		0	0	0	0	50	50		0	0	0	0	33.3	66.7						72.7	27.3						
Total %	0	0	0	0	13.5	5.77	19.2	0	0	0	0	16.3	16.3	32.7	0	0	0	0	1.92	3.85	5.77	5.77	5.77	5.77	5.77	30.8	11.5	42.3					
Exiting Leg Total	20							34							6							44							104				

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue								Chad Brown Street								Camden Avenue								Chad Brown Street								Total
	from North								from East								from South								from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total		Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total		Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	6	13		
3:30 PM	0	0	0	0	8	1	9	0	0	0	0	1	6	7	0	0	0	0	1	0	1	1	0	0	0	0	17	2	19	36			
3:45 PM	0	0	0	0	1	1	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	12			
4:00 PM	0	0	0	0	1	3	4	0	0	0	0	2	3	5	0	0	0	0	0	1	1	1	0	0	0	0	0	5	5	15			
Total Volume	0	0	0	0	10	5	15	0	0	0	0	9	11	20	0	0	0	0	1	1	2	2	0	0	0	0	28	11	39	76			
% Approach Total	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	45.0	55.0		0.0	0.0	0.0	0.0	50.0	50.0		5.77	5.77	5.77	5.77	71.8	28.2						
PHF	0.000	0.000	0.000	0.000	0.313	0.417	0.417	0.000	0.000	0.000	0.000	0.450	0.458	0.714	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.412	0.550	0.513	0.528				
Entering Leg	0	0	0	0	10	5	15	0	0	0	0	9	11	20	0	0	0	0	1	1	2	2	0	0	0	0	28	11	39	76			
Exiting Leg	15							20							2							39							76				
Total	30							40							4							78							152				

Camden Avenue at Vale Street

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**



Cars and Heavy Vehicles (Combined)

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	0	0	0	0	5	0	0	5	2	10	0	12	17
8:15 AM	0	0	0	0	3	0	0	3	4	11	0	15	18
8:30 AM	0	0	0	0	3	0	0	3	5	7	0	12	15
8:45 AM	0	0	0	0	7	0	0	7	12	18	0	30	37
Total	0	0	0	0	18	0	0	18	23	46	0	69	87
9:00 AM	0	0	0	0	12	0	0	12	41	37	0	78	90
9:15 AM	0	0	0	0	6	0	0	6	18	30	0	48	54
9:30 AM	0	0	0	0	5	0	0	5	7	21	0	28	33
9:45 AM	0	0	0	0	2	0	0	2	3	8	0	11	13
Total	0	0	0	0	25	0	0	25	69	96	0	165	190
Grand Total	0	0	0	0	43	0	0	43	92	142	0	234	277
Approach %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	39.3	60.7	0.0	100.0	100.0
Total %	0.0	0.0	0.0	0.0	15.5	0.0	0.0	15.5	33.2	51.3	0.0	84.5	84.5
Exiting Leg Total				185				92				0	277
Cars	0	0	0	0	42	0	0	42	91	139	0	230	272
% Cars	0.0	0.0	0.0	0.0	97.7	0.0	0.0	97.7	98.9	97.9	0.0	98.3	98.2
Exiting Leg Total				181				91				0	272
Heavy Vehicles	0	0	0	0	1	0	0	1	1	3	0	4	5
% Heavy Vehicles	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	1.1	2.1	0.0	1.7	1.8
Exiting Leg Total				4				1				0	5

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:45 AM	0	0	0	0	7	0	0	7	12	18	0	30	37
9:00 AM	0	0	0	0	12	0	0	12	41	37	0	78	90
9:15 AM	0	0	0	0	6	0	0	6	18	30	0	48	54
9:30 AM	0	0	0	0	5	0	0	5	7	21	0	28	33
Total Volume	0	0	0	0	30	0	0	30	78	106	0	184	214
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	42.4	57.6	0.0	100.0	100.0
PHF	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.476	0.716	0.000	0.590	0.594
Cars	0	0	0	0	29	0	0	29	77	104	0	181	210
Cars %	0.0	0.0	0.0	0.0	96.7	0.0	0.0	96.7	98.7	98.1	0.0	98.4	98.1
Heavy Vehicles	0	0	0	0	1	0	0	1	1	2	0	3	4
Heavy Vehicles %	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	1.3	1.9	0.0	1.6	1.9
Cars Enter Leg	0	0	0	0	29	0	0	29	77	104	0	181	210
Heavy Enter Leg	0	0	0	0	1	0	0	1	1	2	0	3	4
Total Entering Leg	0	0	0	0	30	0	0	30	78	106	0	184	214
Cars Exiting Leg				133				77				0	210
Heavy Exiting Leg				3				1				0	4
Total Exiting Leg				136				78				0	214

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



Cars

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	0	0	0	0	5	0	0	5	2	9	0	11	16
8:15 AM	0	0	0	0	3	0	0	3	4	11	0	15	18
8:30 AM	0	0	0	0	3	0	0	3	5	7	0	12	15
8:45 AM	0	0	0	0	6	0	0	6	11	17	0	28	34
Total	0	0	0	0	17	0	0	17	22	44	0	66	83
9:00 AM	0	0	0	0	12	0	0	12	41	37	0	78	90
9:15 AM	0	0	0	0	6	0	0	6	18	29	0	47	53
9:30 AM	0	0	0	0	5	0	0	5	7	21	0	28	33
9:45 AM	0	0	0	0	2	0	0	2	3	8	0	11	13
Total	0	0	0	0	25	0	0	25	69	95	0	164	189
Grand Total	0	0	0	0	42	0	0	42	91	139	0	230	272
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		39.6	60.4	0.0		
Total %	0.0	0.0	0.0	0.0	15.4	0.0	0.0	15.4	33.5	51.1	0.0	84.6	
Exiting Leg Total				181				91				0	272

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:45 AM	0	0	0	0	6	0	0	6	11	17	0	28	34
9:00 AM	0	0	0	0	12	0	0	12	41	37	0	78	90
9:15 AM	0	0	0	0	6	0	0	6	18	29	0	47	53
9:30 AM	0	0	0	0	5	0	0	5	7	21	0	28	33
Total Volume	0	0	0	0	29	0	0	29	77	104	0	181	210
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		42.5	57.5	0.0		
PHF	0.000	0.000	0.000	0.000	0.604	0.000	0.000	0.604	0.470	0.703	0.000	0.580	0.583
Entering Leg	0	0	0	0	29	0	0	29	77	104	0	181	210
Exiting Leg				133				77				0	210
Total				133				106				181	420

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Camden Avenue				Vale Street				Camden Avenue				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	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
8:45 AM	0	0	0	0	1	0	0	1	1	1	0	2	3	
Total	0	0	0	0	1	0	0	1	1	2	0	3	4	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	1	0	1	1	
Grand Total	0	0	0	0	1	0	0	1	1	3	0	4	5	
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		25.0	75.0	0.0			
Total %	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	20.0	60.0	0.0	80.0		
Exiting Leg Total				4				1				0	5	
Buses	0	0	0	0	1	0	0	1	1	2	0	3	4	
% Buses	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	66.7	0.0	75.0	80.0	
Exiting Leg Total				3				1				0	4	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1	
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	25.0	20.0	
Exiting Leg Total				1				0				0	1	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0				0	0	

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	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
8:45 AM	0	0	0	0	1	0	0	1	1	1	0	2	3
Total Volume	0	0	0	0	1	0	0	1	1	2	0	3	4
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		33.3	66.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.500	0.000	0.375	0.333
Buses	0	0	0	0	1	0	0	1	1	1	0	2	3
Buses %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	50.0	0.0	66.7	75.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	33.3	25.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	1	0	0	1	1	1	0	2	3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	1	0	0	1	1	2	0	3	4
Buses				2				1				0	3
Single-Unit Trucks				1				0				0	1
Articulated Trucks				0				0				0	0
Total Exiting Leg				3				1				0	4

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



Buses

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	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
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	1	1	1	0	2	3
Total	0	0	0	0	1	0	0	1	1	1	0	2	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	1	0	0	1	1	2	0	3	4
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		33.3	66.7	0.0		
Total %	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	25.0	50.0	0.0	75.0	
Exiting Leg Total				3				1				0	4

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

8:30 AM	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	1	1	1	0	2	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	1	0	0	1	1	2	0	3	4
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		33.3	66.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.500	0.000	0.375	0.333
Entering Leg	0	0	0	0	1	0	0	1	1	2	0	3	4
Exiting Leg				3				1				0	4
Total				3				2				3	8

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



Single-Unit Trucks

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total				1				0				0	1

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

8:00 AM	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg				1				0				0	1
Total				1				0				1	2

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:



Articulated Trucks

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	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
8:30 AM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				0				0

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

8:00 AM	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	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
8:30 AM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	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
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0				0				0				0
Total	0				0				0				0

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**



Bicycles (on Roadway and Crosswalks)

	Camden Avenue						Vale Street						Camden Avenue						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
8:00 AM	0	0	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	0	0
8:30 AM	0	0	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	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

8:00 AM	Camden Avenue						Vale Street						Camden Avenue						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
8:00 AM	0	0	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	0	0
8:30 AM	0	0	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	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	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	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**



Class:

Pedestrians

	Camden Avenue						Vale Street						Camden Avenue						Total			
	from North						from East						from South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
8:00 AM	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9			
8:15 AM	0	0	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	1	0	1	0	0	0	1	2	3	4			
8:45 AM	0	0	0	0	3	3	0	0	0	3	2	5	0	0	0	7	0	7	15			
Total	0	0	0	0	3	3	0	0	0	4	11	15	0	0	0	8	2	10	28			
9:00 AM	0	0	0	0	2	2	0	0	0	4	4	8	0	0	0	15	2	17	27			
9:15 AM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	2	0	2	7			
9:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2			
9:45 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3			
Total	0	0	0	0	2	2	0	0	0	11	7	18	0	0	0	17	2	19	39			
Grand Total	0	0	0	0	5	5	0	0	0	15	18	33	0	0	0	25	4	29	67			
Approach %	0	0	0	0	100		0	0	0	45.455	54.545		0	0	0	86.207	13.793					
Total %	0	0	0	0	7.4627	7.4627	0	0	0	22.388	26.866	49.254	0	0	0	37.313	5.9701	43.284				
Exiting Leg Total							5							33							29	67

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

	Camden Avenue						Vale Street						Camden Avenue						Total			
	from North						from East						from South									
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total				
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	3	4			
8:45 AM	0	0	0	0	3	3	0	0	0	3	2	5	0	0	0	7	0	7	15			
9:00 AM	0	0	0	0	2	2	0	0	0	4	4	8	0	0	0	15	2	17	27			
9:15 AM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	2	0	2	7			
Total Volume	0	0	0	0	5	5	0	0	0	12	7	19	0	0	0	25	4	29	53			
% Approach Total	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	63.2	36.8		0.0	0.0	0.0	86.2	13.8					
PHF	0.000	0.000	0.000	0.000	0.417	0.417	0.000	0.000	0.000	0.750	0.438	0.594	0.000	0.000	0.000	0.417	0.500	0.426	0.491			
Entering Leg	0	0	0	0	5	5	0	0	0	12	7	19	0	0	0	25	4	29	53			
Exiting Leg							5							19							29	53
Total							10							38							58	106

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:30 PM	0	0	0	0	4	0	0	4	2	11	0	13	17
2:45 PM	0	0	0	0	5	0	0	5	3	12	0	15	20
Total	0	0	0	0	9	0	0	9	5	23	0	28	37
3:00 PM	0	0	0	0	12	0	0	12	4	14	0	18	30
3:15 PM	0	0	0	0	7	0	0	7	13	17	0	30	37
3:30 PM	0	0	0	0	20	0	0	20	39	53	0	92	112
3:45 PM	0	0	0	0	12	0	0	12	18	18	0	36	48
Total	0	0	0	0	51	0	0	51	74	102	0	176	227
4:00 PM	0	0	0	0	11	1	0	12	15	16	0	31	43
4:15 PM	0	0	0	0	15	0	0	15	8	15	0	23	38
Total	0	0	0	0	26	1	0	27	23	31	0	54	81
Grand Total	0	0	0	0	86	1	0	87	102	156	0	258	345
Approach %	0.0	0.0	0.0		98.9	1.1	0.0		39.5	60.5	0.0		
Total %	0.0	0.0	0.0	0.0	24.9	0.3	0.0	25.2	29.6	45.2	0.0	74.8	
Exiting Leg Total				242				102				1	345
Cars	0	0	0	0	85	1	0	86	100	154	0	254	340
% Cars	0.0	0.0	0.0	0.0	98.8	100.0	0.0	98.9	98.0	98.7	0.0	98.4	98.6
Exiting Leg Total				239				100				1	340
Heavy Vehicles	0	0	0	0	1	0	0	1	2	2	0	4	5
% Heavy Vehicles	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	2.0	1.3	0.0	1.6	1.4
Exiting Leg Total				3				2				0	5

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	0	0	0	0	20	0	0	20	39	53	0	92	112
3:45 PM	0	0	0	0	12	0	0	12	18	18	0	36	48
4:00 PM	0	0	0	0	11	1	0	12	15	16	0	31	43
4:15 PM	0	0	0	0	15	0	0	15	8	15	0	23	38
Total Volume	0	0	0	0	58	1	0	59	80	102	0	182	241
% Approach Total	0.0	0.0	0.0		98.3	1.7	0.0		44.0	56.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.725	0.250	0.000	0.738	0.513	0.481	0.000	0.495	0.538
Cars	0	0	0	0	57	1	0	58	78	101	0	179	237
Cars %	0.0	0.0	0.0	0.0	98.3	100.0	0.0	98.3	97.5	99.0	0.0	98.4	98.3
Heavy Vehicles	0	0	0	0	1	0	0	1	2	1	0	3	4
Heavy Vehicles %	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	2.5	1.0	0.0	1.6	1.7
Cars Enter Leg	0	0	0	0	57	1	0	58	78	101	0	179	237
Heavy Enter Leg	0	0	0	0	1	0	0	1	2	1	0	3	4
Total Entering Leg	0	0	0	0	58	1	0	59	80	102	0	182	241
Cars Exiting Leg				158				78				1	237
Heavy Exiting Leg				2				2				0	4
Total Exiting Leg				160				80				1	241

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Cars

	Camden Avenue				Vale Street				Camden Avenue				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
2:30 PM	0	0	0	0	4	0	0	4	2	10	0	12	16	
2:45 PM	0	0	0	0	5	0	0	5	3	12	0	15	20	
Total	0	0	0	0	9	0	0	9	5	22	0	27	36	
3:00 PM	0	0	0	0	12	0	0	12	4	14	0	18	30	
3:15 PM	0	0	0	0	7	0	0	7	13	17	0	30	37	
3:30 PM	0	0	0	0	20	0	0	20	39	53	0	92	112	
3:45 PM	0	0	0	0	12	0	0	12	17	17	0	34	46	
Total	0	0	0	0	51	0	0	51	73	101	0	174	225	
4:00 PM	0	0	0	0	11	1	0	12	15	16	0	31	43	
4:15 PM	0	0	0	0	14	0	0	14	7	15	0	22	36	
Total	0	0	0	0	25	1	0	26	22	31	0	53	79	
Grand Total	0	0	0	0	85	1	0	86	100	154	0	254	340	
Approach %	0.0	0.0	0.0		98.8	1.2	0.0		39.4	60.6	0.0			
Total %	0.0	0.0	0.0	0.0	25.0	0.3	0.0	25.3	29.4	45.3	0.0	74.7		
Exiting Leg Total					239				100				1	340

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:15 PM	0	0	0	0	7	0	0	7	13	17	0	30	37
3:30 PM	0	0	0	0	20	0	0	20	39	53	0	92	112
3:45 PM	0	0	0	0	12	0	0	12	17	17	0	34	46
4:00 PM	0	0	0	0	11	1	0	12	15	16	0	31	43
Total Volume	0	0	0	0	50	1	0	51	84	103	0	187	238
% Approach Total	0.0	0.0	0.0		98.0	2.0	0.0		44.9	55.1	0.0		
PHF	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.638	0.538	0.486	0.000	0.508	0.531
Entering Leg	0				50				84				238
Exiting Leg	153				84				1				238
Total	153				135				188				476

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**



Class: Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	0	0	0	1	1	0	2	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	0	0	0	1	0	0	1	1	0	0	1	2
Grand Total	0	0	0	0	1	0	0	1	2	2	0	4	5
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		50.0	50.0	0.0		
Total %	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	40.0	40.0	0.0	80.0	
Exiting Leg Total	3				2				0				5
Buses	0	0	0	0	1	0	0	1	2	1	0	3	4
% Buses	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	50.0	0.0	75.0	80.0
Exiting Leg Total	2				2				0				4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	20.0
Exiting Leg Total	1				0				0				1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

3:30 PM	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total Volume	0	0	0	0	1	0	0	1	2	1	0	3	4
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		66.7	33.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500	0.250	0.000	0.375	0.500
Buses	0	0	0	0	1	0	0	1	2	1	0	3	4
Buses %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	1	0	0	1	2	1	0	3	4
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	1	0	0	1	2	1	0	3	4
Buses	2				2				0				4
Single-Unit Trucks	0				0				0				0
Articulated Trucks	0				0				0				0
Total Exiting Leg	2				2				0				4

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Buses

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	0	0	0	0	0	0	1	1	0	2	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	0	0	0	1	0	0	1	1	0	0	1	2
Grand Total	0	0	0	0	1	0	0	1	2	1	0	3	4
Approach %	0.0	0.0	0.0		100.0	0.0	0.0		66.7	33.3	0.0		
Total %	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	50.0	25.0	0.0	75.0	
Exiting Leg Total	2				2				0				4

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total Volume	0	0	0	0	1	0	0	1	2	1	0	3	4
% Approach Total	0.0	0.0	0.0		100.0	0.0	0.0		66.7	33.3	0.0		
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500	0.250	0.000	0.375	0.500
Entering Leg	0	0	0	0	1	0	0	1	2	1	0	3	4
Exiting Leg	2				2				0				4
Total	2				3				3				8

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Single-Unit Trucks

	Camden Avenue				Vale Street				Camden Avenue				Total		
	from North				from East				from South						
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0			
Exiting Leg Total					1					0					1

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue				Vale Street				Camden Avenue				Total		
	from North				from East				from South						
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250		
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Exiting Leg					1					0					1
Total					1					0					2

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Articulated Trucks

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				0				0					0

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Camden Avenue				Vale Street				Camden Avenue				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	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
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0					0
Total				0				0					0

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**



Bicycles (on Roadway and Crosswalks)

	Camden Avenue						Vale Street						Camden Avenue						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	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	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
Exiting Leg Total	0						0						1						1

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

3:00 PM	Camden Avenue						Vale Street						Camden Avenue						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
PHF	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	0.250	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Exiting Leg	0						0						1						1
Total	0						0						2						2

PDI File #: **239160 B**
 Location: **N: Camden Avenue S: Camden Avenue**
 Location: **E: Vale Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Pedestrians

	Camden Avenue						Vale Street						Camden Avenue						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
2:30 PM	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0	1	1	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0	1	1	4
3:00 PM	0	0	0	0	1	1	0	0	0	1	1	2	0	0	0	6	1	7	10
3:15 PM	0	0	0	0	2	2	0	0	0	1	1	2	0	0	0	19	0	19	23
3:30 PM	0	0	0	5	0	5	0	0	0	2	4	6	0	0	0	7	40	47	58
3:45 PM	0	0	0	1	0	1	0	0	0	2	1	3	0	0	0	1	2	3	7
Total	0	0	0	6	3	9	0	0	0	6	7	13	0	0	0	33	43	76	98
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	5	1	6	7
4:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	5	0	5	8
Total	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	10	1	11	15
Grand Total	0	0	0	6	5	11	0	0	0	8	10	18	0	0	0	43	45	88	117
Approach %	0	0	0	54.545	45.455		0	0	0	44.444	55.556		0	0	0	48.864	51.136		
Total %	0	0	0	5.1282	4.2735	9.4017	0	0	0	6.8376	8.547	15.385	0	0	0	36.752	38.462	75.214	
Exiting Leg Total	11						18						88						117

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

3:00 PM	Camden Avenue						Vale Street						Camden Avenue						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
3:00 PM	0	0	0	0	1	1	0	0	0	1	1	2	0	0	0	6	1	7	10
3:15 PM	0	0	0	0	2	2	0	0	0	1	1	2	0	0	0	19	0	19	23
3:30 PM	0	0	0	5	0	5	0	0	0	2	4	6	0	0	0	7	40	47	58
3:45 PM	0	0	0	1	0	1	0	0	0	2	1	3	0	0	0	1	2	3	7
Total Volume	0	0	0	6	3	9	0	0	0	6	7	13	0	0	0	33	43	76	98
% Approach Total	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	46.2	53.8		0.0	0.0	0.0	43.4	56.6		
PHF	0.000	0.000	0.000	0.300	0.375	0.450	0.000	0.000	0.000	0.750	0.438	0.542	0.000	0.000	0.000	0.434	0.269	0.404	0.422
Entering Leg	0	0	0	6	3	9	0	0	0	6	7	13	0	0	0	33	43	76	98
Exiting Leg	9						13						76						98
Total	18						26						152						196

Smith Street at Camden Avenue, Chalkstone Boulevard, and Bath Street



157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: **239160 C**
Location: **N: Smith Street (Route 44) S: Smith Street (Route 44) NE: Camden Avenue**
Location: **E: Chalkstone Avenue W: Chalkstone Avenue SW: Bath Street**
City, State: **Providence, RI**
Client: **BETA/ J. Centracchio**
Site Code: **10757**
Count Date: **Wednesday, February 15, 2023**
Start Time: **8:00 AM**
End Time: **10:00 AM**
Class:

Cars

	Smith Street (Route 44)							Camden Avenue							Chalkstone Avenue							Smith Street (Route 44)							Bath Street							Chalkstone Avenue							Total
	from North							from Northeast							from East							from South							from Southwest							from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	
8:00 AM	1	2	132	16	3	0	154	0	0	0	0	0	0	0	10	5	37	0	4	0	56	2	2	59	24	0	0	87	1	2	6	10	0	0	19	0	36	18	2	0	0	56	372
8:15 AM	1	3	120	11	3	0	138	0	0	0	0	0	0	0	4	7	15	0	2	0	28	1	6	51	21	0	0	79	0	1	5	5	0	0	11	2	37	22	1	2	0	64	320
8:30 AM	0	0	86	6	2	0	94	0	0	0	0	0	0	0	5	5	15	0	0	0	25	2	7	62	18	0	0	89	1	1	8	3	2	0	15	0	31	15	0	0	0	46	269
8:45 AM	0	0	93	14	5	0	112	0	0	0	0	0	0	0	14	5	25	1	1	0	46	2	7	58	17	0	0	84	0	3	10	5	0	0	18	0	36	28	0	0	0	64	324
Total	2	5	431	47	13	0	498	0	0	0	0	0	0	0	33	22	92	1	7	0	155	7	22	230	80	0	0	339	2	7	29	23	2	0	63	2	140	83	3	2	0	230	1285
9:00 AM	0	1	74	7	8	0	90	0	0	0	0	1	0	1	31	6	16	1	5	0	59	1	11	59	16	0	0	87	1	2	7	4	0	0	14	0	42	15	11	0	0	68	319
9:15 AM	1	0	82	7	7	0	97	0	0	0	0	0	0	0	16	7	27	0	2	0	52	1	4	62	22	0	0	89	0	2	4	3	0	0	9	1	37	14	5	0	0	57	304
9:30 AM	0	0	60	19	5	0	84	0	0	0	0	0	0	0	6	7	32	2	3	0	50	1	8	64	14	0	0	87	0	2	2	0	0	0	4	0	18	10	3	0	0	31	256
9:45 AM	0	1	77	10	1	0	89	0	0	0	0	0	0	0	6	8	30	0	4	0	48	4	2	76	23	0	0	105	1	0	0	2	0	0	3	0	20	19	3	0	0	42	287
Total	1	2	293	43	21	0	360	0	0	0	0	1	0	1	59	28	105	3	14	0	209	7	25	261	75	0	0	368	2	6	13	9	0	0	30	1	117	58	22	0	0	198	1166
Grand Total	3	7	724	90	34	0	858	0	0	0	0	1	0	1	92	50	197	4	21	0	364	14	47	491	155	0	0	707	4	13	42	32	2	0	93	3	257	141	25	2	0	428	2451
Approach %	0.3	0.8	84.4	10.5	4.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		25.3	13.7	54.1	1.1	5.8	0.0		2.0	6.6	69.4	21.9	0.0	0.0		4.3	14.0	45.2	34.4	2.2	0.0		0.7	60.0	32.9	5.8	0.5	0.0		
Total %	0.1	0.3	29.5	3.7	1.4	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	2.0	8.0	0.2	0.9	0.0	14.9	0.6	1.9	20.0	6.3	0.0	0.0	28.8	0.2	0.5	1.7	1.3	0.1	0.0	3.8	0.1	10.5	5.8	1.0	0.1	0.0	17.5	
Exiting Leg Total							575								240					259							1006							14								357	2451

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

	Smith Street (Route 44)							Camden Avenue							Chalkstone Avenue							Smith Street (Route 44)							Bath Street							Chalkstone Avenue							Total
	from North							from Northeast							from East							from South							from Southwest							from West							
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	
8:00 AM	1	2	132	16	3	0	154	0	0	0	0	0	0	0	10	5	37	0	4	0	56	2	2	59	24	0	0	87	1	2	6	10	0	0	19	0	36	18	2	0	0	56	372
8:15 AM	1	3	120	11	3	0	138	0	0	0	0	0	0	0	4	7	15	0	2	0	28	1	6	51	21	0	0	79	0	1	5	5	0	0	11	2	37	22	1	2	0	64	320
8:30 AM	0	0	86	6	2	0	94	0	0	0	0	0	0	0	5	5	15	0	0	0	25	2	7	62	18	0	0	89	1	1	8	3	2	0	15	0	31	15	0	0	0	46	269
8:45 AM	0	0	93	14	5	0	112	0	0	0	0	0	0	0	14	5	25	1	1	0	46	2	7	58	17	0	0	84	0	3	10	5	0	0	18	0	36	28	0	0	0	64	324
Total Volume	2	5	431	47	13	0	498	0	0	0	0	0	0	0	33	22	92	1	7	0	155	7	22	230	80	0	0	339	2	7	29	23	2	0	63	2	140	83	3	2	0	230	1285
% Approach Total	0.4	1.0	86.5	9.4	2.6	0.0		0.0	0.0	0.0	0.0	0.0	0.0		21.3	14.2	59.4	0.6	4.5	0.0		2.1	6.5	67.8	23.6	0.0	0.0		3.2	11.1	46.0	36.5	3.2	0.0		0.9	60.9	36.1	1.3	0.9	0.0		
PHF	0.500	0.417	0.816	0.734	0.650	0.000	0.808	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.589	0.786	0.622	0.250	0.438	0.000	0.692	0.875	0.786	0.927	0.833	0.000	0.000	0.952	0.500	0.583	0.725	0.575	0.250	0.000	0.829	0.250	0.946	0.741	0.375	0.250	0.000	0.898	0.864
Entering Leg	2	5	431	47	13	0	498	0	0	0	0	0	0	0	33	22	92	1	7	0	155	7	22	230	80	0	0	339	2	7	29	23	2	0	63	2	140	83	3	2	0	230	1285
Exiting Leg							277								100					144							580							8								176	1285
Total							775								100					299							919							71								406	2570



157 Washington Street, Suite 2
 Hudson, MA 01749
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdilic.com

PDI File #: **239160 C**
 Location: **N: Smith Street (Route 44) S: Smith Street (Route 44) NE: Camden Avenue**
 Location: **E: Chalkstone Avenue W: Chalkstone Avenue SW: Bath Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **8:00 AM**
 End Time: **10:00 AM**
 Class:

Single-Unit Trucks

	Smith Street (Route 44)							Camden Avenue							Chalkstone Avenue							Smith Street (Route 44)							Bath Street							Chalkstone Avenue							Total									
	from North							from Northeast							from East							from South							from Southwest							from West																
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total										
8:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	4
8:15 AM	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	10
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:45 AM	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Total	0	1	5	3	0	0	9	0	0	0	0	0	0	0	1	1	2	0	2	0	6	0	0	4	5	0	0	9	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	26	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	4	
9:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	5								
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	3								
Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	4	2	0	0	6	0	12								
Grand Total	0	1	6	3	0	0	10	0	0	0	0	0	0	0	1	1	3	0	2	0	7	0	0	8	5	0	0	13	0	0	0	0	0	0	0	0	0	4	4	0	0	8	0	38								
Approach %	0.0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	14.3	42.9	0.0	28.6	0.0	0.0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0													
Total %	0.0	2.6	15.8	7.9	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	2.6	2.6	7.9	0.0	5.3	0.0	18.4	0.0	0.0	21.1	13.2	0.0	0.0	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5	10.5	0.0	0.0	21.1	0.0	38									
Exiting Leg Total	9							1							7							12							1							8							38									

Peak Hour Analysis from 08:00 AM to 10:00 AM begins at:

	Smith Street (Route 44)							Camden Avenue							Chalkstone Avenue							Smith Street (Route 44)							Bath Street							Chalkstone Avenue							Total								
	from North							from Northeast							from East							from South							from Southwest							from West															
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total									
8:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	4
8:15 AM	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	10
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total Volume	0	1	5	3	0	0	9	0	0	0	0	0	0	0	1	1	2	0	2	0	6	0	0	4	5	0	0	9	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	26
% Approach Total	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	16.7	33.3	0.0	33.3	0.0	0.0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0													
PHF	0.000	0.250	0.417	0.375	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.417	0.000	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.650									
Entering Leg	0	1	5	3	0	0	9	0	0	0	0	0	0	0	1	1	2	0	2	0	6	0	0	4	5	0	0	9	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	26							
Exiting Leg	5							1							5							1							1							26															
Total	14							1							11							16							1							9							52								



157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

PDI File #: 239160 C
Location: N: Smith Street (Route 44) S: Smith Street (Route 44) NE: Camden Avenue
Location: E: Chalkstone Avenue W: Chalkstone Avenue SW: Bath Street
City, State: Providence, RI
Client: BETA/ J. Centracchio
Site Code: 10757
Count Date: Wednesday, February 15, 2023
Start Time: 2:30 PM
End Time: 4:30 PM
Class:

Buses

	Smith Street (Route 44)							Camden Avenue							Chalkstone Avenue							Smith Street (Route 44)							Bath Street							Chalkstone Avenue							Total						
	from North							from Northeast							from East							from South							from Southwest							from West													
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total							
2:30 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	3	5
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	2	0	0	0	1	0	0	1	0	2	0	0	0	0	2	6
Total	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	3	0	0	0	1	0	0	1	0	4	1	0	0	0	5	11	
3:00 PM	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	3	3	0	0	6	0	0	0	1	0	0	1	0	1	0	0	0	0	1	12	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	0	3	4								
3:30 PM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	0	0	3	0	0	1	2	0	0	3	0	0	0	1	0	0	1	0	1	0	0	0	0	1	10
3:45 PM	0	2	2	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	1	0	0	1	0	1	0	0	0	0	1	12							
Total	0	2	5	3	1	0	11	0	0	0	0	0	0	0	1	1	2	0	0	0	4	0	0	7	7	0	14	0	0	0	3	0	0	3	0	6	0	0	0	0	6	38							
4:00 PM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0	0	0	0	1	2	0	0	0	3	11							
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	2	1	0	0	0	3	7							
Total	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	3	0	5	0	0	1	0	0	0	1	0	3	3	0	0	0	6	18							
Grand Total	0	2	8	5	1	0	16	0	0	0	0	0	0	0	1	1	5	0	0	0	7	0	0	11	11	0	22	0	0	1	4	0	0	5	0	13	4	0	0	0	17	67							
Approach %	0.0	12.5	50.0	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	14.3	71.4	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0												
Total %	0.0	3.0	11.9	7.5	1.5	0.0	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	7.5	0.0	0.0	0.0	10.4	0.0	0.0	16.4	16.4	0.0	0.0	32.8	0.0	0.0	1.5	6.0	0.0	0.0	7.5	0.0	19.4	6.0	0.0	0.0	0.0	25.4	16						
Exiting Leg Total	16							3							9							21							2							16							67						

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Smith Street (Route 44)							Camden Avenue							Chalkstone Avenue							Smith Street (Route 44)							Bath Street							Chalkstone Avenue							Total	
	from North							from Northeast							from East							from South							from Southwest							from West								
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	Total		
3:30 PM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	1	2	0	0	3	0	0	0	1	0	0	1	0	1	0	0	0	0	1	10
3:45 PM	0	2	2	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	1	0	0	1	0	1	0	0	0	0	1	12
4:00 PM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	1	2	0	0	0	3	11
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	2	1	0	0	0	3	7
Total Volume	0	2	6	3	1	0	12	0	0	0	0	0	0	0	1	0	4	0	0	0	5	0	0	5	7	0	0	12	0	0	1	2	0	0	3	0	5	3	0	0	0	8	40	
% Approach Total	0.0	16.7	50.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	41.7	58.3	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0							
PHF	0.000	0.250	0.750	0.750	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.417	0.000	0.000	0.625	0.875	0.000	0.000	0.750	0.000	0.000	0.250	0.500	0.000	0.000	0.750	0.000	0.625	0.375	0.000	0.000	0.000	0.667	0.833		
Entering Leg	0	2	6	3	1	0	12	0	0	0	0	0	0	0	1	0	4	0	0	0	5	0	0	5	7	0	0	12	0	0	1	2	0	0	3	0	5	3	0	0	0	8	40	
Exiting Leg	7							3							11							2							11							40								
Total	19							3							11							23							5							19							80	

PDI File #: 239160 C
 Location: N: Smith Street (Route 44) S: Smith Street (Route 44) NE: Camden Avenue
 Location: E: Chalkstone Avenue W: Chalkstone Avenue SW: Bath Street
 City, State: Providence, RI
 Client: BETA/ J. Centracchio
 Site Code: 10757
 Count Date: Wednesday, February 15, 2023
 Start Time: 2:30 PM
 End Time: 4:30 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Smith Street (Route 44)		Camden Avenue				Chalkstone Avenue				Smith Street (Route 44)		Bath Street				Chalkstone Avenue				Total																									
	from North		from Northeast				from East				from South		from Southwest				from West																													
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total																		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
3:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2																	
3:15 PM	0	0	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	3																	
3:30 PM	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	0	0	1																	
3:45 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1																	
Total	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	7																	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2																	
4:15 PM	0	0	0	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	1																	
Total	0	0	0	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	3																	
Grand Total	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	1	1	2	0	0	1	2	0	0	0	0	0	0	10																	
Approach %	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	50.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0																		
Total %	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	10.0	10.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	30.0	10.0																		
Exiting Leg Total	3									3									2									1									1									0

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Smith Street (Route 44)		Camden Avenue				Chalkstone Avenue				Smith Street (Route 44)		Bath Street				Chalkstone Avenue				Total																
	from North		from Northeast				from East				from South		from Southwest				from West																				
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	Total									
3:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2								
3:15 PM	0	0	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	3								
3:30 PM	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	0	0	1								
3:45 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1								
Total Volume	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	7								
% Approach Total	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0									
PHF	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.583									
Entering Leg	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	7								
Exiting Leg	3									1									2									1									0
Total	5									2									2									2									0

PDI File #: **239160 C**
 Location: **N: Smith Street (Route 44) S: Smith Street (Route 44) NE: Camden Avenue**
 Location: **E: Chalkstone Avenue W: Chalkstone Avenue SW: Bath Street**
 City, State: **Providence, RI**
 Client: **BETA/ J. Centracchio**
 Site Code: **10757**
 Count Date: **Wednesday, February 15, 2023**
 Start Time: **2:30 PM**
 End Time: **4:30 PM**
 Class:



Pedestrians

	Smith Street (Route 44)										Camden Avenue						Chalkstone Avenue						Smith Street (Route 44)						Bath Street						Chalkstone Avenue						Total												
	from North										from Northeast						from East						from South						from Southwest						from West																		
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Thru	Bear Left		Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-NB
2:30 PM	0 0 0 0 0 0 1 2 3										0 0 0 0 0 0 2 5 7						0 0 0 0 0 0 0 5 5						0 0 0 0 0 0 0 2 2						0 0 0 0 0 0 0 4 4						0 0 0 0 0 0 0 1 1						23												
2:45 PM	0 0 0 0 0 0 4 1 5										0 0 0 0 0 0 0 5 5						0 0 0 0 0 0 0 1 3						0 0 0 0 0 0 0 1 2						0 0 0 0 0 0 0 2 2						0 0 0 0 0 0 0 1 0						27												
Total	0 0 0 0 0 0 5 3 8										0 0 0 0 0 0 7 10 17						0 0 0 0 0 0 1 8 9						0 0 0 0 0 0 1 4 5						0 0 0 0 0 0 2 6 8						0 0 0 0 0 0 2 1 3						50												
3:00 PM	0 0 0 0 0 0 6 9 15										0 0 0 0 0 0 3 9 12						0 0 0 0 0 0 0 3 6 9						0 0 0 0 0 0 0 1 1 2						0 0 0 0 0 0 0 2 1 3						0 0 0 0 0 0 0 3 4 7						48												
3:15 PM	0 0 0 0 0 0 9 5 14										0 0 0 0 0 0 5 5 10						0 0 0 0 0 0 0 3 6 9						0 0 0 0 0 0 0 1 1 2						0 0 0 0 0 0 0 1 5 6						0 0 0 0 0 0 0 1 6 7						48												
3:30 PM	0 0 0 0 0 0 1 11 12										0 0 0 0 0 0 9 10 19						0 0 0 0 0 0 0 9 7 16						0 0 0 0 0 0 0 1 0 1						0 0 0 0 0 0 0 2 2 4						0 0 0 0 0 0 0 2 5 7						59												
3:45 PM	0 0 0 0 0 0 9 1 10										0 0 0 0 0 0 21 3 24						0 0 0 0 0 0 0 16 3 19						0 0 0 0 0 0 0 1 1 2						0 0 0 0 0 0 0 1 5 6						0 0 0 0 0 0 0 3 4 7						68												
Total	0 0 0 0 0 0 25 26 51										0 0 0 0 0 0 38 27 65						0 0 0 0 0 0 31 22 53						0 0 0 0 0 0 4 3 7						0 0 0 0 0 0 6 13 19						0 0 0 0 0 0 9 19 28						223												
4:00 PM	0 0 0 0 0 0 1 0 1										0 0 0 0 0 0 7 6 13						0 0 0 0 0 0 0 4 3 7						0 0 0 0 0 0 0 1 1						0 0 0 0 0 0 0 2 0 2						0 0 0 0 0 0 0 3 0 3						27												
4:15 PM	0 0 0 0 0 0 4 3 7										0 0 0 0 0 0 5 7 12						0 0 0 0 0 0 0 7 3 10						0 0 0 0 0 0 0 6 0 6						0 0 0 0 0 0 0 6 3 9						0 0 0 0 0 0 0 2 3 5						49												
Total	0 0 0 0 0 0 5 3 8										0 0 0 0 0 0 12 13 25						0 0 0 0 0 0 11 6 17						0 0 0 0 0 0 6 1 7						0 0 0 0 0 0 8 3 11						0 0 0 0 0 0 5 3 8						76												
Grand Total	0 0 0 0 0 0 35 32 67										0 0 0 0 0 0 57 50 107						0 0 0 0 0 0 43 36 79						0 0 0 0 0 0 11 8 19						0 0 0 0 0 0 16 22 38						0 0 0 0 0 0 16 23 39						349												
Approach %	0 0 0 0 0 0 52 48										0 0 0 0 0 0 53 47						0 0 0 0 0 0 54 46						0 0 0 0 0 0 58 42						0 0 0 0 0 0 42 58						0 0 0 0 0 0 41 59																		
Total %	0 0 0 0 0 0 10 9.2 19										0 0 0 0 0 0 16 14 31						0 0 0 0 0 0 12 10 23						0 0 0 0 0 0 3.2 2.3 5.4						0 0 0 0 0 0 4.6 6.3 11						0 0 0 0 0 0 4.6 6.6 11																		
Exiting Leg Total	67										107						79						19						38						39						349												

Peak Hour Analysis from 02:30 PM to 04:30 PM begins at:

	Smith Street (Route 44)										Camden Avenue						Chalkstone Avenue						Smith Street (Route 44)						Bath Street						Chalkstone Avenue						Total												
	from North										from Northeast						from East						from South						from Southwest						from West																		
	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Thru	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Thru	Bear Left		Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Bear Left	Left	U-Turn	CW-NB
3:00 PM	0 0 0 0 0 0 6 9 15										0 0 0 0 0 0 3 9 12						0 0 0 0 0 0 3 6 9						0 0 0 0 0 0 1 1 2						0 0 0 0 0 0 2 1 3						0 0 0 0 0 0 3 4 7						48												
3:15 PM	0 0 0 0 0 0 9 5 14										0 0 0 0 0 0 5 5 10						0 0 0 0 0 0 3 6 9						0 0 0 0 0 0 1 1 2						0 0 0 0 0 0 1 5 6						0 0 0 0 0 0 1 6 7						48												
3:30 PM	0 0 0 0 0 0 1 11 12										0 0 0 0 0 0 9 10 19						0 0 0 0 0 0 9 7 16						0 0 0 0 0 0 1 0 1						0 0 0 0 0 0 2 2 4						0 0 0 0 0 0 2 5 7						59												
3:45 PM	0 0 0 0 0 0 9 1 10										0 0 0 0 0 0 21 3 24						0 0 0 0 0 0 16 3 19						0 0 0 0 0 0 1 1 2						0 0 0 0 0 0 1 5 6						0 0 0 0 0 0 3 4 7						68												
Total Volume	0 0 0 0 0 0 25 26 51										0 0 0 0 0 0 38 27 65						0 0 0 0 0 0 31 22 53						0 0 0 0 0 0 4 3 7						0 0 0 0 0 0 6 13 19						0 0 0 0 0 0 9 19 28						223												
% Approach Total	0.0 0.0 0.0 0.0 0.0 49.0 51.0										0.0 0.0 0.0 0.0 0.0 58.5 41.5						0.0 0.0 0.0 0.0 0.0 57.1 42.9						0.0 0.0 0.0 0.0 0.0 31.6 68.4						0.0 0.0 0.0 0.0 0.0 32.1 67.9																								
PHF	0.000 0.000 0.000 0.000 0.000 0.000 0.694 0.591 0.850										0.000 0.000 0.000 0.000 0.000 0.452 0.675 0.677						0.000 0.000 0.000 0.000 0.000 0.484 0.786 0.697						0.000 0.000 0.000 0.000 0.000 1.000 0.750 0.875						0.000 0.000 0.000 0.000 0.000 0.750 0.650 0.792						0.000 0.000 0.000 0.000 0.000 0.750 0.792 1.000						0.820												
Entering Leg	0 0 0 0 0 0 25 26 51										0 0 0 0 0 0 38 27 65						0 0 0 0 0 0 31 22 53						0 0 0 0 0 0 4 3 7						0 0 0 0 0 0 6 13 19						0 0 0 0 0 0 9 19 28						223												
Exiting Leg	51										65						7						19						28						223																		
Total	102										130						106						14						38						56						446												

ATTACHMENT B – Operational Analysis

Existing Conditions

Smith Street at Chalkstone Boulevard and Bath Street

Chalkstone Boulevard at Camden Avenue

Proposed Conditions

Smith Street at Chalkstone Boulevard and Bath Street

Chalkstone Boulevard at Camden Avenue

B

Existing Conditions

Smith Street at Chalkstone Boulevard and Bath Street
Chalkstone Boulevard at Camden Avenue

Smith Street at Chalkstone Boulevard and Bath Street

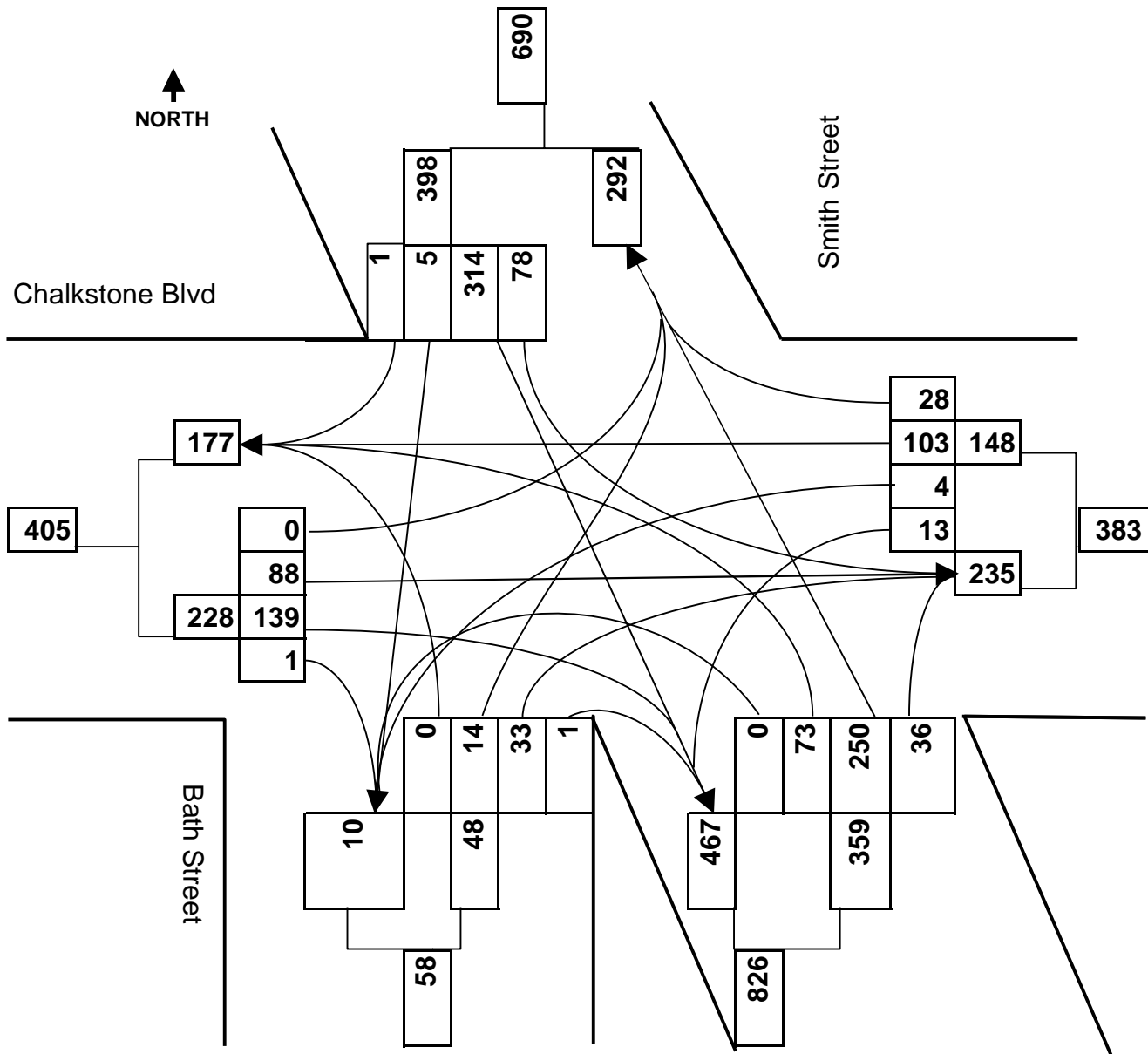


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Turning Movement Diagram

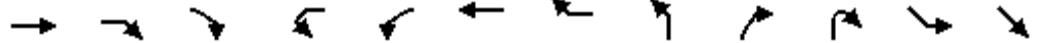
Major Street: Smith Street
City/Town: Providence, RI
Reference No.: 10757
Existing: AM Peak Hour

Minor Street: Chalkstone Blvd
Day of Week: Weekday
Peak Period: 8:45 AM - 9:45 AM
Future: n/a



3: Bath Street & Smith Street

Providence, RI



Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBR	NBR2	SEL	SET
Lane Configurations	↕					↕		↕				↕
Traffic Volume (vph)	88	139	1	13	4	103	28	14	33	1	78	314
Future Volume (vph)	88	139	1	13	4	103	28	14	33	1	78	314
Satd. Flow (prot)	1596	0	0	0	0	1718	0	1517	0	0	0	1804
Flt Permitted						0.813		0.985				0.842
Satd. Flow (perm)	1596	0	0	0	0	1399	0	1505	0	0	0	1528
Satd. Flow (RTOR)						11		133				
Lane Group Flow (vph)	256	0	0	0	0	166	0	54	0	0	0	448
Turn Type	NA			Perm	Perm	NA		Prot			Perm	NA
Protected Phases	3					3		4				2
Permitted Phases	3			3	3						2	2
Total Split (s)	23.0			23.0	23.0	23.0		21.0			35.0	35.0
Total Lost Time (s)	5.0					5.0		5.0				5.0
Act Effct Green (s)	16.8					16.8		11.6				36.1
Actuated g/C Ratio	0.19					0.19		0.13				0.40
v/c Ratio	0.86					0.62		0.17				0.73
Control Delay	62.7					41.7		1.2				34.7
Queue Delay	0.0					0.0		0.0				0.0
Total Delay	62.7					41.7		1.2				34.7
LOS	E					D		A				C
Approach Delay	62.7					41.7		1.2				34.7
Approach LOS	E					D		A				C
Queue Length 50th (ft)	140					80		0				238
Queue Length 95th (ft)	#259					144		0				#407
Internal Link Dist (ft)	1					13		189				594
Turn Bay Length (ft)												
Base Capacity (vph)	319					288		379				613
Starvation Cap Reductn	0					0		0				0
Spillback Cap Reductn	0					0		0				0
Storage Cap Reductn	0					0		0				0
Reduced v/c Ratio	0.80					0.58		0.14				0.73

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:NWSE, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 34.7

Intersection LOS: C

Intersection Capacity Utilization 71.8%

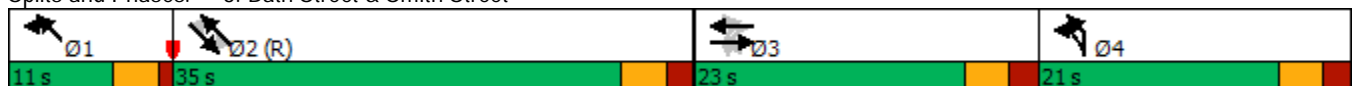
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Bath Street & Smith Street



3: Bath Street & Smith Street

Providence, RI



Lane Group	SER	SER2	NWL	NWT	NWR
Lane Configurations					
Traffic Volume (vph)	5	1	73	250	36
Future Volume (vph)	5	1	73	250	36
Satd. Flow (prot)	0	0	0	1760	0
Flt Permitted				0.839	
Satd. Flow (perm)	0	0	0	1491	0
Satd. Flow (RTOR)				8	
Lane Group Flow (vph)	0	0	0	403	0
Turn Type			D.P+P	NA	
Protected Phases			1	1	2
Permitted Phases			2	2	
Total Split (s)			11.0		
Total Lost Time (s)					
Act Effect Green (s)				45.6	
Actuated g/C Ratio				0.51	
v/c Ratio				0.51	
Control Delay				18.5	
Queue Delay				0.0	
Total Delay				18.5	
LOS				B	
Approach Delay				18.5	
Approach LOS				B	
Queue Length 50th (ft)				149	
Queue Length 95th (ft)				227	
Internal Link Dist (ft)				1060	
Turn Bay Length (ft)					
Base Capacity (vph)				784	
Starvation Cap Reductn				0	
Spillback Cap Reductn				0	
Storage Cap Reductn				0	
Reduced v/c Ratio				0.51	
Intersection Summary					

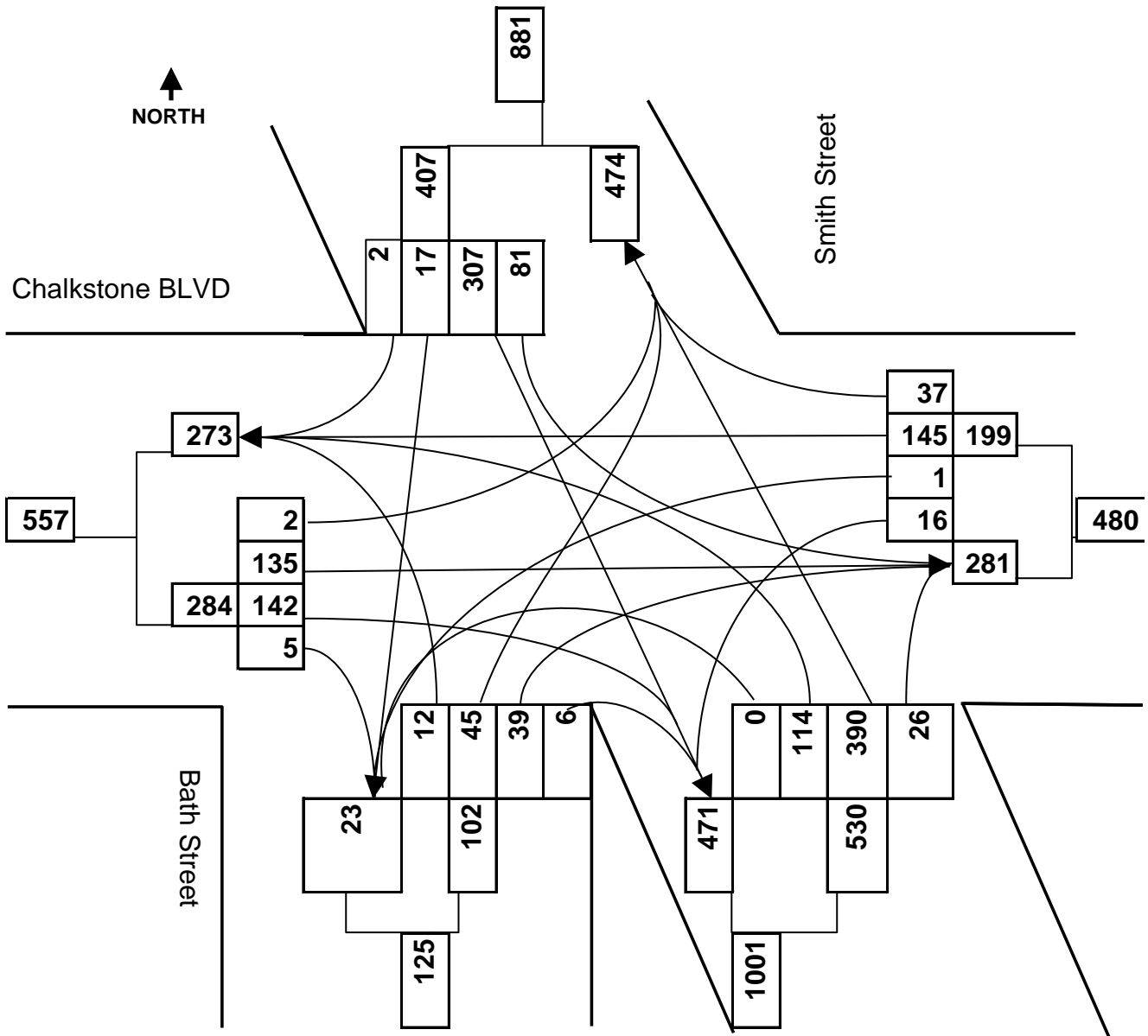


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Turning Movement Diagram

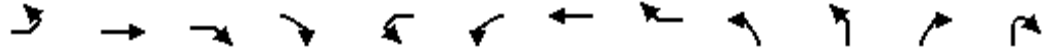
Major Street: Smith Street
City/Town: Providence, RI
Reference No.: 10757
Existing: PM Peak Hour

Minor Street: Chalkstone Blvd
Day of Week: Weekday
Peak Period: 3:15 PM - 4:15 PM
Future: n/a



3: Bath Street & Smith Street

Providence, RI

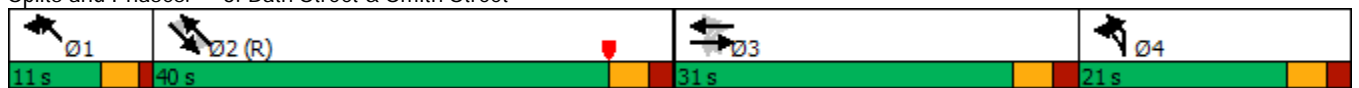


Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBR	NBR2
Lane Configurations		↕					↕			↕		
Traffic Volume (vph)	2	135	142	5	16	1	145	37	12	45	39	6
Future Volume (vph)	2	135	142	5	16	1	145	37	12	45	39	6
Satd. Flow (prot)	0	1460	0	0	0	0	1793	0	0	1468	0	0
Flt Permitted		0.998					0.939			0.973		
Satd. Flow (perm)	0	1457	0	0	0	0	1690	0	0	1389	0	0
Satd. Flow (RTOR)		1					11			117		
Lane Group Flow (vph)	0	298	0	0	0	0	210	0	0	107	0	0
Turn Type	Perm	NA			Perm	Perm	NA		Prot	Prot		
Protected Phases		3					3		4	4		
Permitted Phases	3				3	3						
Total Split (s)	31.0	31.0			31.0	31.0	31.0		21.0	21.0		
Total Lost Time (s)		5.0					5.0			5.0		
Act Effct Green (s)		23.7					23.7			11.6		
Actuated g/C Ratio		0.23					0.23			0.11		
v/c Ratio		0.89					0.53			0.40		
Control Delay		66.3					37.6			10.8		
Queue Delay		0.0					0.0			0.0		
Total Delay		66.3					37.6			10.8		
LOS		E					D			B		
Approach Delay		66.3					37.6			10.8		
Approach LOS		E					D			B		
Queue Length 50th (ft)		184					112			0		
Queue Length 95th (ft)		#324					184			41		
Internal Link Dist (ft)		1					13			189		
Turn Bay Length (ft)												
Base Capacity (vph)		368					434			326		
Starvation Cap Reductn		0					0			0		
Spillback Cap Reductn		0					0			0		
Storage Cap Reductn		0					0			0		
Reduced v/c Ratio		0.81					0.48			0.33		

Intersection Summary

Cycle Length: 103
 Actuated Cycle Length: 103
 Offset: 35 (34%), Referenced to phase 2:NWSE, Start of Yellow
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 42.1
 Intersection LOS: D
 Intersection Capacity Utilization 85.4%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Bath Street & Smith Street



3: Bath Street & Smith Street

Providence, RI



Lane Group	SEL	SET	SER	SER2	NWL	NWT	NWR
Lane Configurations		↕				↕	
Traffic Volume (vph)	81	307	17	2	114	390	26
Future Volume (vph)	81	307	17	2	114	390	26
Satd. Flow (prot)	0	1811	0	0	0	1804	0
Flt Permitted		0.797				0.760	
Satd. Flow (perm)	0	1449	0	0	0	1383	0
Satd. Flow (RTOR)						3	
Lane Group Flow (vph)	0	428	0	0	0	558	0
Turn Type	Perm	NA			D.P+P	NA	
Protected Phases		2			1	1	2
Permitted Phases	2				2		
Total Split (s)	40.0	40.0			11.0		
Total Lost Time (s)		5.0					
Act Effct Green (s)		36.0				49.7	
Actuated g/C Ratio		0.35				0.48	
v/c Ratio		0.85				0.78	
Control Delay		48.6				32.0	
Queue Delay		0.0				0.0	
Total Delay		48.6				32.0	
LOS		D				C	
Approach Delay		48.6				32.0	
Approach LOS		D				C	
Queue Length 50th (ft)		262				279	
Queue Length 95th (ft)		#440				#523	
Internal Link Dist (ft)		594				1060	
Turn Bay Length (ft)							
Base Capacity (vph)		511				725	
Starvation Cap Reductn		0				0	
Spillback Cap Reductn		0				0	
Storage Cap Reductn		0				0	
Reduced v/c Ratio		0.84				0.77	
Intersection Summary							

B

Proposed Conditions

Smith Street at Chalkstone Boulevard and Bath Street
Chalkstone Boulevard at Camden Avenue

Smith Street at Chalkstone Boulevard and Bath Street

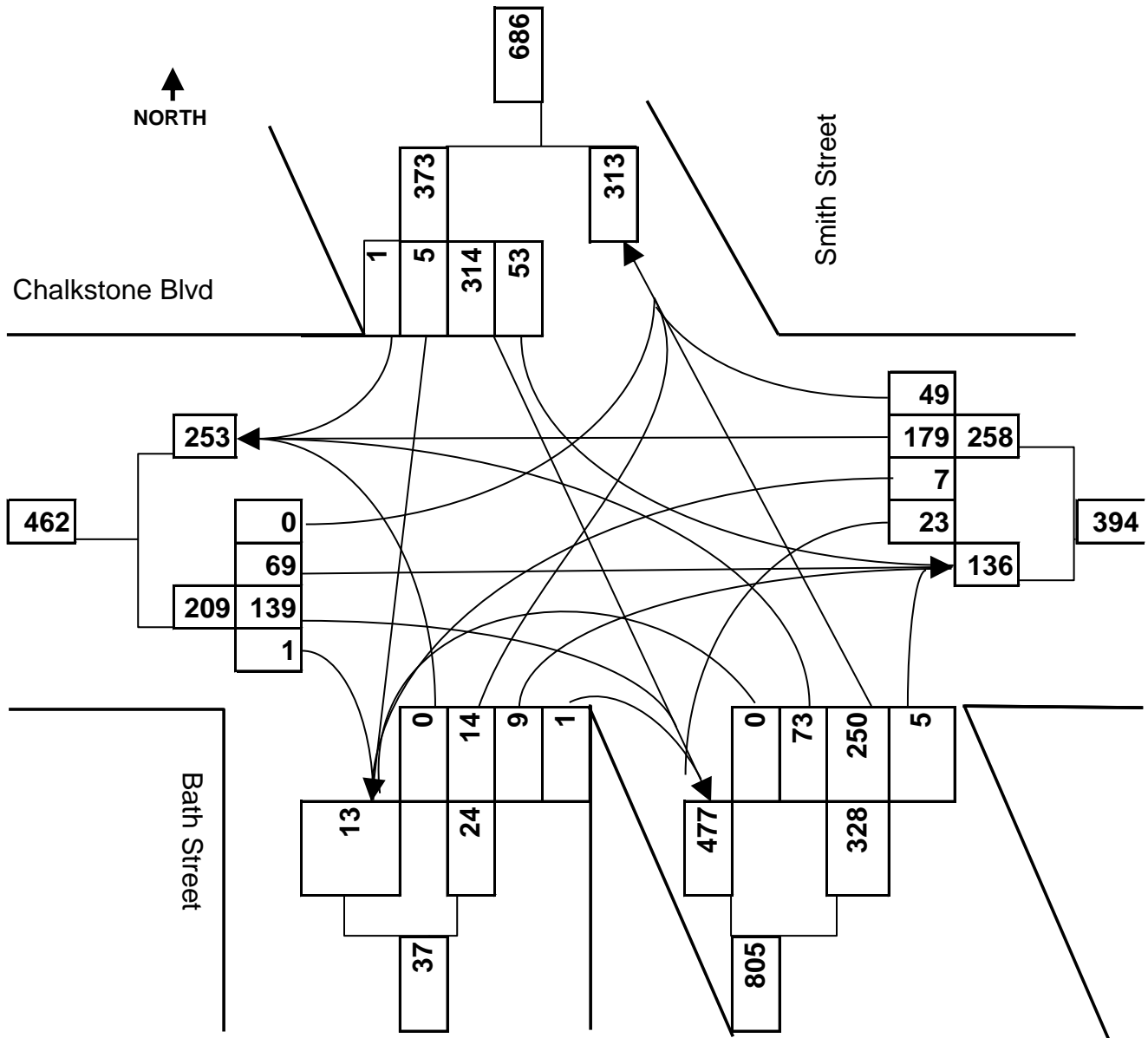


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Turning Movement Diagram

Major Street: Smith Street
City/Town: Providence, RI
Reference No.: 10757
Existing: N/A

Minor Street: Chalkstone Blvd
Day of Week: Weekday
Peak Period: 8:45 AM - 9:45 AM
Future: Modified AM Peak



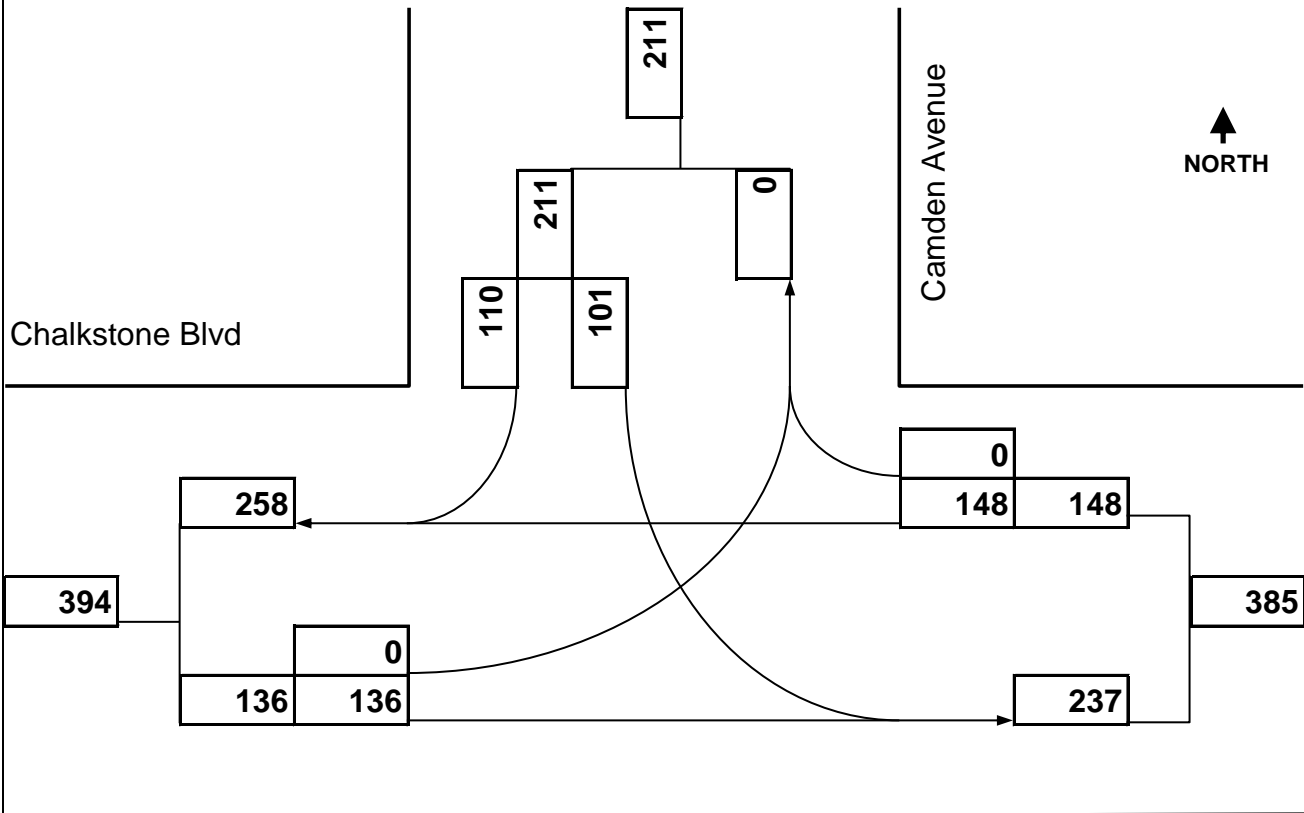


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Turning Movement Diagram

Major Street: Chalkstone Blvd
City/Town: Providence, RI
Reference No.: 10757
Existing: N/A

Minor Street: Camden Avenue
Day of Week: Weekday
Peak Period: 8:45 - 9:45 AM
Future: Modified AM Peak



3: Smith Street

Providence, RI



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations	↕			↕			↕					↕
Traffic Volume (vph)	69	139	7	179	49	14	0	9	1	101	25	5
Future Volume (vph)	69	139	7	179	49	14	0	9	1	101	25	5
Satd. Flow (prot)	1555	0	0	1726	0	0	1398	0	0	0	0	1716
Flt Permitted				0.987			0.971					0.971
Satd. Flow (perm)	1555	0	0	1706	0	0	1381	0	0	0	0	1716
Satd. Flow (RTOR)												10
Lane Group Flow (vph)	234	0	0	264	0	0	27	0	0	0	0	228
Turn Type	NA		Perm	NA		Split	NA			Split	Split	NA
Protected Phases	3			3		4	4			5	5	5
Permitted Phases	3		3	3								
Total Split (s)	24.0		24.0	24.0		11.0	11.0			15.0	15.0	15.0
Total Lost Time (s)	5.0			5.0			5.0					5.0
Act Effect Green (s)	17.3			17.3			5.7					14.5
Actuated g/C Ratio	0.19			0.19			0.06					0.16
v/c Ratio	0.79			0.81			0.31					0.80
Control Delay	53.5			54.1			49.4					61.0
Queue Delay	0.0			0.0			0.0					0.0
Total Delay	53.5			54.1			49.4					61.0
LOS	D			D			D					E
Approach Delay	53.5			54.1			49.4					61.0
Approach LOS	D			D			D					E
Queue Length 50th (ft)	124			141			15					~148
Queue Length 95th (ft)	#222			#245			42					#294
Internal Link Dist (ft)	1223			1461			663					802
Turn Bay Length (ft)												
Base Capacity (vph)	328			360			93					284
Starvation Cap Reductn	0			0			0					0
Spillback Cap Reductn	0			0			0					0
Storage Cap Reductn	0			0			0					0
Reduced v/c Ratio	0.71			0.73			0.29					0.80

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NWSE and 6:, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 57.0

Intersection LOS: E

Intersection Capacity Utilization 73.4%

ICU Level of Service D

Analysis Period (min) 15

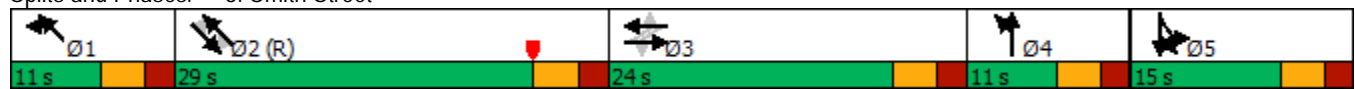
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Smith Street



Proposed AM
Camden Southbound

Timing Plan: AM School Peak

3: Smith Street

Providence, RI



Lane Group	SBR	SBR2	SEL	SET	SER	NWL	NWT	NWR2
Lane Configurations								
Traffic Volume (vph)	40	40	53	314	5	73	250	5
Future Volume (vph)	40	40	53	314	5	73	250	5
Satd. Flow (prot)	0	0	0	1809	0	0	1782	0
Flt Permitted				0.886			0.662	
Satd. Flow (perm)	0	0	0	1597	0	0	1188	0
Satd. Flow (RTOR)								
Lane Group Flow (vph)	0	0	0	419	0	0	369	0
Turn Type			Perm	NA		D.P+P	NA	
Protected Phases				2		1	1 2	
Permitted Phases			2	2		2	2	
Total Split (s)			29.0	29.0		11.0		
Total Lost Time (s)				5.0				
Act Effect Green (s)				24.0			31.6	
Actuated g/C Ratio				0.27			0.35	
v/c Ratio				0.99			0.79	
Control Delay				75.2			38.6	
Queue Delay				0.0			0.0	
Total Delay				75.2			38.6	
LOS				E			D	
Approach Delay				75.2			38.6	
Approach LOS				E			D	
Queue Length 50th (ft)				237			159	
Queue Length 95th (ft)				#417			#295	
Internal Link Dist (ft)				1021			1080	
Turn Bay Length (ft)								
Base Capacity (vph)				425			467	
Starvation Cap Reductn				0			0	
Spillback Cap Reductn				0			0	
Storage Cap Reductn				0			0	
Reduced v/c Ratio				0.99			0.79	
Intersection Summary								

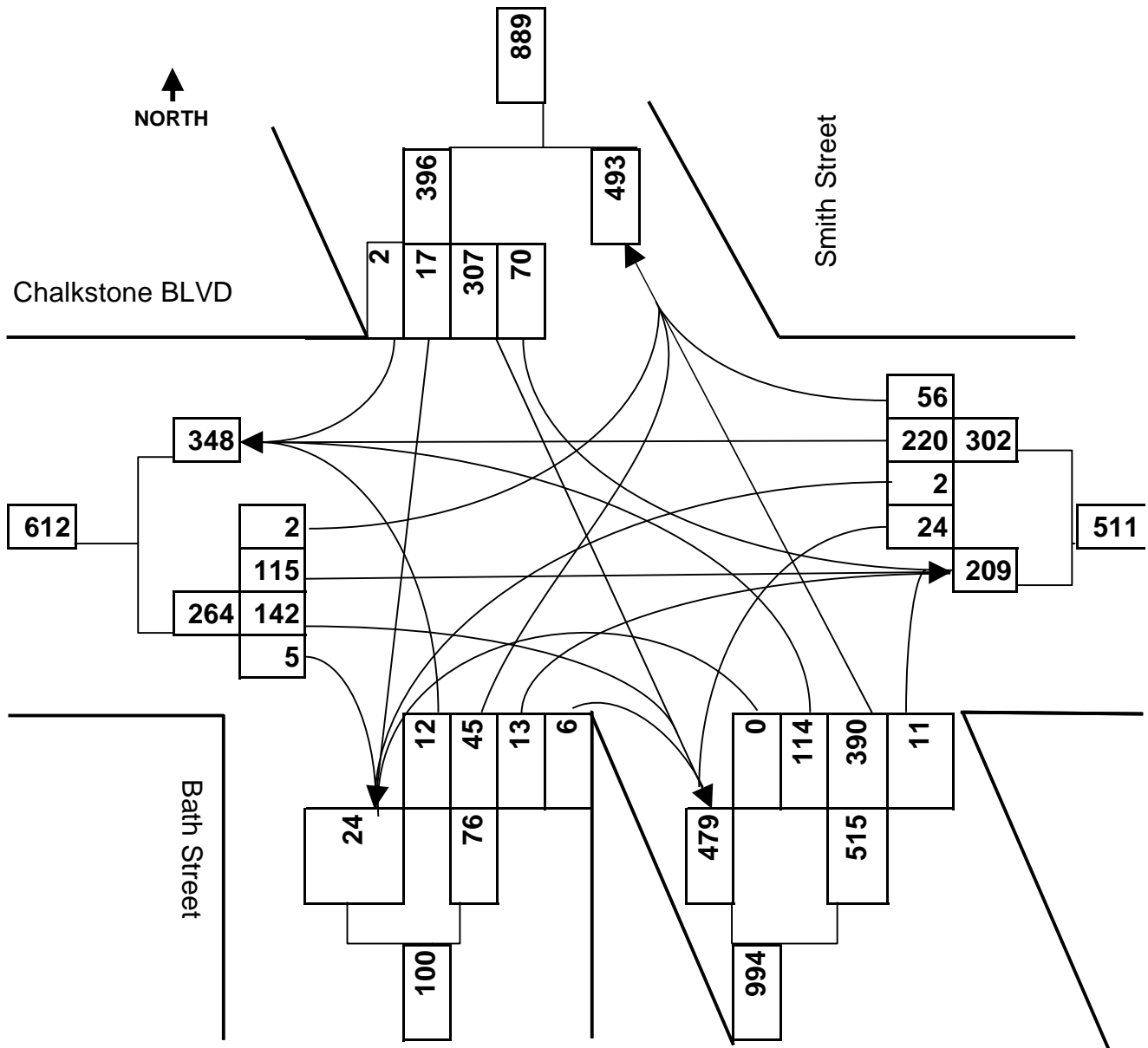


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Turning Movement Diagram

Major Street: Smith Street
City/Town: Providence, RI
Reference No.: 10757
Existing: N/A

Minor Street: Chalkstone Blvd
Day of Week: Weekday
Peak Period: 3:15 PM - 4:15 PM
Future: Modified PM Peak



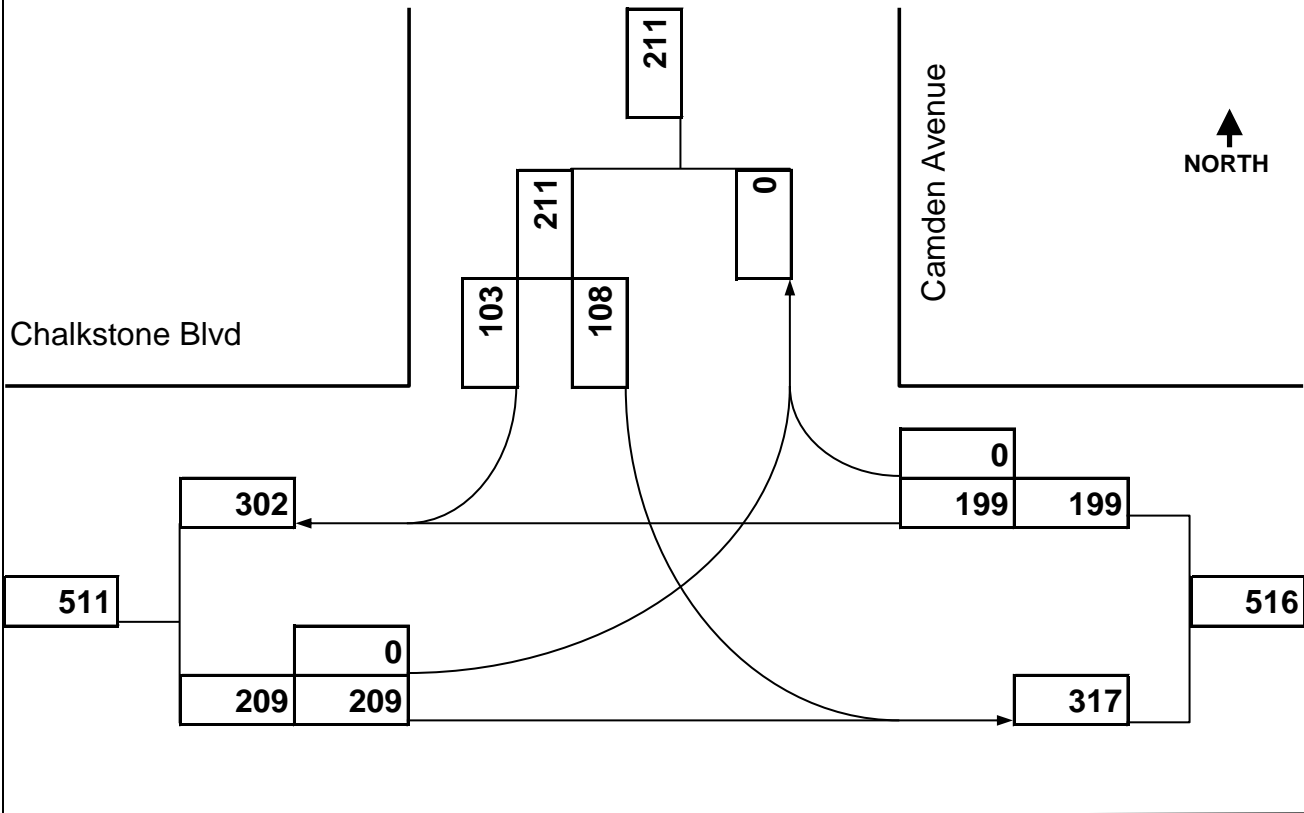


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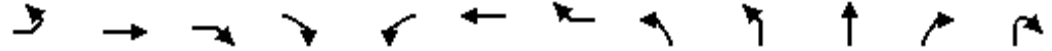
Turning Movement Diagram

Major Street: Chalkstone Blvd
City/Town: Providence, RI
Reference No.: 10757
Existing: N/A

Minor Street: Camden Avenue
Day of Week: Weekday
Peak Period: 3:15-4:15 PM
Future: Modified PM Peak



3: Smith Street



Lane Group	EBL2	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBL2	NBL	NBT	NBR	NBR2
Lane Configurations		↕				↕						↕		
Traffic Volume (vph)	2	115	142	5	2	220	56	12	45			0	13	6
Future Volume (vph)	2	115	142	5	2	220	56	12	45			0	13	6
Satd. Flow (prot)	0	1574	0	0	0	1799	0	0	0			1518	0	0
Flt Permitted		0.998				0.998						0.964		
Satd. Flow (perm)	0	1570	0	0	0	1795	0	0	0			1390	0	0
Satd. Flow (RTOR)		1												
Lane Group Flow (vph)	0	277	0	0	0	293	0	0	0			80	0	0
Turn Type	Perm	NA			Perm	NA		Split	Split			NA		
Protected Phases		3				3		4	4			4		
Permitted Phases	3	3			3	3								
Total Split (s)	25.0	25.0			25.0	25.0		14.0	14.0			14.0		
Total Lost Time (s)		5.0				5.0						5.0		
Act Effct Green (s)		19.6				19.6						8.3		
Actuated g/C Ratio		0.19				0.19						0.08		
v/c Ratio		0.93				0.86						0.66		
Control Delay		78.1				64.7						71.2		
Queue Delay		0.0				0.0						0.0		
Total Delay		78.1				64.7						71.2		
LOS		E				E						E		
Approach Delay		78.1				64.7						71.2		
Approach LOS		E				E						E		
Queue Length 50th (ft)		179				187						52		
Queue Length 95th (ft)		#335				#328						#115		
Internal Link Dist (ft)		1223				1461						663		
Turn Bay Length (ft)														
Base Capacity (vph)		305				348						132		
Starvation Cap Reductn		0				0						0		
Spillback Cap Reductn		0				0						0		
Storage Cap Reductn		0				0						0		
Reduced v/c Ratio		0.91				0.84						0.61		

Intersection Summary

Cycle Length: 103

Actuated Cycle Length: 103

Offset: 0 (0%), Referenced to phase 2:NWSE and 6:, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 70.5

Intersection LOS: E

Intersection Capacity Utilization 82.3%

ICU Level of Service E

Analysis Period (min) 15

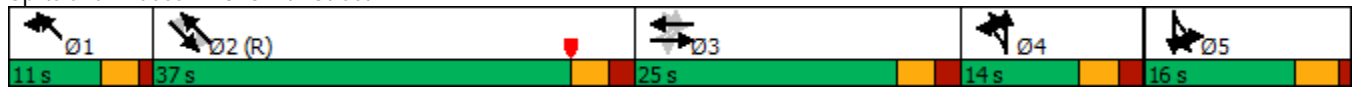
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Smith Street



Proposed PM
Camden Southbound

Timing Plan: PM School Peak

3: Smith Street

Providence, RI



Lane Group	SBL2	SBL	SBT	SBR	SBR2	SEL	SET	SER	NWL	NWT	NWR2
Lane Configurations			↕				↕			↕	
Traffic Volume (vph)	108	25	5	40	33	70	307	17	114	390	11
Future Volume (vph)	108	25	5	40	33	70	307	17	114	390	11
Satd. Flow (prot)	0	0	1720	0	0	0	1812	0	0	1812	0
Flt Permitted			0.969				0.817			0.702	
Satd. Flow (perm)	0	0	1720	0	0	0	1480	0	0	1281	0
Satd. Flow (RTOR)			7								
Lane Group Flow (vph)	0	0	228	0	0	0	415	0	0	543	0
Turn Type	Split	Split	NA			Perm	NA		D.P+P	NA	
Protected Phases	5	5	5				2		1	1	2
Permitted Phases						2	2		2	2	
Total Split (s)	16.0	16.0	16.0			37.0	37.0		11.0		
Total Lost Time (s)			4.5				5.0				
Act Effect Green (s)			14.4				32.0			40.3	
Actuated g/C Ratio			0.14				0.31			0.39	
v/c Ratio			0.93				0.90			1.01	
Control Delay			86.8				59.2			71.5	
Queue Delay			0.0				0.0			0.0	
Total Delay			86.8				59.2			71.5	
LOS			F				E			E	
Approach Delay			86.8				59.2			71.5	
Approach LOS			F				E			E	
Queue Length 50th (ft)			~174				260			~294	
Queue Length 95th (ft)			#328				#443			#586	
Internal Link Dist (ft)			802				1021			1080	
Turn Bay Length (ft)											
Base Capacity (vph)			246				459			539	
Starvation Cap Reductn			0				0			0	
Spillback Cap Reductn			0				0			0	
Storage Cap Reductn			0				0			0	
Reduced v/c Ratio			0.93				0.90			1.01	
Intersection Summary											