# TRAFFIC IMPACT ANALYSIS

Pare Project No. 24078.00

## Mary E. Fogarty Pre-K Through 8 School
## Providence, Rhode Island

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July 2024

PARE CORPORATION
ENGINEERS SCIENTISTS PLANNERS

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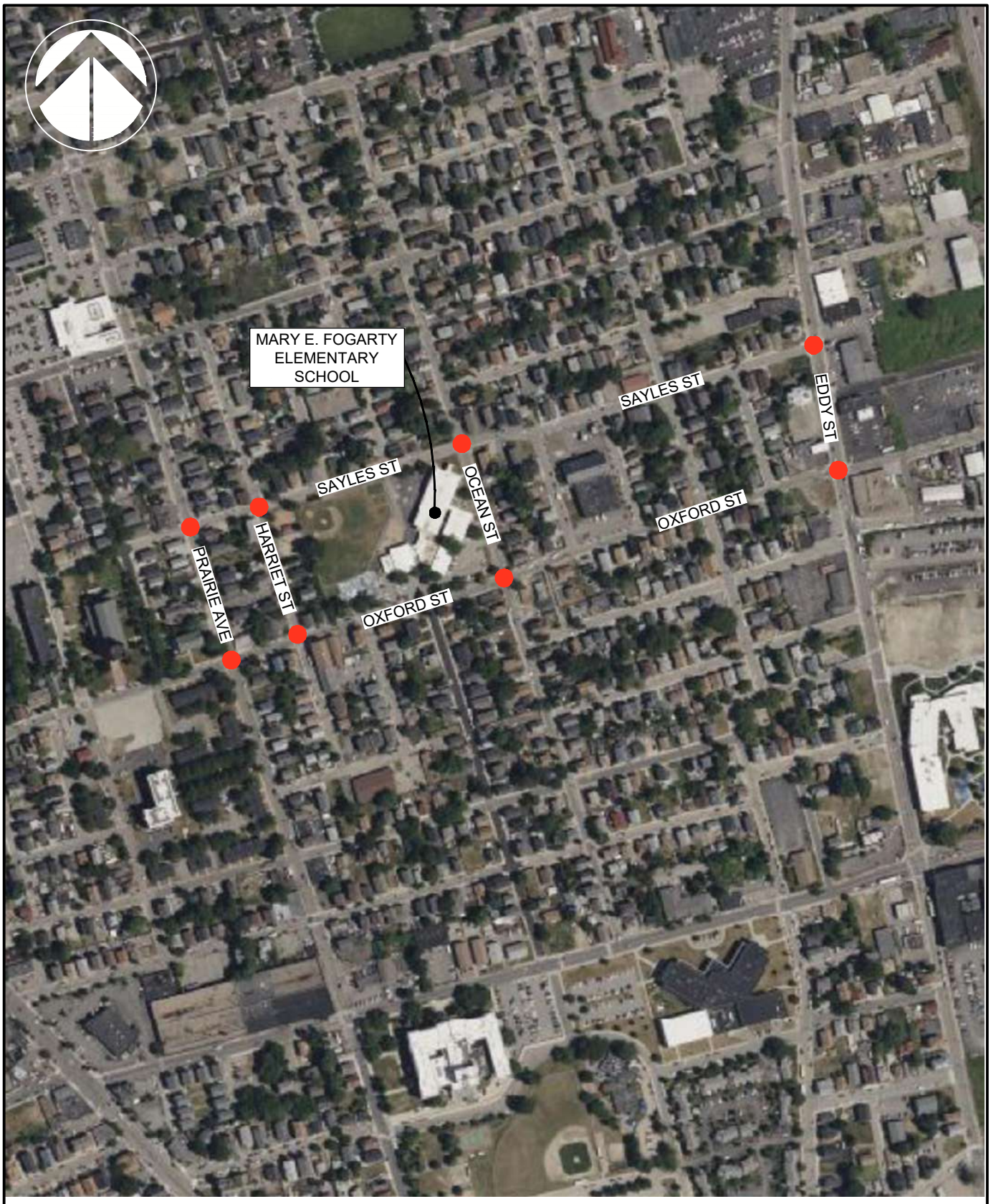
## INTRODUCTION

Pare Corporation (Pare) has completed a traffic assessment of the anticipated traffic impacts from the proposed construction of the new Mary E. Fogarty PreK-8 School, located at 199 Oxford Street in Providence, Rhode Island. The City is proposing to demolish the existing Mary E. Fogarty Elementary School and rebuild a new PreK-8 school on the same site. The school currently serves Kindergarten through 5th grade. Future enrollment will be expanded to include pre-kindergarten, as well as grades 6 through 8. There are approximately 404 students currently enrolled at the existing school. Moving forward, the number of students in the future is expected to increase due to the expanded grade structure, and the new school is designed to accommodate 810 students. A locus map of the study area is shown in **Figure 1**, while the location and site plan for the proposed school construction is shown in **Figure 2**.




= *STUDY INTERSECTIONS*

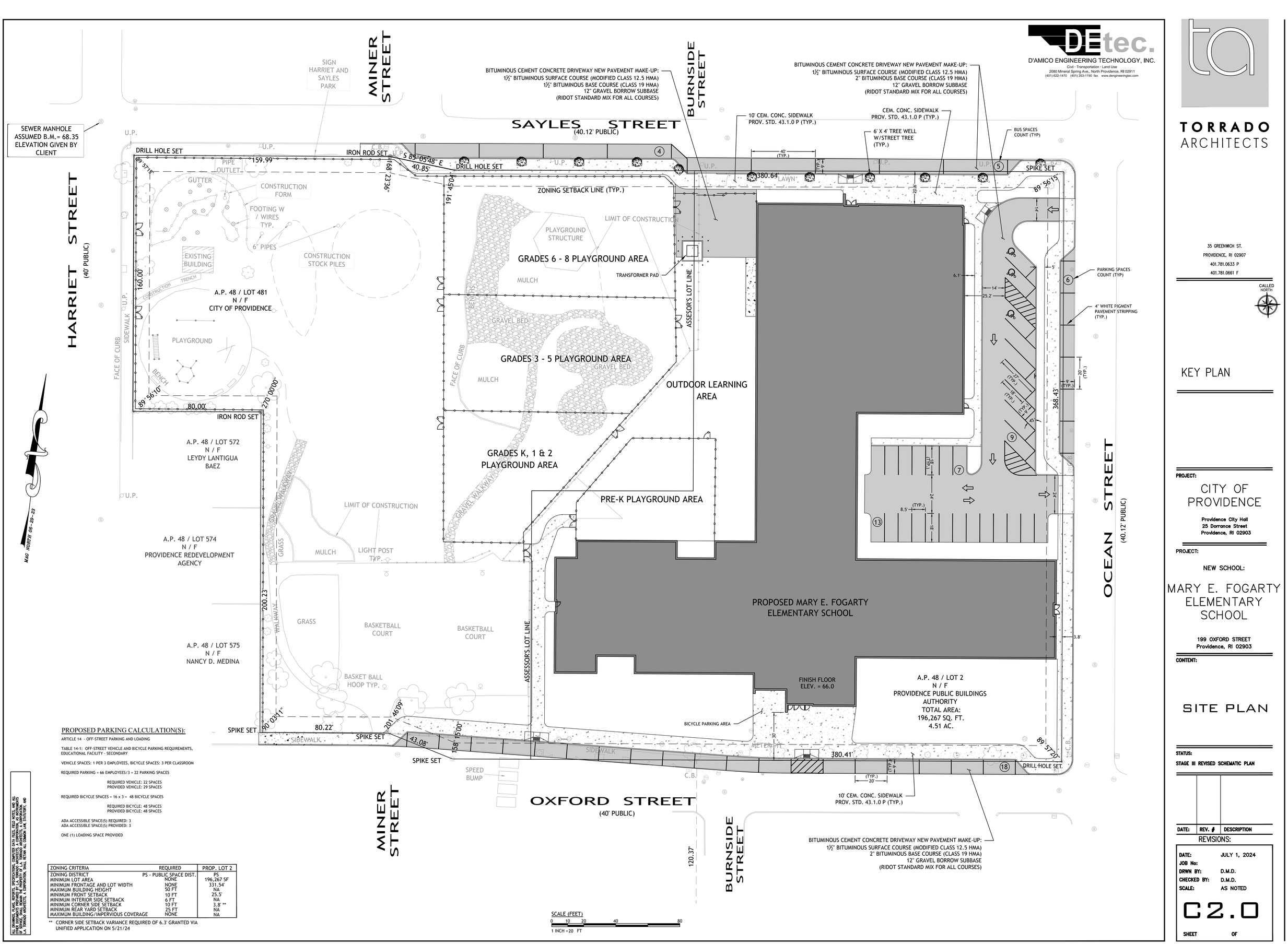
PARE

PROJECT NO. 24078.00 DATE: MAY 2024

# FIGURE 1

## LOCUS MAP

NEW MARY E. FOGARTY PRE-K THROUGH 8 SCHOOL
PROVIDENCE, RHODE ISLAND




## PROPOSED PARKING CALCULATION(S):

ARTICLE 14 - OFF-STREET PARKING AND LOADING

TABLE 14-1: OFF-STREET VEHICLE AND BICYCLE PARKING REQUIREMENTS, EDUCATIONAL FACILITY - SECONDARY

VEHICLE SPACES: 1 PER 3 EMPLOYEES, BICYCLE SPACES: 3 PER CLASSROOM

REQUIRED PARKING = 66 EMPLOYEES/3 = 22 PARKING SPACES

REQUIRED VEHICLE: 22 SPACES
PROVIDED VEHICLE: 29 SPACES

REQUIRED BICYCLE SPACES = 16 x 3 = 48 BICYCLE SPACES

REQUIRED BICYCLE: 48 SPACES
PROVIDED BICYCLE: 48 SPACES

ADA ACCESSIBLE SPACE(S) REQUIRED: 3
ADA ACCESSIBLE SPACE(S) PROVIDED: 3

ONE (1) LOADING SPACE PROVIDED

| ZONING CRITERIA | REQUIRED | PROP. LOT 2 |
|---|---|---|
| ZONING DISTRICT | PS - PUBLIC SPACE DIST. | PS |
| MINIMUM LOT AREA | NONE | 196,267 SF |
| MINIMUM FRONTAGE AND LOT WIDTH | NONE | 331.54' |
| MAXIMUM BUILDING HEIGHT | 50 FT | NA |
| MINIMUM FRONT SETBACK | 10 FT | 25.5' |
| MINIMUM INTERIOR SIDE SETBACK | 6 FT | NA |
| MINIMUM CORNER SIDE SETBACK | 10 FT | 3.8' ** |
| MINIMUM REAR YARD SETBACK | 25 FT | NA |
| MAXIMUM BUILDING/IMPERVIOUS COVERAGE | NONE | NA |

** CORNER SIDE SETBACK VARIANCE REQUIRED OF 6.3' GRANTED VIA UNIFIED APPLICATION ON 5/21/24



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CALLED NORTH

KEY PLAN

**PROJECT:**
CITY OF PROVIDENCE
Providence City Hall
25 Dorrance Street
Providence, RI 02903

**PROJECT:**
NEW SCHOOL:
MARY E. FOGARTY ELEMENTARY SCHOOL
199 OXFORD STREET
Providence, RI 02903

**CONTENT:**
SITE PLAN

**STATUS:**
STAGE III REVISED SCHEMATIC PLAN

| DATE: | REV. # | DESCRIPTION |
|---|---|---|

REVISIONS:

| | |
|---|---|
| DATE: | JULY 1, 2024 |
| JOB No: | |
| DRWN BY: | D.M.D. |
| CHECKED BY: | D.M.D. |
| SCALE: | AS NOTED |

C2.0

SHEET OF

## EXISTING CONDITIONS

The following information provided within outlines the results of field observations conducted during the weekday morning and afternoon peak periods when the school was operating under typical conditions, describes existing conditions at the school site and within the study area, and informs about potential safety and traffic capacity impacts that the site may have on the nearby roadway network.

The study area is defined as the significant roadways and intersections in the vicinity of the site that may be impacted by the school improvements. Listed below are the roadways and intersections included in the study area.

Study Area Roadways:

- Oxford Street - between Prairie Avenue to Eddy Street
- Sayles Street - between Prairie Avenue to Eddy Street
- Harriet Street - between Sayles Street to Oxford Street
- Ocean Street - between Sayles Street to Oxford Street
- Prairie Avenue – between Sayles Street to Oxford Street
- Eddy Street – between Sayles Street to Oxford Street

Study Area Intersections:

- Oxford Street at Prairie Avenue
- Oxford Street at Harriet Street
- Oxford Street at Ocean Street
- Oxford Street at Eddy Street
- Sayles Street at Prairie Avenue
- Sayles Street at Harriet Street
- Sayles Street at Ocean Street
- Sayles Street at Eddy Street
- Oxford Street at the southerly site driveway(s)
- Ocean Street at the easterly site driveway

### Roadways

*Oxford Street*

Oxford Street is a two-way street, classified as a major collector under City jurisdiction. This roadway runs in the general east/west direction within the study area. Within the study area, the roadway width varies between 24 feet wide to 36 feet wide. Oxford Street near Ocean Street has a roadway width of 24 feet, however, the roadway tapers out to 36 feet wide just before Miner Street, where it returns to being a 24-foot-wide roadway. As such, the eastbound and westbound unstriped lane widths vary between 12 feet to 18 feet wide. Additionally, eight-foot-wide sidewalks are present on both the north and south side of the roadway within the study area. The sidewalks are a mixture of bituminous concrete and concrete.

Within the study area, there are two site access driveways to the elementary school along Oxford Street where the main school entrance is located. Just west of the school site frontage there are paved speed cushions present with supplemental "SPEED HUMP" signage. In addition to the speed cushions, there is a 20 mile per hour school zone speed limit posted with supplemental "CHILDREN" and "SPEED LIMIT TRAFFIC LAWS PHOTO ENFORCED – VIOLATORS

PROSECUTED" signs posted. Land uses surrounding this roadway are a mixture of institutional and residential uses.

*Sayles Street*

Sayles Street is a two-way street, however, during school days from the hours of 8:30 a.m. to 9:30 a.m. and 1:30 p.m. to 4:00 p.m., the road functions as a one-way eastbound roadway. Sayles Street is under City jurisdiction and runs in a general east/west direction. The roadway is 24 feet wide and consists of 12-foot-wide unstriped travel lanes in each direction. Where Sayles Street intersects Miner Street, there is a slight offset, however, the roadway width remains consistent with the rest of Sayles Street. An eight food wide bituminous concrete sidewalk can be found on the south side of the road, while an eight-foot-wide paved concrete sidewalk is present on the north side. Rutting and cracking is present on the southside sidewalk due to the tendency for vehicles to be parked on top of the sidewalk.

A 20 mile per hour school zone speed limit is posted on Sayles Street within the vicinity of the school site. A gated entrance to the rear of the school is located on Sayles Street with standard striped at-grade crosswalks present. The land use surrounding Sayles Street is a mixture of institutional and residential uses.

*Harriet Street*

Harriet Street is a two-way street, classified as a local road under City jurisdiction. The roadway runs in the general north/south direction within the study area. The total roadway width is 24 feet and consists of a 12-foot-wide unstriped travel lane in the northbound and southbound directions. There are eight-foot-wide concrete sidewalks present on each side of the roadway. The condition of the sidewalk on either side in some sections was noted to be in poor condition with cracking, up-rooting of pavement, and pavement being overtaken by vegetation.

A speed limit along Harriet Street was not posted nor observed, so a de facto speed limit of 25 miles per hour is assumed. Land uses surrounding this roadway are predominantly residential.

*Ocean Street*

Ocean Street is a two-way street, classified as a local roadway under City jurisdiction. This roadway runs in the general north/south direction. Within the study area, Ocean Street's total cross section is 26 feet wide. The east side of the roadway includes a six-and-a-half-foot wide paved concrete sidewalk while an eight-foot-wide bituminous concrete sidewalk is present on the west side of the roadway. The sidewalk on the east side is in poor condition.

Within the study area, a 25 mile per hour speed limit sign is posted on Ocean Street. Also, driveway access to the main faculty lot is located on Ocean Street. Land use surrounding this roadway is a mixture of institutional and residential land use.

*Prairie Avenue*

Prairie Avenue is a two-way street, classified as a major collector under City jurisdiction. This roadway runs in the general north/south direction within the study area. The total roadway width is 30 feet and consists of a 15-foot-wide striped travel lane in the northbound and southbound directions. An eight-foot-wide paved concrete sidewalk can be found on each side of the roadway.

A speed limit of 25 miles per hour was posted on Prairie Avenue within the study area. Land uses surrounding this roadway are a mixture of residential uses and institutional uses (Saint Michael's Food Bank, South Providence Library and Groundwork RI Greenhouse).

*Eddy Street*

Eddy Street is a two-way street, classified as a principal arterial under city jurisdiction. This roadway runs in the general north/south direction within the study area. Eddy Street's overall cross section is 34 feet wide. A 12-foot-wide travel and five-foot-wide paved shoulder is present in both the northbound and southbound directions. There are eight-foot-wide paved concrete sidewalks present on both sides of Eddy Street.

A speed limit along Eddy Street was not posted nor observed, so a de facto speed limit of 25 miles per hour is assumed. Land use surrounding this roadway is commercial use (Xtremo Restaurant & Bar and Burke's Martial Arts).

**Intersections**

*Oxford Street at Prairie Avenue*

The intersection of Oxford Street at Prairie Avenue operates as an all-way stop controlled, four-legged intersection. Prairie Avenue makes up the northern and southern legs, while Oxford Street makes up the eastern and western legs. All four legs consist of two lanes of traffic, with one lane in each direction. There are striped crosswalks present across all four legs of the intersection. Additionally, there are concrete sidewalks wrapping around each corner of the intersection. Concrete curb ramps are present and appear to be in good condition. Current ADA design standards appear to be satisfied, although field measurements of the ramps were not obtained.

***Photo 1. Oxford Street at Prairie Avenue***

*Oxford Street at Harriet Street*

The intersection of Oxford Street at Harriet Street operates as a two-way stop controlled, four-legged intersection. Harriet Street makes up the northern and southern legs, while Oxford Street makes up the eastern and western legs. The Harriet Street approaches are stop-controlled, while Oxford Street is free-flowing. All four legs consist of two lanes of traffic, with one lane in each direction. There are striped crosswalks present along each leg of the intersection. Additionally, there are concrete sidewalks wrapping around each corner of the intersection. Concrete curb ramps are present; however, current ADA standards do not appear to be consistently met.

***Photo 2. Oxford Street at Harriet Street***

*Oxford Street at Ocean Street*

***Photo 3. Oxford Street at Ocean Street***

The intersection of Oxford Street at Ocean Street operates as an all-way stop controlled, four-legged intersection. Ocean Street makes up the northern and southern legs, while Oxford Street makes up the eastern and western legs. All four legs consist of two lanes of traffic, with one lane in each direction. There are striped crosswalks present along the northern, eastern, and western legs of the intersection. Additionally, there are concrete sidewalks wrapping around each corner of the intersection. Concrete curb ramps are present and appear to be in good condition. Current ADA design standards appear to be satisfied, although field measurements of the ramps were not obtained.

*Oxford Street at Eddy Street*

***Photo 4. Oxford Street at Eddy Street***

The intersection of Oxford Street at Eddy Street operates as an all-way stop controlled, four-legged intersection. Eddy Street makes up the northern and southern legs, while Oxford Street makes up the eastern and western legs. All four legs consist of four legs of traffic, with one lane in each direction. There are striped crosswalks present across all four legs of the intersections. Additionally, there are concrete sidewalks wrapping around each corner of the intersection. Concrete curb ramps are present and appear to be in good condition. Current ADA design standards appear to be satisfied, although field measurements of the ramps were not obtained.

*Sayles Street at Prairie Avenue*

***Photo 5. Sayles Street at Prairie Avenue***

The intersection of Sayles Street at Prairie Avenue operates as a two-way stop controlled, four-legged intersection. Prairie Avenue makes up the northern and southern legs, while Sayles Street makes up the eastern and western legs. The Sayles Street approaches are stop-controlled, while the Prairie Avenue approaches are free-flowing. All four legs consist of two lanes of traffic, with one lane in each direction. There are striped crosswalks present along each leg of the intersection. Additionally, there are concrete sidewalks wrapping around each corner of the intersection. Concrete curb ramps are present and appear to meet current ADA design standards, although field measurements of the ramps were not obtained.

*Sayles Street at Harriet Street*

***Photo 6. Sayles Street at Harriet Street***

The intersection of Sayles Street at Harriet Street operates as a two-way stop controlled, four-legged intersection. Harriet Street makes up the northern and southern legs, while Sayles Street makes up the eastern and western legs. The Harriet Street approaches are stop-controlled, while the Sayles Street approaches are free-flowing. All four legs consist of two lanes of traffic, with one lane in each direction, although, during some hours of the day Sayles Street to the east of the intersection operates as a one-way eastbound street. There are striped crosswalks present along each leg of the intersection. Additionally, there are concrete sidewalks wrapping around each corner of the intersection. Concrete curb ramps are present; however, current ADA standards do not appear to be met.

*Sayles Street at Ocean Street*


***Photo 7. Sayles Street at Ocean Street***

The intersection of Sayles Street at Ocean Street operates as an all-way stop controlled, four-legged intersection. Ocean Street makes up the northern and southern legs, while Sayles Street makes up the eastern and western legs. All four legs consist of two lanes of traffic, with one lane in each direction. However, during school hours Sayles Street to the west of the intersection operates as a one-way street with traffic flowing eastbound-only. There are striped crosswalks present along all four legs of the intersection. Additionally, there are concrete sidewalks wrapping around each corner of the intersection. Curb ramps are not present on any of the corners of the intersection.

*Sayles Street at Eddy Street*

***Photo 8. Sayles Street at Eddy Street***

The intersection of Sayles Street at Eddy Street forms a three-legged stop-controlled intersection. Eddy Street is free-flowing and makes up the northern and southern legs, while Sayles Street is stop-controlled and makes up the western leg. All legs contain two travel lanes, one in each direction. Concrete sidewalks are provided around the perimeter of the intersection. Additionally, a striped crosswalk is present across the western leg. Concrete curb ramps are also present at the crosswalk and appear to meet current ADA design standards, although field measurements of the ramps were not obtained.

## SCHOOL OBSERVATIONS

Mary E. Fogarty Elementary School is a public-school serving student from Kindergarten through fifth grade and is located at 199 Oxford Street in Providence, Rhode Island. As part of the field review process, traffic observations were conducted during the morning arrival and afternoon dismissal periods associated with the elementary school on Thursday, April 25th, 2024, while the school was operating under typical conditions. A summary of general site observations and narratives of the arrival and departure peaks can be found in the following paragraphs.

*Safety Measures*

- There are 20-mile-per-hour school zone speed limit signs mounted in advance of the school site along Oxford Street and Sayles Street.
- Signage stating "SPEED LIMIT TRAFFIC LAWS PHOTO ENFORCED – VIOLATORS PROSECUTED" is posted along Oxford Street.
- Signage stating "CHILDREN" and "PEDESTRIAN X-ING" are posted within the study area.
- Striped crosswalks are present at all intersections adjacent to the site.
- Speed cushions and supplemental signage stating "SPEED HUMP" are present on Oxford street.
- A crossing guard was observed at the rear of the elementary school at the intersection of Sayles Street and Burnside Street assisting site circulation during student drop-off and pick up.

*Site Layout and Circulation*

- There are two site driveways along Oxford Street, with both serving as an entrance and exit to the Oxford Street staff parking lot.
- The eastern driveway is located on Ocean Street and serves as an entrance/exit to the Ocean Street staff parking lot located on the southeast corner of the site.
- During the morning arrival period, the school bus student drop-off takes place behind the school on Sayles Street, while parents are directed to drop-off along the school frontage on Oxford Street. Conversely, during the afternoon dismissal period, School bus pick-up utilizes Oxford Street and queues along the site frontage, while the parents are directed to park and pick-up along Sayles Street behind the school.
- During school hours, specifically 8:30 a.m. to 9:30 a.m., and 1:30 p.m. to 4:00 p.m., Sayles Street operates as a one-way, only allowing eastbound traffic between Harriet Street and Ocean Street.
- "Love 4 All – Learning Center", an organization that offers basic childcare and learning services, utilizes short buses during drop-off and pick-up operations to Mary E. Fogarty Elementary School.

*Parking*

- The School's parking spaces are located along the south side of the building for faculty and staff.
- On-street parking is available for public use along Oxford Street, Ocean Street, Sayles Street, and Harriet Street.
- Of the 70 parking spaces available for faculty and staff use, 68 were occupied (approximately 97%).

***Morning Arrival Operations***

Morning drop-off activity begins at approximately 8:20 a.m., with a handful of parent vehicles observed to begin dropping students off, while the first standard school bus had arrived and queued up along Sayles Street. Typical bus operation took place at the intersection of Sayles Street at Burnside Street, where students were unloaded and then assisted by a bus monitor and crossing guard to the chain link gate behind the school, at which point a faculty member would guide students inside the school.

More significant activity began taking place at 8:35 a.m., with peak activity occurring from 8:40 a.m. to 9:00 a.m., before dissipating around 9:10 a.m. At this time, the gate on Sayles Street across from Burnside Street was closed and all remaining drop-off activity took place at the front of the school on Oxford Street. The official school start time is 9:05 a.m.

During the morning arrival period a total of 11 standard buses, and two "Love 4 All – Learning Center" short buses were observed to drop-off at the Sayles Street gate, with a maximum bus queue of three at a time. During school bus drop-off operations, parents were observed utilizing Sayles Street to drop-off students. Most parents pull over to or on the sidewalk and walk their child to the gate or to the rear entrance of the school. The maximum queue length observed along Sayles Street was roughly 300 feet, but only lasted for approximately 5-10 minutes. It should be noted that a handful of vehicles from Burnside Street attempted to turn right onto Sayles Street but were prevented from doing so by the crossing guard.

Parents were observed to park or idle on Oxford Street or utilize the faculty lots to drop-off and walk students to the front entrance. No more than three vehicles were queued up on Oxford Street at any given point. It was noted that some parents would drop-off in the eastern faculty lot, unload students, and exit through the southern driveway exit by jumping the curb and crossing the walkway between the two lots. A mixture of roughly 40 parents/students were observed walking their students to the school. **Figure 3** below graphically displays the arrival operations of the school.

*Figure 3: Morning Arrival Operations at Mary E. Fogarty Elementary School.*


### *Afternoon Dismissal Operations*

The afternoon dismissal procedure operates contrary to the morning arrival procedure. The school bus operation takes place on Oxford Street and the parent drop-off operation is directed to take place at the rear of the school on Sayles Street. Peak activity occurred from approximately 3:40 p.m. until 4:00 p.m., where it dissipates by 4:05 p.m. The official school dismissal time is 3:50 p.m., however, the school utilizes a staggered dismissal schedule where students are allowed to begin dismissing starting at 3:40 p.m., with the final bell being at 3:50 p.m.

Buses stage westbound on Oxford Street along the school frontage. At 3:30 p.m. the first bus arrived and began queuing. With the staggered dismissal schedule some buses were loaded up prior to 4:00 p.m. and dispersed from the school. By 4:06 p.m., all buses had been loaded and had dispersed from the school site. No more than four buses were queued up at a single time.

In the rear of the school, parents parked along both sides of Sayles Street awaiting school dismissal. At the start of dismissal, teachers were observed exiting with students to the courtyard where they gather and wait for parents to pick up students. As the courtyard occupancy dwindles, more platoons of students and staff are released into the courtyard. This operation occurs till approximately 3:55 p.m. At 4:05 p.m., the Sayles Street gate closes. As parents exit, traffic congestion was observed for a short period of time just east of Burnside Street due to pedestrian activity along Sayles Street. **Figure 4** graphically displays the dismissal operations of the school.

In addition, parents were observed picking up students from Oxford Street, contrary to the school's direction. The queues observed along Oxford Street for student pick-up consisted of both buses and parent vehicles. The longest queued observed on Oxford Street was approximately 270 feet.

***Figure 4: Afternoon Dismissal Operations at Mary E. Fogarty Elementary School.***


## SAFETY ANALYSES

### Crash Data

Crash data was obtained from the Providence Police Department for the latest four-year period, from January 1, 2020, through December 31, 2023, for the study area near existing school site, including:

***Roadways***

- Oxford Street - between Prairie Avenue to Eddy Street
- Sayles Street - between Prairie Avenue to Eddy Street
- Harriet Street - between Sayles Street to Oxford Street
- Ocean Street - between Sayles Street to Oxford Street
- Prairie Avenue – between Sayles Street to Oxford Street
- Eddy Street – between Sayles Street to Oxford Street

***Intersections***

- Oxford Street at Prairie Avenue
- Oxford Street at Harriet Street
- Oxford Street at Ocean Street
- Oxford Street at Eddy Street
- Sayles Street at Prairie Avenue
- Sayles Street at Harriet Street
- Sayles Street at Ocean Street
- Sayles Street at Eddy Street

**Table 1** below provides a breakdown of the crashes based on type and severity at the study intersections. There were no crashes reported along the study roadway segments within the four-year period. The complete crash data summary is provided in **Appendix A**.

***Table 1: Crash Data Summary***

| Roadway/ Intersection | Total Crashes | Crash Severity | | Crash Type | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Non-Fatal Injuries | Fatalities | Rear-End | Angle | Sideswipe | Head-On | Single Vehicle | Other/ Unknown |
| **Oxford St. at Prairie Ave.** | 13 | 3 | 0 | 2 | 3 | 2 | 3 | 0 | 3 |
| **Oxford St. at Harriet St.** | 8 | 1 | 0 | 1 | 4 | 2 | 0 | 1 | 0 |
| **Oxford St. at Ocean St.** | 4 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 |
| **Oxford St. at Eddy St.** | 27 | 4 | 0 | 6 | 13 | 5 | 1 | 1 | 1 |
| **Sayles St. at Prairie Ave.** | 13 | 6 | 0 | 2 | 5 | 4 | 1 | 1 | 0 |
| **Sayles St. at Harriet St.** | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 |
| **Sayles St. at Ocean St.** | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| **Sayles St. at Eddy St.** | 4 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 |
| **Total** | **74** | **15** | **0** | **12** | **30** | **17** | **7** | **3** | **5** |

As shown in **Table 1**, a total of 74 crashes occurred within the study area. Of the 74 total crashes that occurred, 27 crashes (36%) occurred at the intersection of Oxford Street at Eddy Street, 13 crashes (18%) occurred at the intersection of Oxford Street at Prairie Avenue and at the intersection of Sayles Street at Prairie Avenue, eight crashes (11%) occurred at the intersection of Oxford Street at Harriet Street with the remaining crashes being dispersed throughout the remaining intersections within the study area. Approximately one-third of the total crashes that occurred within the study area occurred at the intersection of Oxford Street at Eddy Street. Based on a review of historical aerial imagery, traffic control at the Eddy Street at Oxford Street intersection was converted from a two-way stop-controlled intersection to its current all-way stop configuration between June 2022, and April 2023. As this revised operation was either not in place or new for most of the period in which crash data is available, it is unclear whether the change in the operation of the intersection has reduced crash frequency.

Of these 74 total crashes that occurred, 30 were angle collisions, 17 were sideswipe collisions and 12 were rear-end collisions. Angle collisions typically indicate a violation of traffic controls/right-of-way rules, while the sideswipe is typical of relatively narrow streets with on-street parking. Rear-end collisions signify inattentive driving and/or frequent stoppages in traffic flow. Additionally, 13 of the 30 angle collisions that occurred within the study area, occurred at the intersection of Oxford Street at Eddy Street. A total of 15 crashes (20%) reported resulted in personal injury, while the

remaining crashes resulted only in property damage. There were no fatalities within the study area during this four-year period.

Due to the nature of the study area being densely populated where there are many intersecting streets and on-street parked vehicles, the crash patterns observed are typical. The relatively low injury rate coincides with the generally lower travel speeds observed within the study area.

**Sight Distance**

On April 25th, 2024, spot speed studies were conducted on Oxford Street and Ocean Street in the vicinity of the site driveways to assess driving speeds along the study roadways. Within the study area and vicinity of the school site, a school zone speed limit of 20 miles per hour is posted along Oxford Street. Ocean Street has a speed limit of 25 miles per hour posted within the study area. A summary of the speed data results is shown in **Table 2** and **Table 3** below. The most notable metric presented in each table is the 85th percentile speed, which represents the free-flow speed of a roadway and was utilized for the following sight distance analysis. Based on the speeds observed, the sight distance analysis was conducted using a design speed of 25 miles per hour on Ocean Street, as the existing easterly site driveway location will be utilized in the proposed school site layout. Results of the speed studies are shown in **Appendix B**.

***Table 2: Oxford Street Speed Study Summary***

| | Posted Speed | Average Speed | True Median (50th Percentile) | 85th Percentile | 10 MPH Pace | % over Posted |
|---|---|---|---|---|---|---|
| **Eastbound** | 20 | 16 | 16 | 20 | 11-20 | 12 |
| **Westbound** | 20 | 18 | 18 | 21 | 13-22 | 21 |

***Table 3: Ocean Street Speed Study Summary***

| | Posted Speed | Average Speed | True Median (50th Percentile) | 85th Percentile | 10 MPH Pace | % over Posted |
|---|---|---|---|---|---|---|
| **Northbound** | 25 | 20 | 20 | 23 | 14-23 | 3 |
| **Southbound** | 25 | 20 | 20 | 24 | 16-25 | 3 |

In conjunction with the spot speed study conducted, the sight distances at the proposed driveway location were collected. Photos of the sight lines are shown in **Photos 9-10** below.

***Photo 9. Sight distance looking left (north) from the proposed easterly site driveway location onto Ocean Street***

***Photo 10. Sight distance looking right (south) from the proposed easterly site driveway location onto Ocean Street***

According to the latest editions of the American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy on the Geometric Design of Highways and Streets*, the minimum intersection sight distance (ISD) to allow oncoming vehicles to avoid a collision for speeds of 25 miles per hour is 155 feet, which is equal to the minimum stopping sight distance for the major road design speed. In addition, AASHTO gives guidance for a more desirable sight distance for this speed, which will not only avoid collisions, but maintain vehicular flow of at least 70 percent of the original operating speed. Meeting the desirable criteria for sight distance is more applicable to heavily traveled arterial corridors, where maintaining steady traffic flow along the major road is important, rather than neighborhood streets such as Oxford and Ocean Streets. A summary of the sight distances can be found in **Table 4** below.

***Table 4: Sight Distance Summary***

| | | **Required ISD (ft)** | **Desirable ISD (ft)** | **Measured ISD (ft)** |
|---|---|---|---|---|
| Proposed Easterly Site Driveway | Looking Left (North) | 155 | 240 | >300 |
| | Looking Right (South) | 155 | 280 | >300 |

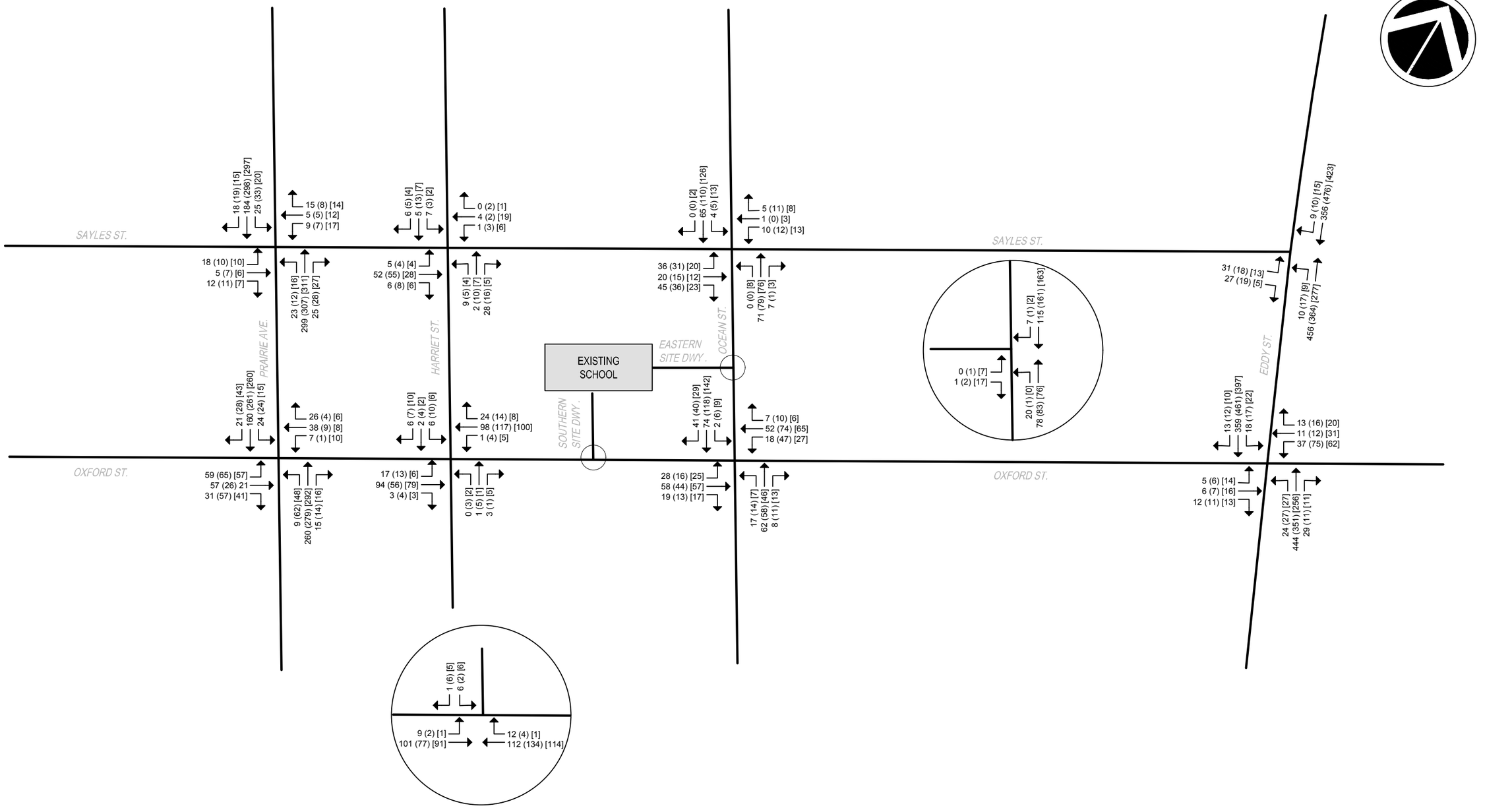
As shown, all measured sight distances not only meet the minimum sight distance requirements to maintain safety, but also meet the desirable sight distance requirements. The sight lines looking onto Ocean Street from the easterly site driveway are free of obstruction and do not require safety mitigation, as this driveway location will be utilized in the proposed school site design.

## EXISTING TRAFFIC VOLUMES

Manual turning movement counts (MTMCs) were conducted on Tuesday, May 21st, 2024, and on Tuesday, June 11th, 2024, during the hours of 7:30 a.m. to 9:30 a.m. and 2:00 p.m. to 6:00 p.m. for the following study intersections:

- Oxford Street at Prairie Avenue
- Oxford Street at Harriet Street
- Oxford Street at Ocean Street
- Oxford Street at Eddy Street
- Sayles Street at Prairie Avenue
- Sayles Street at Harriet Street
- Sayles Street at Ocean Street
- Sayles Street at Eddy Street
- Oxford Street at the southerly site driveway(s)
- Ocean Street at the easterly site driveway

These time periods were selected as they not only capture when the existing Mary E. Fogarty Elementary School is most active, but also capture the time periods when commuters are the most active. Traffic count data is provided in **Appendix C**. Existing traffic volumes for the weekday morning peak hour, afternoon school dismissal peak hour and afternoon commuter peak hour are shown in **Figure 5**.




AM PEAK VOLUMES (SCHOOL DISMISSAL PEAK VOLUMES) [PM PEAK VOLUMES]

PROJECT NO. 24078.00 DATE: JULY 2024

PARE

# FIGURE 5

## EXISTING (2024) TRAFFIC VOLUMES
## NEW MARY E. FOGARTY PRE-K THROUGH 8 SCHOOL

PROVIDENCE, RHODE ISLAND

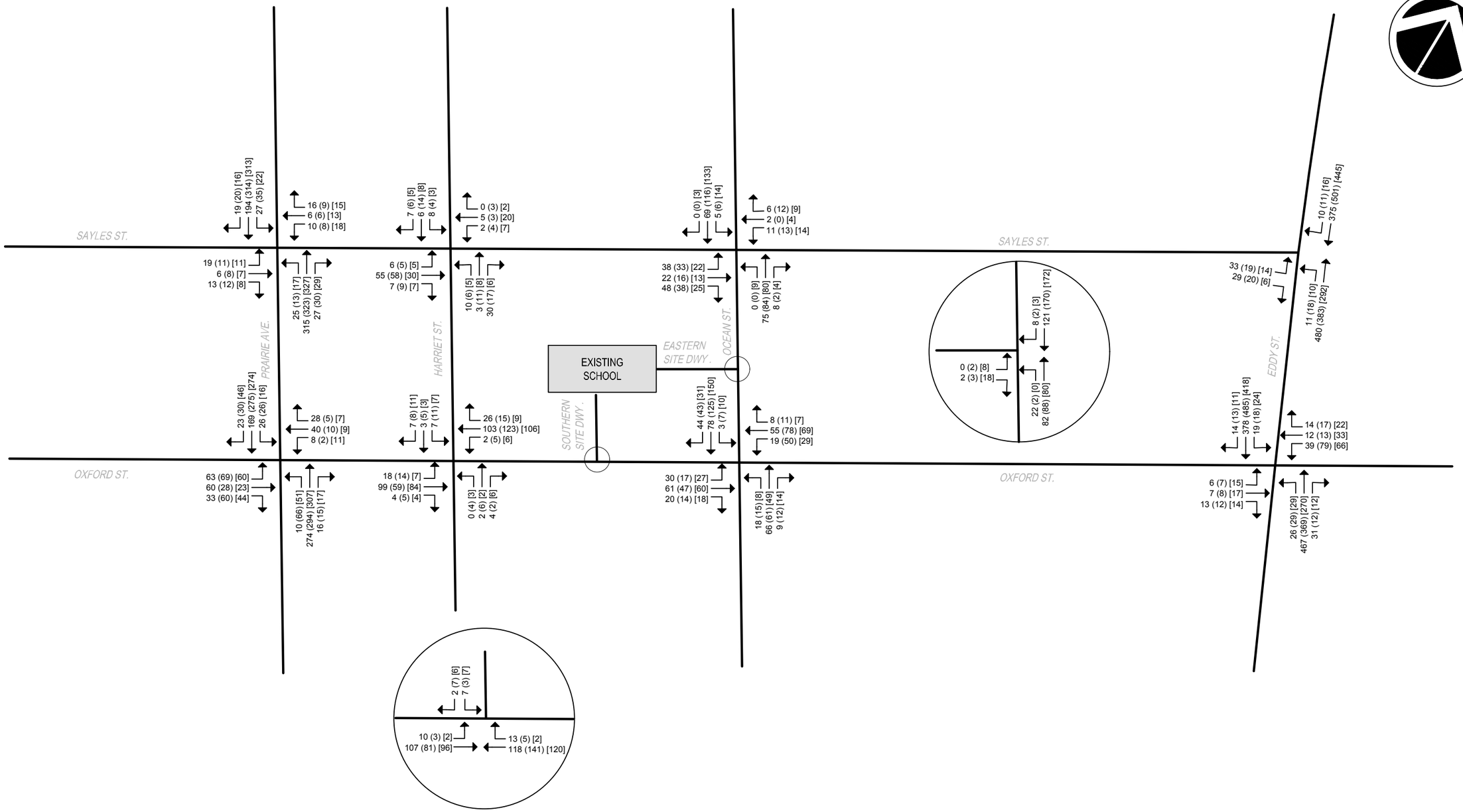
## NO-BUILD CONDITIONS

Future no-build traffic volumes are determined by projecting the existing traffic volumes based on a determined annual growth rate and including known potential developments within the study area.

To account for background growth along the roadways within the vicinity of the project site, the existing traffic volumes were projected forward over a five-year horizon from 2024 to 2029. Recent census data was reviewed to determine the appropriate background growth rate. The census data showed a population increase of approximately 0.70% per year from 2010 to 2020 for the City of Providence. To be conservative, a growth rate of 1.0 % per year was used for the five-year projection.

The Providence Planning Department was consulted regarding nearby future developments that may impact the study area traffic network. Upon discussion, no proposed developments were identified near the study area.

A copy of the available census data is provided in **Appendix D**. **Figure 6** shows the 2029 future no-build volumes for the morning peak hour, afternoon school dismissal peak hour and afternoon commuter peak hour.




AM PEAK VOLUMES (SCHOOL DISMISSAL PEAK VOLUMES) [PM PEAK VOLUMES]

PROJECT NO. 24078.00 DATE: JULY 2024

PARE

# FIGURE 6

## FUTURE (2029) NO-BUILD TRAFFIC VOLUMES
## NEW MARY E. FOGARTY PRE-K THROUGH 8 SCHOOL

PROVIDENCE, RHODE ISLAND

## BUILD CONDITIONS

The future 2029 build condition represents the future 2029 no-build condition plus the anticipated trips generated due to increased enrollment at the proposed reconstructed elementary school.

### Trip Generation

Trip generation for the proposed reconstruction and increased enrollment of the school was calculated using data contained in the 11th edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE). It should be noted that there is no Trip Generation category specifically for combined elementary and middle schools. Since there are anticipated to be more elementary-aged students than middle school aged students, and elementary-aged students are less likely to stay after school for activities such as sports, clubs, etc., it was determined that using the trip generation rates for an elementary school would be more appropriate and conservative. This information is shown in **Table 5** below.

***Table 5: Trip Generation Summary***

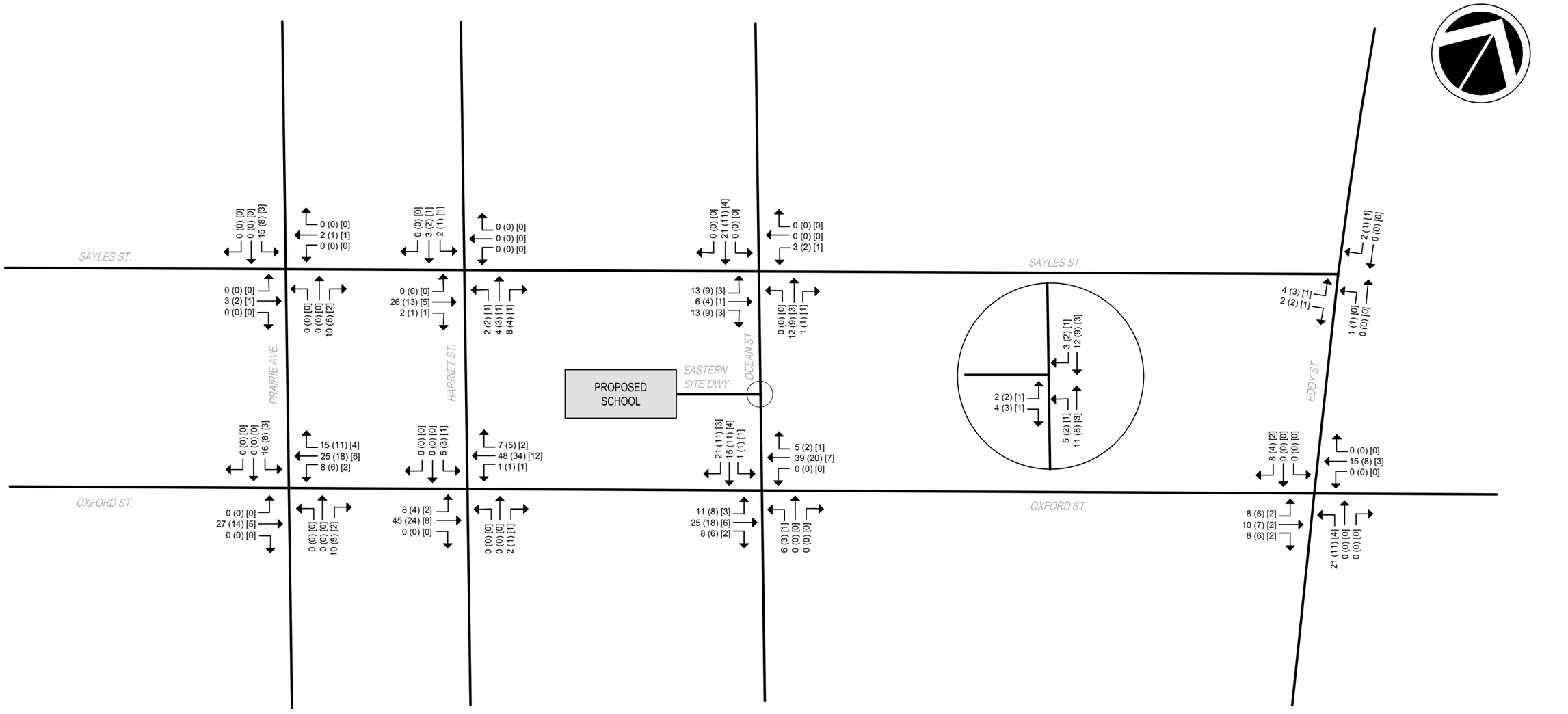
| | | Number of Trips | | |
|---|---|---|---|---|
| | | **Weekday AM Peak** | **Weekday Dismissal PM Peak** | **Weekday PM Peak** |
| **LUC 520 – Elementary School – 406 Students** | **Entering** | 162 | 84 | 30 |
| | **Exiting** | 138 | 99 | 35 |
| | **Total** | **300** | **183** | **65** |

### Trip Distribution

Trip distribution for the proposed site-generated traffic were based on existing traffic patterns in the area of the site, including traffic patterns entering and exiting the study intersections surrounding the school site. Specifically, traffic patterns entering and exiting Oxford Street as well as Sayles Street as these roadways are assumed to remain as the primary access roads utilized for student pick-up/drop-off for the proposed school site

Complete trip generation calculations are provided in **Appendix E**. The trip distribution for entering and exiting trips given in percentages are shown in **Figure 7**, and the resulting site-generated traffic volumes are shown in **Figure 9**.

The anticipated trips from the proposed school's grade structure expansion were added on to the future no-build conditions to obtain the future build conditions. The future build traffic volumes are shown in **Figure 10**.



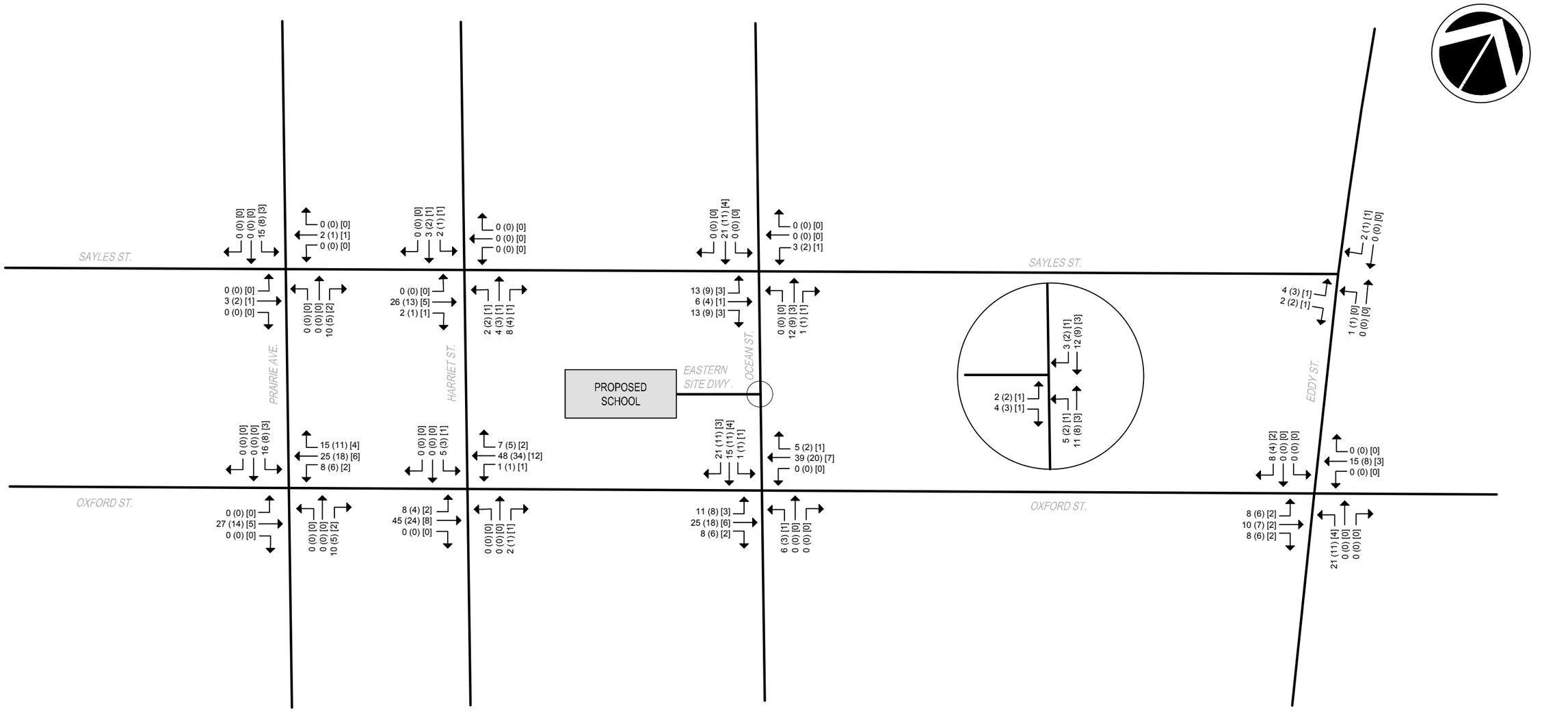

AM PEAK VOLUMES (SCHOOL DISMISSAL PEAK VOLUMES) [PM PEAK VOLUMES]

PROJECT NO. 24078.00 DATE: JULY 2024

# FIGURE 8

SITE-GENERATED
NEW MARY E. FOGARTY PRE-K THROUGH 8 SCHOOL

PROVIDENCE, RHODE ISLAND



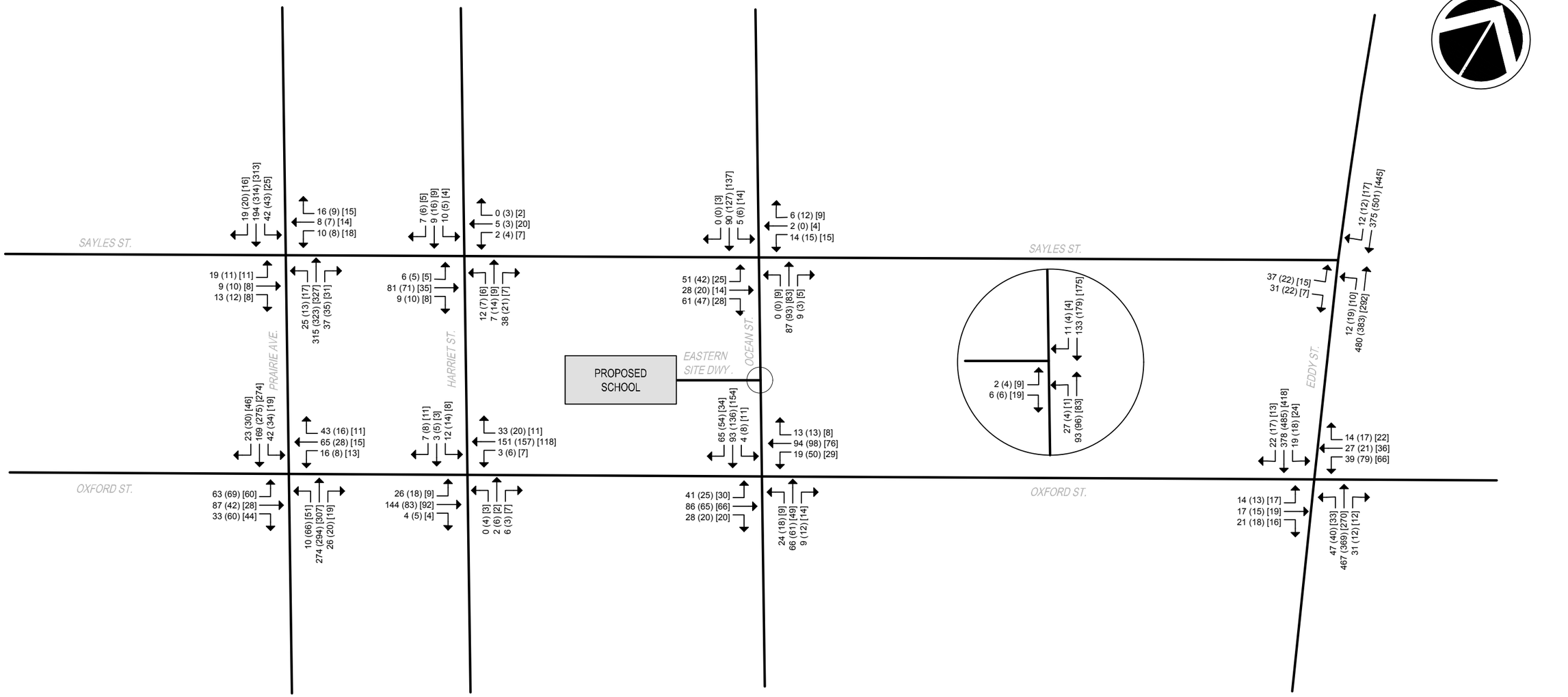

AM PEAK VOLUMES (SCHOOL DISMISSAL PEAK VOLUMES) [PM PEAK VOLUMES]

PROJECT NO. 24078.00 DATE: JULY 2024

# FIGURE 8

SITE-GENERATED
NEW MARY E. FOGARTY PRE-K THROUGH 8 SCHOOL

PROVIDENCE, RHODE ISLAND




AM PEAK VOLUMES (SCHOOL DISMISSAL PEAK VOLUMES) [PM PEAK VOLUMES]

PROJECT NO. 24078.00 DATE: JULY 2024

PARE

# FIGURE 9

## FUTURE (2029) BUILD TRAFFIC VOLUMES
## NEW MARY E. FOGARTY PRE-K THROUGH 8 SCHOOL

PROVIDENCE, RHODE ISLAND

## CAPACITY ANALYSES

Capacity analyses were completed for the study intersections under existing, future (2029) no-build, and future (2029) build conditions. Capacity analyses characterize intersections based on their level of service (LOS). LOS is a quality measure describing operational conditions within a traffic stream, generally in terms of service measures such as speed, travel times, traffic interruptions, etc. Six LOS values, from A to F, are defined for each type of facility, with A representing the best operating conditions and F representing the worst operating conditions. The LOS criteria for unsignalized intersections are provided in **Table 6** below. **Tables 7, 8, and 9** summarize the capacity analysis results for the morning, dismissal and afternoon peaks, respectively. The complete capacity analysis worksheets can be found in **Appendix F**.

***Table 6: LOS Criteria for Unsignalized Intersections***

| LOS | Unsignalized Intersection<br>Delay Time (seconds/vehicle) |
|---|---|
| A | 0–10 |
| B | > 10-15 |
| C | > 15-25 |
| D | > 25-35 |
| E | > 35-50 |
| F | > 50 |

***Table 7: Morning Commuter Peak Hour LOS Summary***

| Intersection | Movement | | Existing (2024) | | Future (2029) No-Build | | Future (2029) Build | |
|---|---|---|---|---|---|---|---|---|
| | | | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] |
| ***Oxford St. at Harriet St.*** | NB | L, T, R | A (9.6) | <25 | A (9.9) | <25 | B (10.3) | <25 |
| | SB | L, T, R | A (10.0) | <25 | B (10.2) | <25 | B (11.6) | <25 |
| | EB | L | A (7.5) | <25 | A (7.5) | <25 | A (7.7) | <25 |
| | WB | L | A (7.4) | <25 | A (7.4) | <25 | A (7.5) | <25 |
| | | | | | | | | |
| ***Oxford St. at Ocean St.*** | NB | L, T, R | A (8.9) | <25 | A (9.1) | <25 | A (9.9) | 25 |
| | SB | L, T, R | A (8.4) | <25 | A (8.6) | <25 | A (9.9) | 28 |
| | EB | L, T, R | A (8.6) | <25 | A (8.8) | <25 | A (9.8) | <25 |
| | WB | L, T, R | A (8.5) | <25 | A (8.6) | <25 | A (9.6) | <25 |
| | | | | | | | | |
| ***Oxford St. at Prairie Ave.*** | NB | L, T, R | B (11.4) | 53 | B (12.2) | 60 | B (13.7) | 70 |
| | SB | L, T, R | B (10.3) | 33 | B (10.8) | 38 | B (12.0) | 45 |
| | EB | L, T, R | B (10.3) | 28 | B (10.7) | 30 | B (11.9) | 40 |
| | WB | L, T, R | A (9.1) | <25 | A (9.4) | <25 | B (10.5) | <25 |

*Table 7 (Continued): Morning Commuter Peak Hour LOS Summary*

| Intersection | Movement | | Existing (2024) | | Future (2029) No-Build | | Future (2029) Build | |
|---|---|---|---|---|---|---|---|---|
| | | | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] |
| ***Oxford St. at Eddy St.*** | NB | L, T, R | C (22.2) | 190 | D (26.6) | 228 | E (39.5) | 310 |
| | SB | L, T, R | B (14.0) | 85 | C (15.5) | 100 | C (17.6) | 115 |
| | EB | L, T, R | A (9.4) | <25 | A (9.7) | <25 | B (10.5) | <25 |
| | WB | L, T, R | B (10.7) | <25 | B (11.0) | <25 | B (11.8) | <25 |
| | | | | | | | | |
| ***Sayles St. at Harriet St.*** | NB | L, T, R | A (9.1) | <25 | A (9.2) | <25 | A (9.6) | <25 |
| | SB | L, T, R | A (9.2) | <25 | A (9.3) | <25 | A (9.7) | <25 |
| | EB | L | A (7.2) | <25 | A (7.2) | <25 | A (7.2) | <25 |
| | WB | L | A (7.4) | <25 | A (7.4) | <25 | A (7.4) | <25 |
| | | | | | | | | |
| ***Sayles St. at Ocean St.*** | NB | L, T, R | A (8.3) | <25 | A (8.4) | <25 | A (8.9) | <25 |
| | SB | L, T, R | A (8.0) | <25 | A (8.1) | <25 | A (8.5) | <25 |
| | EB | L | A (8.2) | <25 | A (8.4) | <25 | A (9.0) | <25 |
| | WB | L | A (7.7) | <25 | A (7.7) | <25 | A (8.0) | <25 |
| | | | | | | | | |
| ***Sayles St. at Prairie Ave.*** | NB | L | A (7.7) | <25 | A (7.8) | <25 | A (7.8) | <25 |
| | SB | L | A (8.3) | <25 | A (8.4) | <25 | A (8.4) | <25 |
| | EB | L, T, R | C (15.8) | <25 | C (16.9) | <25 | C (18.7) | <25 |
| | WB | L, T, R | B (14.2) | <25 | C (15.0) | <25 | C (16.1) | <25 |
| | | | | | | | | |
| ***Sayles St. at Eddy St.*** | NB | L | A (8.5) | <25 | A (8.6) | <25 | A (8.6) | <25 |
| | EB | L, R | C (17.6) | <25 | C (18.9) | <25 | C (19.5) | <25 |
| | | | | | | | | |
| ***Oxford St. at Southerly Site Dwy.*** | SB | L, R | A (9.9) | <25 | A (10.0) | <25 | - | - |
| | EB | L | A (7.5) | <25 | A (7.5) | <25 | - | - |
| | | | | | | | | |
| ***Ocean St. at Easterly Site Dwy.*** | NB | L | A (7.6) | <25 | A (7.6) | <25 | A (7.7) | <25 |
| | EB | L, R | A (9.0) | <25 | A (9.1) | <25 | A (9.8) | <25 |

1. Delay shown in seconds per vehicle.
2. Queue Length shown in feet assuming 25 feet per vehicle.

*Table 8: Afternoon School Peak Hour LOS Summary*

| Intersection | Movement | | Existing (2024) | | Future (2029) No-Build | | Future (2029) Build | |
|---|---|---|---|---|---|---|---|---|
| | | | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] |
| ***Oxford St. at Harriet St.*** | NB | L, T, R | B (10.3) | <25 | B (10.4) | <25 | B (10.8) | <25 |
| | SB | L, T, R | A (10.0) | <25 | B (10.2) | <25 | B (10.9) | <25 |
| | EB | L | A (7.5) | <25 | A (7.5) | <25 | A (7.6) | <25 |
| | WB | L | A (7.3) | <25 | A (7.3) | <25 | A (7.4) | <25 |
| | | | | | | | | |
| ***Oxford St. at Ocean St.*** | NB | L, T, R | A (8.7) | <25 | A (8.8) | <25 | A (9.2) | <25 |
| | SB | L, T, R | A (9.5) | 33 | A (9.8) | 35 | B (10.8) | 45 |
| | EB | L, T, R | A (8.6) | <25 | A (8.7) | <25 | A (9.4) | <25 |
| | WB | L, T, R | A (9.3) | <25 | A (9.5) | <25 | B (10.1) | 28 |
| | | | | | | | | |
| ***Oxford St. at Prairie Ave.*** | NB | L, T, R | B (14.0) | 85 | C (15.3) | 98 | C (18.2) | 118 |
| | SB | L, T, R | B (12.8) | 68 | B (13.9) | 80 | C (16.4) | 95 |
| | EB | L, T, R | B (10.6) | 25 | B (11.0) | 28 | B (12.3) | 35 |
| | WB | L, T, R | A (9.3) | <25 | A (9.6) | <25 | B (11.1) | <25 |
| | | | | | | | | |
| ***Oxford St. at Eddy St.*** | NB | L, T, R | C (16.6) | 110 | C (18.8) | 130 | C (21.4) | 150 |
| | SB | L, T, R | C (24.2) | 190 | D (29.7) | 233 | D (34.7) | 260 |
| | EB | L, T, R | A (9.9) | <25 | B (10.2) | <25 | B (10.8) | <25 |
| | WB | L, T, R | B (12.0) | 25 | B (12.5) | 28 | B (13.2) | 33 |
| | | | | | | | | |
| ***Sayles St. at Harriet St.*** | NB | L, T, R | A (9.4) | <25 | A (9.5) | <25 | B (10.8) | <25 |
| | SB | L, T, R | A (9.6) | <25 | A (9.7) | <25 | B (10.9) | <25 |
| | EB | L | A (7.2) | <25 | A (7.2) | <25 | A (7.9) | <25 |
| | WB | L | A (7.4) | <25 | A (7.4) | <25 | A (7.4) | <25 |
| | | | | | | | | |
| ***Sayles St. at Ocean St.*** | NB | L, T, R | A (8.7) | <25 | A (8.9) | <25 | A (9.4) | <25 |
| | SB | L, T, R | A (10.0) | <25 | B (10.2) | 25 | B (10.8) | 30 |
| | EB | L | A (9.1) | 28 | A (9.4) | 30 | B (10.4) | 43 |
| | WB | L | A (8.1) | <25 | A (8.2) | <25 | A (8.5) | <25 |

*Table 8 (Continued): Afternoon School Peak Hour LOS Summary*

| Intersection | Movement | | Existing (2024) | | Future (2029) No-Build | | Future (2029) Build | |
|---|---|---|---|---|---|---|---|---|
| | | | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] |
| ***Sayles St. at Prairie Ave.*** | NB | L | A (8.0) | <25 | A (8.1) | <25 | A (8.1) | <25 |
| | SB | L | A (8.1) | <25 | A (8.2) | <25 | A (8.2) | <25 |
| | EB | L, T, R | C (16.2) | <25 | C (17.3) | <25 | C (18.3) | <25 |
| | WB | L, T, R | C (15.8) | <25 | C (16.9) | <25 | C (17.7) | <25 |
| | | | | | | | | |
| ***Sayles St. at Eddy St.*** | NB | L | A (8.5) | <25 | A (8.6) | <25 | A (8.6) | <25 |
| | EB | L, R | C (16.5) | <25 | C (17.4) | <25 | C (17.9) | <25 |
| | | | | | | | | |
| ***Oxford St. at Southerly Site Dwy.*** | SB | L, R | A (9.4) | <25 | A (9.6) | <25 | - | - |
| | EB | L | A (7.6) | <25 | A (7.6) | <25 | - | - |
| | | | | | | | | |
| ***Ocean St. at Easterly Site Dwy.*** | NB | L | A (7.7) | <25 | A (7.7) | <25 | A (7.8) | <25 |
| | EB | L, R | A (9.9) | <25 | B (10.1) | <25 | B (10.3) | <25 |

1. Delay shown in seconds per vehicle.
2. Queue Length shown in feet assuming 25 feet per vehicle.

*Table 9: Afternoon Commuter Peak Hour LOS Summary*

| Intersection | Movement | | Existing (2024) | | Future (2029) No-Build | | Future (2029) Build | |
|---|---|---|---|---|---|---|---|---|
| | | | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] |
| ***Oxford St. at Harriet St.*** | NB | L, T, R | A (9.7) | <25 | A (10.0) | <25 | B (10.1) | <25 |
| | SB | L, T, R | A (9.8) | <25 | A (10.0) | <25 | B (10.3) | <25 |
| | EB | L | A (7.5) | <25 | A (7.5) | <25 | A (7.5) | <25 |
| | WB | L | A (7.8) | <25 | A (7.9) | <25 | A (7.9) | <25 |
| | | | | | | | | |
| ***Oxford St. at Ocean St.*** | NB | L, T, R | A (8.4) | <25 | A (8.5) | <25 | A (8.6) | <25 |
| | SB | L, T, R | A (9.8) | 38 | B (10.2) | 43 | B (10.5) | 45 |
| | EB | L, T, R | A (8.7) | <25 | A (8.9) | <25 | A (9.1) | <25 |
| | WB | L, T, R | A (8.9) | <25 | A (9.1) | <25 | A (9.3) | <25 |

*Table 9 (Continued): Afternoon Commuter Peak Hour LOS Summary*

| Intersection | Movement | | Existing (2024) | | Future (2029) No-Build | | Future (2029) Build | |
|---|---|---|---|---|---|---|---|---|
| | | | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] |
| ***Oxford St. at Prairie Ave.*** | NB | L, T, R | B (14.2) | 88 | C (15.6) | 103 | C (16.3) | 108 |
| | SB | L, T, R | B (13.5) | 80 | B (14.7) | 93 | C (15.5) | 98 |
| | EB | L, T, R | B (10.7) | 25 | B (11.1) | 28 | B (11.5) | 30 |
| | WB | L, T, R | A (9.6) | <25 | A (9.8) | <25 | B (10.1) | <25 |
| | | | | | | | | |
| ***Oxford St. at Eddy St.*** | NB | L, T, R | B (14.8) | 83 | C (16.5) | 95 | C (17.6) | 105 |
| | SB | L, T, R | C (22.3) | 170 | D (27.5) | 210 | D (29.3) | 220 |
| | EB | L, T, R | B (10.5) | <25 | B (11.0) | <25 | B (11.3) | <25 |
| | WB | L, T, R | B (12.1) | 30 | B (12.9) | 35 | B (13.2) | 38 |
| | | | | | | | | |
| ***Sayles St. at Harriet St.*** | NB | L, T, R | A (9.2) | <25 | A (9.3) | <25 | A (9.4) | <25 |
| | SB | L, T, R | A (9.2) | <25 | A (9.3) | <25 | A (9.4) | <25 |
| | EB | L | A (7.3) | <25 | A (7.3) | <25 | A (7.3) | <25 |
| | WB | L | A (7.3) | <25 | A (7.3) | <25 | A (7.3) | <25 |
| | | | | | | | | |
| ***Sayles St. at Ocean St.*** | NB | L, T, R | A (8.4) | <25 | A (8.6) | <25 | A (8.7) | <25 |
| | SB | L, T, R | A (8.8) | <25 | A (9.0) | <25 | A (9.1) | <25 |
| | EB | L | A (8.4) | <25 | A (8.6) | <25 | A (8.8) | <25 |
| | WB | L | A (7.9) | <25 | A (8.0) | <25 | A (8.1) | <25 |
| | | | | | | | | |
| ***Sayles St. at Prairie Ave.*** | NB | L | A (8.1) | <25 | A (8.2) | <25 | A (8.2) | <25 |
| | SB | L | A (8.1) | <25 | A (8.1) | <25 | A (8.1) | <25 |
| | EB | L, T, R | C (16.5) | <25 | C (17.5) | <25 | C (17.9) | <25 |
| | WB | L, T, R | C (17.2) | <25 | C (18.4) | <25 | C (18.9) | <25 |
| | | | | | | | | |
| ***Sayles St. at Eddy St.*** | NB | L | A (8.4) | <25 | A (8.5) | <25 | A (8.5) | <25 |
| | EB | L, R | C (16.0) | <25 | C (16.7) | <25 | C (16.8) | <25 |
| | | | | | | | | |
| ***Oxford St. at Southerly Site Dwy.*** | SB | L, R | A (9.8) | <25 | A (9.9) | <25 | - | - |
| | EB | L | A (7.5) | <25 | A (7.5) | <25 | - | - |

| Intersection | Movement | | Existing (2024) | | Future (2029) No-Build | | Future (2029) Build | |
|---|---|---|---|---|---|---|---|---|
| | | | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] | LOS (Delay[1]) | Queue Length[2] |
| ***Ocean St. at Easterly Site Dwy.*** | NB | L | A (0.0) | <25 | A (0.0) | <25 | A (7.7) | <25 |
| | EB | L, R | B (10.2) | <25 | B (10.4) | <25 | B (10.5) | <25 |

1. Delay shown in seconds per vehicle.
2. Queue Length shown in feet assuming 25 feet per vehicle.

As shown in **Tables 7-9**, the existing and future no-build study intersections are expected to operate at a LOS D or better during all three analyzed peak periods. The future no-build volumes projected at the study intersections are shown to have marginal increases in delay due to the slight increases in general background growth. The maximum delay increases for an approach under all peak periods analyzed is less than six seconds.

Under future build conditions, the study intersections operated similar to the existing and future no-build scenarios, and all approaches/movements are expected to operate at LOS D or better with the exception of the Eddy Street northbound approach at Oxford Street, which is expected to operate at LOS E during the morning peak hour. The additional traffic from the expanded school is anticipated to add approximately 13 seconds of delay to this approach, based on the analyses conducted. However, it should be noted that the additional students anticipated to attend the new Fogarty School are not new to the area – rather, they currently attend other area schools. As it is nearly impossible to determine which existing trips on the study area streets are associated with students from other schools that would be attending the Fogarty School if it was currently operational, this adjustment was not made, and the result are traffic volumes at the study intersections under build conditions that are conservatively high, resulting in somewhat inflated delay results. Further, as it is not anticipated that this intersection would meet warrants for signalization, there are few mitigation options available to improve the delay on this approach.

## CONCLUSIONS

Pare Corporation (Pare) conducted analyses of the potential traffic and safety impacts for the proposed construction of the new Mary E. Fogarty School. Pare observed existing conditions at the current school, gathered traffic data, conducted a series of analyses, including safety analyses and traffic capacity analyses, and reviewed the proposed site conditions.

Pare obtained existing condition information regarding the arrival and dismissal operations at the existing school through on-site observations, including the number of bus drop-offs at the school, parking demand at the school, and a sense of the traffic circulation patterns associated with the school site and within the study area. The presence of the school staff on Oxford Street and the crossing guard on Sayles Street enables safe student movement during vehicle loading and unloading and while walking to and from the site. However, some points of improvement were identified from the field observations at the school; locate a parent vehicle queuing area during the morning arrival period to eliminate the need for parents to queue within the existing travel lanes on Oxford Street, improve the sidewalk network in areas where it is deteriorating or does not currently meet ADA standards, and provide student crosswalk signage and striping to meet current standards.

Safety measures to reduce vehicle speed and provide pedestrian facilities are currently installed in many areas of the neighborhood, including speed humps on Oxford Street, school zone signage and speed limit enforcement signage on Oxford Street and Sayles Street and sidewalk infrastructure provided throughout the study area traffic network. Additionally, vehicle speeds collected on Oxford Street and Ocean Street do not indicate patterns of the roadway being frequently traveled at excessive speeds.

A safety review was conducted for the study of roadways and intersections for relevant crash data history. Pare reviewed crash data provided by the Providence Police department for a four year-period, from January 1st, 2020, to December 31st, 2023. Due to the nature of the study area roadway network being densely populated with many intersecting streets and the on-street parking, the majority of crashes observed were either angle or sideswipe collisions, which is typical for this type of study. The crash patterns do not appear to be alterable through roadway geometrics or mitigation as many were attributed to driver operation error or inattentiveness.

Capacity analyses project generally slight increases in delays and queues under the future no-build condition compared to existing conditions at all existing intersections. The future build condition is expected to operate similar to the existing and future no-build scenarios. The anticipated traffic generated from the school construction is expected to be safely accommodated on the existing roadways adjacent to the proposed school site.

Given the results of the observation made and analyses performed, it is Pare's opinion that the planned site layout of the new school and additional traffic resulting from the reconstruction of the Mary E. Fogarty Elementary School can be safely accommodated on the adjacent roadways.

# APPENDIX A
# Crash Data

**Project Name** New Mary E. Fogarty Pre-K-8 School
**Town/City, State** Providence, RI
**Crash Data Summary**
**Project Number** 24078.00
**Date** 7/15/2024

PARE CORPORATION

| Crash Ref. No. | Report No. | Date | Time | On Street | Intersecting Street(s) | Directions of Travel | No. of Vehicles | Injuries | Fatalities | Weather Condition | Road Condition | Lighting | Crash Type | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2020-00004204 | 01/13/2020 | 5:32 PM | Oxford Street | Eddy Street | NB/EB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Angle | (Front to side) |
| 2 | 2020-00006805 | 01/21/2020 | 3:59 PM | Prairie Avenue | Sayles Street | NB/NB | 2 | 0 | 0 | Clear | Dry | Daylight | Sideswipe | (same direction) |
| 3 | 2020-00016862 | 02/19/2020 | 8:12 PM | Sayles Street | Prairie Avenue | WB | 1 | 1 | 0 | Clear | Dry | Dark-Lighted | Rear-End | (Veh #1 Hit and Run, front to rear) |
| 4 | 2020-00021247 | 03/03/2020 | 8:23 PM | Oxford Street | Eddy Street | NB/EB | 2 | 0 | 0 | Sleet/Hail | Wet | Dark-Lighted | Angle | (Front to side) |
| 5 | 2020-00021507 | 03/04/2020 | 4:28 PM | Ocean Street | Oxford Street | NB/NB | 2 | 0 | 0 | Clear | Dry | Daylight | Sideswipe-Same Direction | |
| 6 | 2020-00042934 | 06/02/2020 | 1:28 PM | Harriet Street | Oxford Street | SB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle-Direction Not Specified | |
| 7 | 2020-00047736 | 06/17/2020 | 2:37 PM | Sayles Street | Harriet Street | SB/EB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle-Front to Side | |
| 8 | 2020-000048523 | 06/20/2020 | 12:10 AM | Harriet Street | Oxford Street | SB/Not on Roadway | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Sideswipe-Same Direction | |
| 9 | 2020-00075659 | 09/11/2020 | 2:00 PM | Oxford Street | Eddy Street | EB/SB | 2 | 1 | 0 | Clear | Dry | Daylight | Angle | (front to side) |
| 10 | 2020-00075919 | 09/12/2020 | 3:45 AM | Prairie Avenue | Oxford Street | Unknown/WB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Head-On | (Veh #1 Hit and Run) |
| 11 | 2020-00081916 | 10/01/2020 | 4:03 PM | Sayles Street | Prairie Avenue | SB/WB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (Veh #1 Hit and Run, front to side) |
| 12 | 2020-00083292 | 10/05/2020 | 9:30 AM | Prairie Avenue | Oxford Street | Unknown/NB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Unknown | (Hit and Run--Damage to Center Driver Side) |
| 13 | 2020-00085800 | 10/14/2020 | 11:08 PM | Prairie Avenue | Sayles Street | Not on Roadway | 1 | 0 | 0 | Clear | Dry | Dark-Lighted | Sideswipe | (Veh #1 Hit and Run, opposite direction) |
| 14 | 2020-00091708 | 11/05/2020 | 2:57 PM | Oxford Street | Prairie Avenue | SB/SB | 2 | 0 | 0 | Clear | Dry | Daylight | Rear-End | |
| 15 | 2020-00102730 | 12/20/2020 | 11:00 PM | Prairie Avenue | Sayles Street | NB/Not on Roadway | 2 | 0 | 0 | Clear | Slush | Dark-Lighted | Head-On | |
| 16 | 2020-00102936 | 12/21/2020 | 10:50 PM | Oxford Street | Eddy Street | WB | 1 | 0 | 0 | Clear | Snow | Dark-Lighted | Single Vehicle | (Hit a utility Pole) |
| 17 | 2020-00101519 | 12/25/2020 | 4:00 PM | Eddy Street | Oxford Street | NB | 2 | 0 | 0 | Clear | Dry | Daylight | Sideswipe | (Veh #2 Hit and Run, opposite direction) |
| 18 | 2021-00000276 | 01/02/2021 | 8:17 AM | Eddy Street | Oxford Street | SB/SB | 2 | 0 | 0 | Clear | Dry | Daylight | Rear-End | (Veh #1 Hit and Run, front to rear) |
| 19 | 2021-00009242 | 02/09/2021 | 8:32 PM | Prairie Avenue | Oxford Street | EB/SB | 2 | 0 | 0 | Sleet/Hail | Snow | Dark-Lighted | Angle | (Veh #1 Hit and Run, front to side) |
| 20 | 2021-00010171 | 02/13/2021 | 10:21 PM | Harriet Street | Sayles Street | WB/SB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Angle-Front to Side | |
| 21 | 2021-00015312 | 03/06/2021 | 2:19 AM | Prairie Avenue | Sayles Street | Unknown | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Sideswipe | (Veh #1 Hit and Run, same direction) |
| 22 | 2021-00022411 | 03/31/2021 | 12:55 PM | Prairie Avenue | Oxford Street | WB/NB | 2 | 0 | 0 | Clear | Dry | Daylight | Head-On | |
| 23 | 2021-00026880 | 04/16/2021 | 5:13 PM | Eddy Street | Oxford Street | EB/WB | 2 | 0 | 0 | Clear | Dry | Daylight | Sideswipe | (Hit and run, opposite direction) |
| 24 | 2021-00029196 | 04/24/2021 | 4:48 PM | Oxford Street | Prairie Avenue | WB/NB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (Hit and run, front to side) |
| 25 | 2021-00032496 | 05/06/2021 | 4:24 PM | Prairie Avenue | Sayles Street | SB/Not on Roadway | 2 | 0 | 0 | Clear | Dry | Daylight | Sideswipe | (Opposite direction) |
| 26 | 2021-00035821 | 05/17/2021 | 1:10 PM | Harriet Street | Sayles Stret | EB/NB | 2 | 0 | 0 | Clear | Dry | Daylight | Other | |
| 27 | 2021-00045716 | 06/17/2021 | 9:31 PM | Sayles Street | Ocean Street | SB/EB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Angle-Front to Side | |
| 28 | 2021-00059520 | 08/02/2021 | 4:45 AM | Eddy Street | Oxford Street | NB/SB | 2 | 1 | 0 | Clear | Dry | Dark-Lighted | Head-On | |
| 29 | 2021-00061067 | 08/07/2021 | 6:02 PM | Eddy Street | Sayles Street | NB/NB | 2 | 0 | 0 | Clear | Dry | Daylight | Rear-End | (Front to rear) |
| 30 | 2021-00066628 | 08/26/2021 | 3:08 PM | Oxford Street | Eddy Street | NB/EB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (Front to side) |
| 31 | 2021-00066624 | 08/26/2021 | 2:48 PM | Prairie Avenue | Sayles Street | WB/SB | 2 | 0 | 0 | Clear | Dry | Daylight | Rear-End | (Veh #1 Hit and Run, front to rear) |
| 32 | 2021-00066988 | 08/27/2021 | 9:27 PM | Oxford Street | Eddy Street | Unknown/EB | 7 | 0 | 0 | Clear | Dry | Daylight | Sideswipe | (Hit and run, opposite direction) |
| 33 | 2021-00069174 | 09/03/2021 | 4:43 PM | Oxford Street | Ocean Street | NB/EB | 2 | 1 | 0 | Clear | Dry | Daylight | Angle-Front to Side | |
| 34 | 2021-00072222 | 09/12/2021 | 10:52 AM | Oxford Street | Eddy Street | EB/Not on Roadway | 1 | 0 | 0 | Clear | Dry | Dark-Lighted | Angle | (Domestic Disturbance with vehicle, rear to side) |
| 35 | 2021-00078837 | 10/04/2021 | 4:55 PM | Oxford Street | Prairie Avenue | SB/WB | 2 | 0 | 0 | Rain | Wet | Daylight | Head-On | |
| 36 | 2021-00088208 | 11/05/2021 | 9:06 PM | Sayles Street | Prairie Avenue | NB | 1 | 0 | 0 | Clear | Dry | Dark-Lighted | Single Vehicle | (hit a pedestrian) |
| 37 | 2021-00099893 | 12/15/2021 | 2:35 PM | Oxford Street | Eddy Street | NB/EB | 3 | 1 | 0 | Clear | Dry | Daylight | Angle | (front to side) |
| 38 | 2021-00100461 | 12/17/2021 | 11:58 AM | Oxford Street | Eddy Street | EB/WB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (Front to side) |
| 39 | 2021-00103931 | 12/31/2021 | 10:10 AM | Ocean Street | Sayles Street | SB/Unknown | 2 | 0 | 0 | Cloudy | Wet | Daylight | Other | |
| 40 | 2022-00002689 | 01/12/2022 | 7:54 PM | Prairie Avenue | Oxford Street | Car Parked | 1 | 0 | 0 | Clear | Dry | Dark-Lighted | Unknown | (Hit and Run--Damage to both front and rear drivers side doors) |
| 41 | 2022-00002722 | 01/22/2022 | 8:45 PM | Oxford Street | Harriet Street | SB/EB | 2 | 1 | 0 | Clear | Dry | Dark-Lighted | Angle-Front to Side | |
| 42 | 2022-00012530 | 02/18/2022 | 5:02 PM | Oxford Street | Eddy Street | Unknown/EB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Sideswipe | (Veh #1 Hit and Run, same direction) |
| 43 | 2022-00019907 | 03/18/2022 | 8:32 AM | Eddy Street | Oxford Street | EB/EB | 2 | 0 | 0 | Clear | Dry | Daylight | Rear-End | (Front to rear) |
| 44 | 2022-00019785 | 03/27/2022 | 8:45 PM | Harriet Street | Oxford Street | Unknown/SB | 2 | 0 | 0 | Rain | Wet | Dark-Lighted | Sideswipe | |
| 45 | 2022-00024932 | 04/04/2022 | 3:52 PM | Oxford Street | Harriet Street | NB/EB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle-Front to Side | |
| 46 | 2022-00025086 | 04/05/2022 | 8:10 AM | Prairie Avenue | Sayles Street | EB/SB | 3 | 2 | 0 | Clear | Dry | Daylight | Angle | (Front to side) |
| 47 | 2022-00026878 | 04/11/2022 | 12:00 PM | Oxford Street | Eddy Street | WB/SB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (Front to side) |
| 48 | 2022-00042794 | 05/31/2022 | 7:55 PM | Eddy Street | Oxford Street | SB/SB | 2 | 0 | 0 | Clear | Dry | Daylight | Rear-End | (Front to side) |

**Project Name** New Mary E. Fogarty Pre-K-8 School
**Town/City, State** Providence, RI
**Crash Data Summary**
**Project Number** 24078.00
**Date** 7/15/2024

PARE CORPORATION

| Crash Ref. No. | Report No. | Date | Time | On Street | Intersecting Street(s) | Directions of Travel | No. of Vehicles | Injuries | Fatalities | Weather Condition | Road Condition | Lighting | Crash Type | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 49 | 2022-00043072 | 06/01/2022 | 7:38 PM | Oxford Street | Eddy Street | SB/SB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (Front to side) |
| 50 | 2022-00044576 | 06/06/2022 | 8:09 AM | Oxford Street | Eddy Street | SB/EB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (Front to side) |
| 51 | 2022-00046429 | 06/11/2022 | 3:38 PM | Harriet Street | Oxford Street | Not on Roadway | 1 | 0 | 0 | Clear | Dry | Daylight | Rear to Rear | |
| 52 | 2022-00053991 | 07/03/2022 | 10:33 PM | Prairie Avenue | Oxford Street | SB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Sideswipe | (Hit and run, same direction) |
| 53 | 2022-00066137 | 08/10/2022 | 2:02 PM | Sayles Street | Prairie Avenue | NB/Not on Roadway | 0 | 0 | 0 | Clear | Dry | Daylight | Angle | (Rear to side) |
| 54 | 2022-00079698 | 09/21/2022 | 9:07 PM | Oxford Street | Eddy Street | SB/SB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Angle | (Front to side) |
| 55 | 2022-00089341 | 10/23/2022 | 12:29 PM | Oxford Street | Prairie Avenue | WB/Not on Roadway | 2 | 0 | 0 | Cloudy | Dry | Daylight | Sideswipe | (Hit and run, same direction) |
| 56 | 2022-00105191 | 12/20/2022 | 3:46 PM | Oxford Street | Eddy Street | SB/SB | 2 | 0 | 0 | Clear | Dry | Daylight | Rear-End | (Front to rear) |
| 57 | 2023-00000071 | 01/01/2023 | 2:44 AM | Sayles Street | Prairie Avenue | EB/NB | 2 | 2 | 0 | Rain | Wet | Dark-Lighted | Angle | (Front to side) |
| 58 | 2023-00001773 | 01/08/2023 | 2:22 AM | Eddy Street | Oxford Street | Unknown | 1 | 1 | 0 | Clear | Dry | Dark-Lighted | Other | (Driver of Car hit a pedestrian) |
| 59 | 2023-00002395 | 01/10/2023 | 6:46 PM | Oxford Street | Harriet Street | NB/WB | 2 | 0 | 0 | Clear | Dry | Unknown | Angle-Front to Side | |
| 60 | 2023-00011205 | 02/12/2023 | 7:09 PM | Sayles Street | Prairie Avenue | NB/EB | 2 | 1 | 0 | Clear | Dry | Dark-Lighted | Angle | (Front to side) |
| 61 | 2023-00020174 | 03/19/2023 | 4:15 PM | Eddy Street | Oxford Street | NB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (Hit and run, front to side) |
| 62 | 2023-00021933 | 03/26/2023 | 3:04 AM | Oxford Street | Eddy Street | SB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Rear-End | (Hit and run, front to rear) |
| 63 | 2023-00037384 | 05/18/2023 | 6:00 PM | Sayles Street | Eddy Street | NB/WB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (front to side) |
| 64 | 2023-00044617 | 06/10/2023 | 7:53 PM | Prairie Avenue | Oxford Street | NB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (Hit and run, front to side) |
| 65 | 2023-00048147 | 06/22/2023 | 10:41 AM | Oxford Street | Eddy Street | WB/NB | 2 | 0 | 0 | Clear | Dry | Daylight | Angle | (front to side) |
| 66 | 2023-00062255 | 08/06/2023 | 11:52 PM | Prairie Avenue | Oxford Street | SB | 1 | 3 | 0 | Clear | Dry | Dark-Lighted | Other | (Rollover of 1 vehicle--3 sent to hospital with pain in neck & legs) |
| 67 | 2023-00062852 | 08/07/2023 | 8:39 PM | Prairie Avenue | Oxford Street | SB/SB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Rear-End | (Front to rear) |
| 68 | 2023-00070421 | 08/31/2023 | 10:17 AM | Ocean Street | Oxford Street | Not on Roadway | 1 | 0 | 0 | Clear | Dry | Daylight | Sideswipe | |
| 69 | 2023-00072981 | 09/07/2023 | 6:54 PM | Oxford Street | Eddy Street | SB/SB | 2 | 0 | 0 | Clear | Dry | Daylight | Rear-End | (Front to rear) |
| 70 | 2023-00073484 | 09/09/2023 | 8:45 AM | Oxford Street | Ocean Street | SB/WB | 2 | 0 | 0 | Clear | Dry | Daylight | Sideswipe | |
| 71 | 2023-00074902 | 09/13/2023 | 3:26 PM | Sayles Street | Eddy Street | NB/NB | 2 | 0 | 0 | Clear | Dry | Daylight | Head-On | |
| 72 | 2023-00080289 | 10/01/2023 | 1:54 AM | Oxford Street | Eddy Street | Not on Roadway | 2 | 0 | 0 | Clear | Wet | Dark-Lighted | Sideswipe | (Hit and run, same direction) |
| 73 | 2023-00087979 | 10/25/2023 | 9:58 PM | Oxford Street | Harriet Street | SB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Other | |
| 74 | 2023-00095626 | 11/20/2023 | 11:54 PM | Sayles Street | Eddy Street | SB/EB | 2 | 0 | 0 | Clear | Dry | Dark-Lighted | Head-On | |

Torrado Architects

Mary E. Fogarty Pre-K Through 8 School

# APPENDIX B

# Speed Study Data

**Pare Corporation**
8 Blackstone Valley Place
Lincoln, RI 02865
www.parecorp.com

Roadway: Oxford Street
City, State: Providence, RI
Weather: 48 and Sunny
Taken by SR

File Name : Fogarty Elementary School
Site Code : 24078.00
Start Date : 4/25/2024


| # | EB | WB |
|---|---|---|
| 1 | 12 | 14 |
| 2 | 9 | 18 |
| 3 | 17 | 17 |
| 4 | 20 | 22 |
| 5 | 12 | 23 |
| 6 | 11 | 17 |
| 7 | 12 | 14 |
| 8 | 14 | 21 |
| 9 | 17 | 14 |
| 10 | 11 | 17 |
| 11 | 13 | 15 |
| 12 | 16 | 15 |
| 13 | 17 | 17 |
| 14 | 17 | 13 |
| 15 | 14 | 12 |
| 16 | 16 | 21 |
| 17 | 17 | 19 |
| 18 | 16 | 16 |
| 19 | 18 | 13 |
| 20 | 20 | 12 |
| 21 | 13 | 13 |
| 22 | 20 | 22 |
| 23 | 16 | 15 |
| 24 | 18 | 14 |
| 25 | 14 | 18 |
| 26 | 20 | 19 |
| 27 | 13 | 18 |
| 28 | 14 | 16 |
| 29 | 13 | 18 |
| 30 | 21 | 18 |
| 31 | 25 | 19 |
| 32 | 10 | 18 |
| 33 | 24 | 21 |
| 34 | 15 | 17 |
| 35 | 16 | 16 |
| 36 | 10 | 15 |
| 37 | 16 | 22 |
| 38 | 14 | 17 |
| 39 | 15 | 20 |
| 40 | 16 | 14 |
| 41 | 19 | 11 |
| 42 | 10 | 23 |
| 43 | 16 | 25 |
| 44 | 23 | 26 |
| 45 | 24 | 24 |
| 46 | 20 | 17 |
| 47 | 17 | 18 |
| 48 | 18 | 18 |
| 49 | 16 | 16 |
| 50 | 18 | 15 |
| 51 | 20 | 21 |
| 52 | 23 | 14 |
| 53 | | 16 |
| 54 | | 18 |
| 55 | | 23 |
| 56 | | 20 |
| 57 | | 16 |
| 58 | | 19 |
| 59 | | 19 |
| 60 | | 18 |

Pare Corporation
8 Blackstone Valley Place
Lincoln, RI 02865
www.parecorp.com

File Name : Fogarty Elementary School
Site Code : 24078.00
Start Date : 4/25/2024


| # | EB | WB |
|---|---|---|
| 61 | | 20 |
| 62 | | 16 |
| 63 | | 17 |
| 64 | | 19 |
| 65 | | 20 |
| 66 | | 20 |
| 67 | | 17 |
| 68 | | 16 |
| 69 | | 19 |
| 70 | | 22 |
| 71 | | 17 |
| 72 | | 18 |
| 73 | | 18 |
| 74 | | 21 |
| 75 | | 18 |
| 76 | | 20 |
| 77 | | 15 |
| 78 | | 27 |
| 79 | | 14 |
| 80 | | 26 |
| 81 | | 17 |
| 82 | | 18 |
| 83 | | 17 |
| 84 | | 20 |
| 85 | | 22 |
| 86 | | 19 |
| 87 | | 18 |
| 88 | | 21 |
| 89 | | 20 |
| 90 | | 16 |
| 91 | | |

| Class | Vehicle Count | 85 Percentile | 10 MPH Pace Speed | Number in Pace | Percent in Pace | Number of Vehicles Over 20 MPH | Percent of Vehicles Over 20 MPH | Average Speed | True Median (50th Percentile) |
|---|---|---|---|---|---|---|---|---|---|
| EB | 52 | 20 | 11 - 20 | 42 | 81 | 6 | 12 | 16 | 16 |
| WB | 90 | 21 | 13 - 22 | 79 | 88 | 19 | 21 | 18 | 18 |
| Summary | 142 | 21 | 12 - 21 | 117 | 82 | 25 | 18 | 17 | 17 |

**Pare Corporation**
8 Blackstone Valley Place
Lincoln, RI 02865
www.parecorp.com

Roadway: Ocean ST
City, State: Providence, RI
Weather: 48 and Sunny
Taken by SR

File Name : Fogarty School (Ocean St)
Site Code : 24078.00
Start Date : 4/25/2024


| # | NB | SB |
|---|---|---|
| 1 | 14 | 14 |
| 2 | 20 | 20 |
| 3 | 22 | 14 |
| 4 | 14 | 23 |
| 5 | 22 | 25 |
| 6 | 20 | 22 |
| 7 | 24 | 21 |
| 8 | 21 | 21 |
| 9 | 18 | 20 |
| 10 | 20 | 13 |
| 11 | 20 | 21 |
| 12 | 21 | 19 |
| 13 | 20 | 17 |
| 14 | 15 | 20 |
| 15 | 22 | 18 |
| 16 | 18 | 15 |
| 17 | 15 | 17 |
| 18 | 19 | 10 |
| 19 | 15 | 17 |
| 20 | 21 | 12 |
| 21 | 19 | 25 |
| 22 | 22 | 20 |
| 23 | 22 | 15 |
| 24 | 34 | 15 |
| 25 | 23 | 18 |
| 26 | 18 | 17 |
| 27 | 20 | 25 |
| 28 | 25 | 12 |
| 29 | 19 | 10 |
| 30 | 22 | 20 |
| 31 | 20 | 20 |
| 32 | 20 | 23 |
| 33 | 24 | 24 |
| 34 | 23 | 16 |
| 35 | 15 | 20 |
| 36 | | 15 |
| 37 | | 10 |
| 38 | | 23 |
| 39 | | 20 |
| 40 | | 25 |
| 41 | | 21 |
| 42 | | 25 |
| 43 | | 20 |
| 44 | | 12 |
| 45 | | 23 |
| 46 | | 22 |
| 47 | | 22 |
| 48 | | 23 |
| 49 | | 21 |
| 50 | | 22 |
| 51 | | 19 |
| 52 | | 24 |
| 53 | | 25 |
| 54 | | 26 |
| 55 | | 23 |
| 56 | | 20 |
| 57 | | 22 |
| 58 | | 24 |
| 59 | | 14 |
| 60 | | 45 |

Pare Corporation
8 Blackstone Valley Place
Lincoln, RI 02865
www.parecorp.com

File Name : Fogarty School (Ocean St)
Site Code : 24078.00
Start Date : 4/25/2024


| # | NB | SB |
|---|---|---|
| 61 | | 11 |
| 62 | | 16 |
| 63 | | |

| Class | Vehicle Count | 85 Percentile | 10 MPH Pace Speed | Number in Pace | Percent in Pace | Number of Vehicles Over 25 MPH | Percent of Vehicles Over 25 MPH | Average Speed | True Median (50th Percentile) |
|---|---|---|---|---|---|---|---|---|---|
| NB | 35 | 23 | 14 - 23 | 31 | 89 | 1 | 3 | 20 | 20 |
| SB | 62 | 24 | 16 - 25 | 45 | 73 | 2 | 3 | 20 | 20 |
| Summary | 97 | 23 | 14 - 23 | 74 | 76 | 3 | 3 | 20 | 20 |

Torrado Architects

Mary E. Fogarty Pre-K Through 8 School

# APPENDIX C

# Traffic Counts

# *Transportation Data Corporation*

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


N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844A
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

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

| | Harriet Street From North | | | | Oxford Street From East | | | | Harriet Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 2 | 0 | 1 | 9 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 14 | 1 | 0 | 30 |
| 07:45 AM | 1 | 0 | 1 | 1 | 3 | 15 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 28 | 4 | 0 | 61 |
| Total | 1 | 0 | 3 | 1 | 4 | 24 | 0 | 0 | 2 | 3 | 3 | 2 | 1 | 42 | 5 | 0 | 91 |
| 08:00 AM | 0 | 0 | 1 | 1 | 1 | 20 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 25 | 2 | 0 | 56 |
| 08:15 AM | 3 | 0 | 0 | 1 | 3 | 24 | 0 | 2 | 2 | 1 | 0 | 4 | 1 | 24 | 4 | 1 | 70 |
| 08:30 AM | 1 | 1 | 2 | 3 | 7 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 25 | 5 | 0 | 68 |
| 08:45 AM | 1 | 1 | 1 | 8 | 9 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 24 | 3 | 0 | 70 |
| Total | 5 | 2 | 4 | 13 | 20 | 86 | 1 | 2 | 4 | 2 | 2 | 6 | 4 | 98 | 14 | 1 | 264 |
| 09:00 AM | 1 | 0 | 3 | 0 | 5 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 68 |
| 09:15 AM | 2 | 0 | 2 | 0 | 3 | 22 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 23 | 3 | 0 | 59 |
| Grand Total | 9 | 2 | 12 | 14 | 32 | 164 | 3 | 2 | 7 | 5 | 6 | 8 | 6 | 184 | 27 | 1 | 482 |
| Apprch % | 24.3 | 5.4 | 32.4 | 37.8 | 15.9 | 81.6 | 1.5 | 1 | 26.9 | 19.2 | 23.1 | 30.8 | 2.8 | 84.4 | 12.4 | 0.5 | |
| Total % | 1.9 | 0.4 | 2.5 | 2.9 | 6.6 | 34 | 0.6 | 0.4 | 1.5 | 1 | 1.2 | 1.7 | 1.2 | 38.2 | 5.6 | 0.2 | |
| Cars & Peds | 9 | 2 | 12 | 14 | 30 | 154 | 3 | 2 | 6 | 5 | 6 | 8 | 5 | 180 | 27 | 1 | 464 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 93.8 | 93.9 | 100 | 100 | 85.7 | 100 | 100 | 100 | 83.3 | 97.8 | 100 | 100 | 96.3 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 18 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 6.2 | 6.1 | 0 | 0 | 14.3 | 0 | 0 | 0 | 16.7 | 2.2 | 0 | 0 | 3.7 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | **3** | 0 | 0 | 1 | 4 | 3 | 24 | 0 | **2** | 29 | **2** | **1** | 0 | **4** | **7** | **1** | 24 | 4 | **1** | 30 | **70** |
| 08:30 AM | 1 | **1** | 2 | 3 | 7 | 7 | 22 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 1 | 1 | **25** | **5** | 0 | **31** | 68 |
| 08:45 AM | 1 | 1 | 1 | **8** | **11** | **9** | 20 | 0 | 0 | 29 | 0 | 0 | 0 | 2 | 2 | 1 | 24 | 3 | 0 | 28 | 70 |
| 09:00 AM | 1 | 0 | **3** | 0 | 4 | 5 | **32** | **1** | 0 | **38** | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 26 | 68 |
| Total Volume | 6 | 2 | 6 | 12 | 26 | 24 | 98 | 1 | 2 | 125 | 3 | 1 | 0 | 6 | 10 | 3 | 94 | 17 | 1 | 115 | 276 |
| % App. Total | 23.1 | 7.7 | 23.1 | 46.2 | | 19.2 | 78.4 | 0.8 | 1.6 | | 30 | 10 | 0 | 60 | | 2.6 | 81.7 | 14.8 | 0.9 | | |
| PHF | .500 | .500 | .500 | .375 | .591 | .667 | .766 | .250 | .250 | .822 | .375 | .250 | .000 | .375 | .357 | .750 | .940 | .850 | .250 | .927 | .986 |
| Cars & Peds | 6 | 2 | 6 | 12 | 26 | 22 | 91 | 1 | 2 | 116 | 2 | 1 | 0 | 6 | 9 | 3 | 92 | 17 | 1 | 113 | 264 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 91.7 | 92.9 | 100 | 100 | 92.8 | 66.7 | 100 | 0 | 100 | 90.0 | 100 | 97.9 | 100 | 100 | 98.3 | 95.7 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 12 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 8.3 | 7.1 | 0 | 0 | 7.2 | 33.3 | 0 | 0 | 0 | 10.0 | 0 | 2.1 | 0 | 0 | 1.7 | 4.3 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# *Transportation Data Corporation*

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


N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844A
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Cars & Peds

| | Harriet Street From North | | | | Oxford Street From East | | | | Harriet Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 2 | 0 | 1 | 8 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 13 | 1 | 0 | 28 |
| 07:45 AM | 1 | 0 | 1 | 1 | 3 | 14 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 28 | 4 | 0 | 60 |
| Total | 1 | 0 | 3 | 1 | 4 | 22 | 0 | 0 | 2 | 3 | 3 | 2 | 1 | 41 | 5 | 0 | 88 |
| 08:00 AM | 0 | 0 | 1 | 1 | 1 | 20 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 24 | 2 | 0 | 55 |
| 08:15 AM | 3 | 0 | 0 | 1 | 2 | 23 | 0 | 2 | 1 | 1 | 0 | 4 | 1 | 23 | 4 | 1 | 66 |
| 08:30 AM | 1 | 1 | 2 | 3 | 6 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 24 | 5 | 0 | 66 |
| 08:45 AM | 1 | 1 | 1 | 8 | 9 | 19 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 24 | 3 | 0 | 69 |
| Total | 5 | 2 | 4 | 13 | 18 | 84 | 1 | 2 | 3 | 2 | 2 | 6 | 4 | 95 | 14 | 1 | 256 |
| 09:00 AM | 1 | 0 | 3 | 0 | 5 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 63 |
| 09:15 AM | 2 | 0 | 2 | 0 | 3 | 21 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 23 | 3 | 0 | 57 |
| Grand Total | 9 | 2 | 12 | 14 | 30 | 154 | 3 | 2 | 6 | 5 | 6 | 8 | 5 | 180 | 27 | 1 | 464 |
| Apprch % | 24.3 | 5.4 | 32.4 | 37.8 | 15.9 | 81.5 | 1.6 | 1.1 | 24 | 20 | 24 | 32 | 2.3 | 84.5 | 12.7 | 0.5 | |
| Total % | 1.9 | 0.4 | 2.6 | 3 | 6.5 | 33.2 | 0.6 | 0.4 | 1.3 | 1.1 | 1.3 | 1.7 | 1.1 | 38.8 | 5.8 | 0.2 | |

| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | **3** | 0 | 0 | 1 | 4 | 2 | 23 | 0 | **2** | 27 | **1** | **1** | 0 | **4** | **6** | **1** | 23 | 4 | **1** | 29 | 66 |
| 08:30 AM | 1 | **1** | 2 | 3 | 7 | 6 | 22 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 1 | 1 | **24** | **5** | 0 | **30** | 66 |
| 08:45 AM | 1 | 1 | 1 | **8** | **11** | **9** | 19 | 0 | 0 | 28 | 0 | 0 | 0 | 2 | 2 | 1 | 24 | 3 | 0 | 28 | **69** |
| 09:00 AM | 1 | 0 | **3** | 0 | 4 | 5 | **27** | **1** | 0 | **33** | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 26 | 63 |
| Total Volume | 6 | 2 | 6 | 12 | 26 | 22 | 91 | 1 | 2 | 116 | 2 | 1 | 0 | 6 | 9 | 3 | 92 | 17 | 1 | 113 | 264 |
| % App. Total | 23.1 | 7.7 | 23.1 | 46.2 | | 19 | 78.4 | 0.9 | 1.7 | | 22.2 | 11.1 | 0 | 66.7 | | 2.7 | 81.4 | 15 | 0.9 | | |
| PHF | .500 | .500 | .500 | .375 | .591 | .611 | .843 | .250 | .250 | .879 | .500 | .250 | .000 | .375 | .375 | .750 | .958 | .850 | .250 | .942 | .957 |

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N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844A
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Harriet Street From North | | | | Oxford Street From East | | | | Harriet Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| Grand Total | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 18 |
| Apprch % | 0 | 0 | 0 | 0 | 16.7 | 83.3 | 0 | 0 | 100 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 11.1 | 55.6 | 0 | 0 | 5.6 | 0 | 0 | 0 | 5.6 | 22.2 | 0 | 0 | |

| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 2 | **1** | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | **1** | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 12 |
| % App. Total | 0 | 0 | 0 | 0 | | 22.2 | 77.8 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .350 | .000 | .000 | .450 | .250 | .000 | .000 | .000 | .250 | .000 | .500 | .000 | .000 | .500 | .600 |

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N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844A
Site Code : 24078
Start Date : 5/21/2024


Groups Printed- Bikes by Direction

| | Harriet Street From North | | | | Oxford Street From East | | | | Harriet Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 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 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 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 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | | | | | | | | | | | | | | | | | |

| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 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 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

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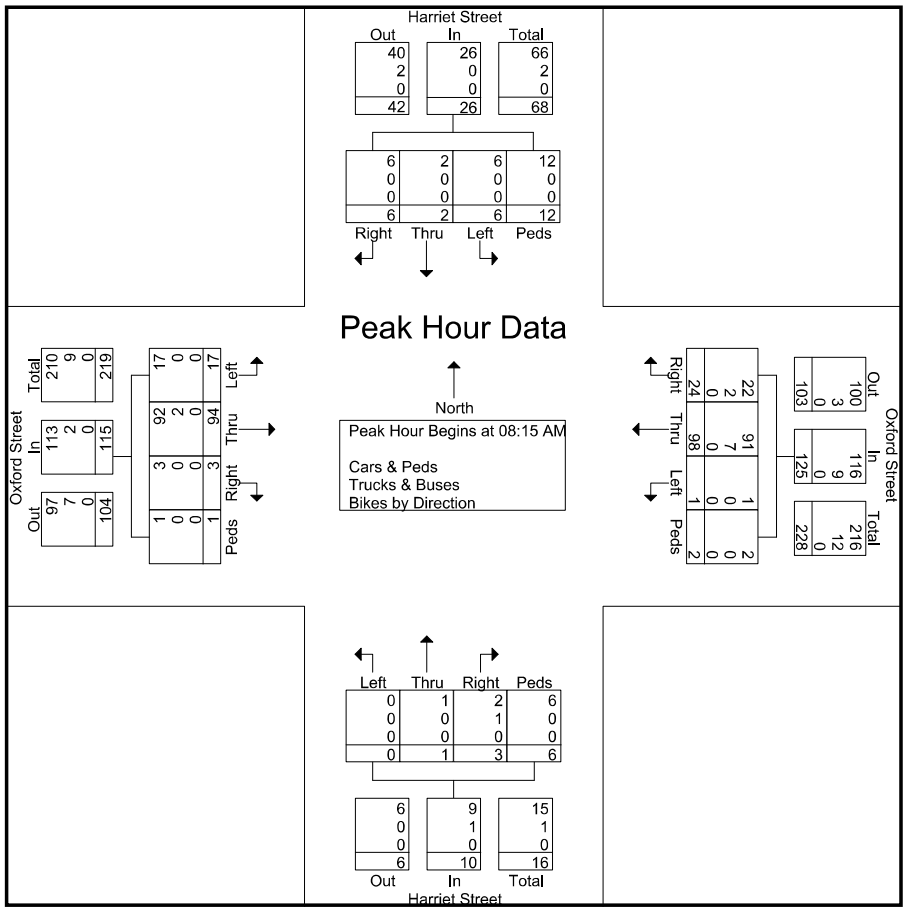
N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844A
Site Code : 24078
Start Date : 5/21/2024


| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | **3** | 0 | 0 | 1 | 4 | 3 | 24 | 0 | **2** | 29 | **2** | **1** | 0 | **4** | **7** | **1** | 24 | 4 | **1** | 30 | **70** |
| 08:30 AM | 1 | **1** | 2 | 3 | 7 | 7 | 22 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 1 | 1 | **25** | **5** | 0 | **31** | 68 |
| 08:45 AM | 1 | 1 | 1 | **8** | **11** | **9** | 20 | 0 | 0 | 29 | 0 | 0 | 0 | 2 | 2 | 1 | 24 | 3 | 0 | 28 | 70 |
| 09:00 AM | 1 | 0 | **3** | 0 | 4 | 5 | **32** | **1** | 0 | **38** | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 5 | 0 | 26 | 68 |
| Total Volume | 6 | 2 | 6 | 12 | 26 | 24 | 98 | 1 | 2 | 125 | 3 | 1 | 0 | 6 | 10 | 3 | 94 | 17 | 1 | 115 | 276 |
| % App. Total | 23.1 | 7.7 | 23.1 | 46.2 | | 19.2 | 78.4 | 0.8 | 1.6 | | 30 | 10 | 0 | 60 | | 2.6 | 81.7 | 14.8 | 0.9 | | |
| PHF | .500 | .500 | .500 | .375 | .591 | .667 | .766 | .250 | .250 | .822 | .375 | .250 | .000 | .375 | .357 | .750 | .940 | .850 | .250 | .927 | .986 |
| Cars & Peds | 6 | 2 | 6 | 12 | 26 | 22 | 91 | 1 | 2 | 116 | 2 | 1 | 0 | 6 | 9 | 3 | 92 | 17 | 1 | 113 | 264 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 91.7 | 92.9 | 100 | 100 | 92.8 | 66.7 | 100 | 0 | 100 | 90.0 | 100 | 97.9 | 100 | 100 | 98.3 | 95.7 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 12 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 8.3 | 7.1 | 0 | 0 | 7.2 | 33.3 | 0 | 0 | 0 | 10.0 | 0 | 2.1 | 0 | 0 | 1.7 | 4.3 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



***Transportation Data Corporation***
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N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844B
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

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

| | Ocean Street From North | | | | Oxford Street From East | | | | Ocean Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 2 | 17 | 1 | 0 | 0 | 6 | 2 | 1 | 3 | 9 | 0 | 0 | 1 | 19 | 0 | 5 | 66 |
| 07:45 AM | 3 | 15 | 3 | 2 | 2 | 10 | 2 | 1 | 4 | 20 | 3 | 0 | 7 | 22 | 5 | 0 | 99 |
| Total | 5 | 32 | 4 | 2 | 2 | 16 | 4 | 2 | 7 | 29 | 3 | 0 | 8 | 41 | 5 | 5 | 165 |
| 08:00 AM | 2 | 14 | 1 | 1 | 1 | 20 | 3 | 4 | 1 | 19 | 1 | 1 | 2 | 15 | 4 | 0 | 89 |
| 08:15 AM | 5 | 9 | 1 | 0 | 1 | 14 | 6 | 0 | 2 | 10 | 3 | 2 | 8 | 12 | 9 | 2 | 84 |
| 08:30 AM | 13 | 16 | 1 | 2 | 1 | 10 | 3 | 0 | 2 | 12 | 4 | 0 | 6 | 14 | 9 | 0 | 93 |
| 08:45 AM | 5 | 30 | 0 | 0 | 3 | 11 | 3 | 6 | 2 | 30 | 7 | 2 | 3 | 14 | 7 | 3 | 126 |
| Total | 25 | 69 | 3 | 3 | 6 | 55 | 15 | 10 | 7 | 71 | 15 | 5 | 19 | 55 | 29 | 5 | 392 |
| 09:00 AM | 18 | 19 | 0 | 1 | 2 | 17 | 6 | 3 | 2 | 10 | 3 | 0 | 2 | 18 | 3 | 1 | 105 |
| 09:15 AM | 3 | 7 | 1 | 0 | 2 | 14 | 2 | 0 | 1 | 12 | 1 | 2 | 3 | 8 | 4 | 0 | 60 |
| Grand Total | 51 | 127 | 8 | 6 | 12 | 102 | 27 | 15 | 17 | 122 | 22 | 7 | 32 | 122 | 41 | 11 | 722 |
| Apprch % | 26.6 | 66.1 | 4.2 | 3.1 | 7.7 | 65.4 | 17.3 | 9.6 | 10.1 | 72.6 | 13.1 | 4.2 | 15.5 | 59.2 | 19.9 | 5.3 | |
| Total % | 7.1 | 17.6 | 1.1 | 0.8 | 1.7 | 14.1 | 3.7 | 2.1 | 2.4 | 16.9 | 3 | 1 | 4.4 | 16.9 | 5.7 | 1.5 | |
| Cars & Peds | 49 | 122 | 8 | 6 | 12 | 94 | 27 | 15 | 17 | 119 | 21 | 7 | 31 | 119 | 40 | 11 | 698 |
| % Cars & Peds | 96.1 | 96.1 | 100 | 100 | 100 | 92.2 | 100 | 100 | 100 | 97.5 | 95.5 | 100 | 96.9 | 97.5 | 97.6 | 100 | 96.7 |
| Trucks & Buses | 1 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 23 |
| % Trucks & Buses | 2 | 3.9 | 0 | 0 | 0 | 7.8 | 0 | 0 | 0 | 2.5 | 4.5 | 0 | 3.1 | 2.5 | 2.4 | 0 | 3.2 |
| Bikes by Direction | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 5 | 9 | **1** | 0 | 15 | 1 | 14 | **6** | 0 | 21 | **2** | 10 | 3 | **2** | 17 | **8** | 12 | **9** | 2 | **31** | 84 |
| 08:30 AM | 13 | 16 | 1 | **2** | 32 | 1 | 10 | 3 | 0 | 14 | 2 | 12 | 4 | 0 | 18 | 6 | 14 | 9 | 0 | 29 | 93 |
| 08:45 AM | 5 | **30** | 0 | 0 | 35 | **3** | 11 | 3 | **6** | 23 | 2 | **30** | **7** | 2 | **41** | 3 | 14 | 7 | **3** | 27 | **126** |
| 09:00 AM | **18** | 19 | 0 | 1 | **38** | 2 | **17** | 6 | 3 | **28** | 2 | 10 | 3 | 0 | 15 | 2 | **18** | 3 | 1 | 24 | 105 |
| Total Volume | 41 | 74 | 2 | 3 | 120 | 7 | 52 | 18 | 9 | 86 | 8 | 62 | 17 | 4 | 91 | 19 | 58 | 28 | 6 | 111 | 408 |
| % App. Total | 34.2 | 61.7 | 1.7 | 2.5 | | 8.1 | 60.5 | 20.9 | 10.5 | | 8.8 | 68.1 | 18.7 | 4.4 | | 17.1 | 52.3 | 25.2 | 5.4 | | |
| PHF | .569 | .617 | .500 | .375 | .789 | .583 | .765 | .750 | .375 | .768 | 1.00 | .517 | .607 | .500 | .555 | .594 | .806 | .778 | .500 | .895 | .810 |
| Cars & Peds | 39 | 70 | 2 | 3 | 114 | 7 | 46 | 18 | 9 | 80 | 8 | 60 | 16 | 4 | 88 | 18 | 57 | 27 | 6 | 108 | 390 |
| % Cars & Peds | 95.1 | 94.6 | 100 | 100 | 95.0 | 100 | 88.5 | 100 | 100 | 93.0 | 100 | 96.8 | 94.1 | 100 | 96.7 | 94.7 | 98.3 | 96.4 | 100 | 97.3 | 95.6 |
| Trucks & Buses | 1 | 4 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 1 | 0 | 3 | 1 | 1 | 1 | 0 | 3 | 17 |
| % Trucks & Buses | 2.4 | 5.4 | 0 | 0 | 4.2 | 0 | 11.5 | 0 | 0 | 7.0 | 0 | 3.2 | 5.9 | 0 | 3.3 | 5.3 | 1.7 | 3.6 | 0 | 2.7 | 4.2 |
| Bikes by Direction | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 2.4 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |

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*tel (781)587-0086 cell (781)439-4999*

N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844B
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Cars & Peds

| | Ocean Street From North | | | | Oxford Street From East | | | | Ocean Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 2 | 17 | 1 | 0 | 0 | 5 | 2 | 1 | 3 | 8 | 0 | 0 | 1 | 18 | 0 | 5 | 63 |
| 07:45 AM | 3 | 14 | 3 | 2 | 2 | 9 | 2 | 1 | 4 | 20 | 3 | 0 | 7 | 22 | 5 | 0 | 97 |
| Total | 5 | 31 | 4 | 2 | 2 | 14 | 4 | 2 | 7 | 28 | 3 | 0 | 8 | 40 | 5 | 5 | 160 |
| 08:00 AM | 2 | 14 | 1 | 1 | 1 | 20 | 3 | 4 | 1 | 19 | 1 | 1 | 2 | 14 | 4 | 0 | 88 |
| 08:15 AM | 4 | 8 | 1 | 0 | 1 | 13 | 6 | 0 | 2 | 9 | 3 | 2 | 7 | 11 | 9 | 2 | 78 |
| 08:30 AM | 12 | 14 | 1 | 2 | 1 | 9 | 3 | 0 | 2 | 12 | 4 | 0 | 6 | 14 | 8 | 0 | 88 |
| 08:45 AM | 5 | 30 | 0 | 0 | 3 | 10 | 3 | 6 | 2 | 29 | 7 | 2 | 3 | 14 | 7 | 3 | 124 |
| Total | 23 | 66 | 3 | 3 | 6 | 52 | 15 | 10 | 7 | 69 | 15 | 5 | 18 | 53 | 28 | 5 | 378 |
| 09:00 AM | 18 | 18 | 0 | 1 | 2 | 14 | 6 | 3 | 2 | 10 | 2 | 0 | 2 | 18 | 3 | 1 | 100 |
| 09:15 AM | 3 | 7 | 1 | 0 | 2 | 14 | 2 | 0 | 1 | 12 | 1 | 2 | 3 | 8 | 4 | 0 | 60 |
| Grand Total | 49 | 122 | 8 | 6 | 12 | 94 | 27 | 15 | 17 | 119 | 21 | 7 | 31 | 119 | 40 | 11 | 698 |
| Apprch % | 26.5 | 65.9 | 4.3 | 3.2 | 8.1 | 63.5 | 18.2 | 10.1 | 10.4 | 72.6 | 12.8 | 4.3 | 15.4 | 59.2 | 19.9 | 5.5 | |
| Total % | 7 | 17.5 | 1.1 | 0.9 | 1.7 | 13.5 | 3.9 | 2.1 | 2.4 | 17 | 3 | 1 | 4.4 | 17 | 5.7 | 1.6 | |

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 4 | 8 | **1** | 0 | 13 | 1 | 13 | **6** | 0 | 20 | **2** | 9 | 3 | **2** | 16 | **7** | 11 | **9** | 2 | **29** | 78 |
| 08:30 AM | 12 | 14 | 1 | **2** | 29 | 1 | 9 | 3 | 0 | 13 | 2 | 12 | 4 | 0 | 18 | 6 | 14 | 8 | 0 | 28 | 88 |
| 08:45 AM | 5 | **30** | 0 | 0 | 35 | **3** | 10 | 3 | **6** | 22 | 2 | **29** | **7** | 2 | **40** | 3 | 14 | 7 | **3** | 27 | **124** |
| 09:00 AM | **18** | 18 | 0 | 1 | **37** | 2 | **14** | 6 | 3 | **25** | 2 | 10 | 2 | 0 | 14 | 2 | **18** | 3 | 1 | 24 | 100 |
| Total Volume | 39 | 70 | 2 | 3 | 114 | 7 | 46 | 18 | 9 | 80 | 8 | 60 | 16 | 4 | 88 | 18 | 57 | 27 | 6 | 108 | 390 |
| % App. Total | 34.2 | 61.4 | 1.8 | 2.6 | | 8.8 | 57.5 | 22.5 | 11.2 | | 9.1 | 68.2 | 18.2 | 4.5 | | 16.7 | 52.8 | 25 | 5.6 | | |
| PHF | .542 | .583 | .500 | .375 | .770 | .583 | .821 | .750 | .375 | .800 | 1.00 | .517 | .571 | .500 | .550 | .643 | .792 | .750 | .500 | .931 | .786 |

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N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844B
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Ocean Street From North | | | | Oxford Street From East | | | | Ocean Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 08:15 AM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 6 |
| 08:30 AM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 13 |
| 09:00 AM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 1 | 5 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 3 | 1 | 0 | 23 |
| Apprch % | 16.7 | 83.3 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 75 | 25 | 0 | 20 | 60 | 20 | 0 | |
| Total % | 4.3 | 21.7 | 0 | 0 | 0 | 34.8 | 0 | 0 | 0 | 13 | 4.3 | 0 | 4.3 | 13 | 4.3 | 0 | |

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | **1** | 1 | 0 | 0 | **2** | 0 | 1 | 0 | 0 | 1 | 0 | **1** | 0 | 0 | **1** | **1** | **1** | 0 | 0 | **2** | **6** |
| 08:30 AM | 0 | **2** | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | **3** | 0 | 0 | **3** | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 1 | 4 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 1 | 0 | 3 | 1 | 1 | 1 | 0 | 3 | 17 |
| % App. Total | 20 | 80 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 66.7 | 33.3 | 0 | | 33.3 | 33.3 | 33.3 | 0 | | |
| PHF | .250 | .500 | .000 | .000 | .625 | .000 | .500 | .000 | .000 | .500 | .000 | .500 | .250 | .000 | .750 | .250 | .250 | .250 | .000 | .375 | .708 |

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*tel (781)587-0086 cell (781)439-4999*

N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844B
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Ocean Street From North | | | | Oxford Street From East | | | | Ocean Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Apprch % | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | **1** | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| Total Volume | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % App. Total | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .250 | .000 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |

# *Transportation Data Corporation*

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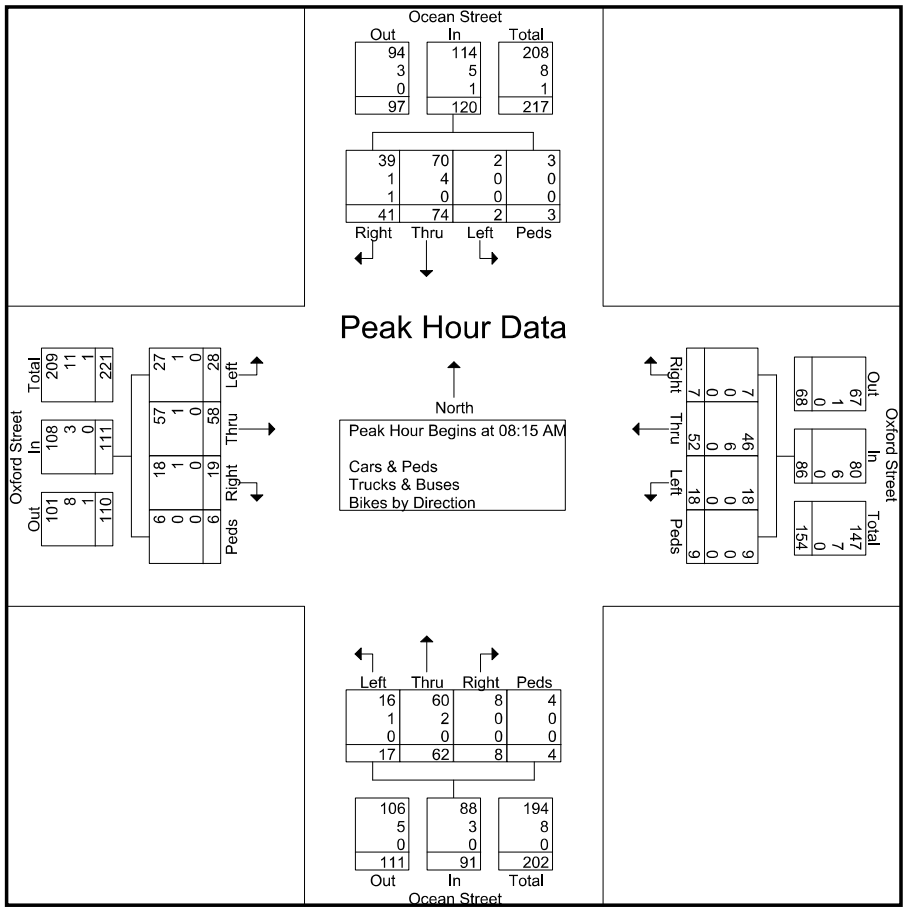
N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844B
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 5 | 9 | **1** | 0 | 15 | 1 | 14 | **6** | 0 | 21 | **2** | 10 | 3 | **2** | 17 | **8** | 12 | **9** | 2 | **31** | 84 |
| 08:30 AM | 13 | 16 | 1 | **2** | 32 | 1 | 10 | 3 | 0 | 14 | 2 | 12 | 4 | 0 | 18 | 6 | 14 | 9 | 0 | 29 | 93 |
| 08:45 AM | 5 | **30** | 0 | 0 | 35 | **3** | 11 | 3 | **6** | 23 | 2 | **30** | **7** | 2 | **41** | 3 | 14 | 7 | **3** | 27 | **126** |
| 09:00 AM | **18** | 19 | 0 | 1 | **38** | 2 | **17** | 6 | 3 | **28** | 2 | 10 | 3 | 0 | 15 | 2 | **18** | 3 | 1 | 24 | 105 |
| Total Volume | 41 | 74 | 2 | 3 | 120 | 7 | 52 | 18 | 9 | 86 | 8 | 62 | 17 | 4 | 91 | 19 | 58 | 28 | 6 | 111 | 408 |
| % App. Total | 34.2 | 61.7 | 1.7 | 2.5 | | 8.1 | 60.5 | 20.9 | 10.5 | | 8.8 | 68.1 | 18.7 | 4.4 | | 17.1 | 52.3 | 25.2 | 5.4 | | |
| PHF | .569 | .617 | .500 | .375 | .789 | .583 | .765 | .750 | .375 | .768 | 1.00 | .517 | .607 | .500 | .555 | .594 | .806 | .778 | .500 | .895 | .810 |
| Cars & Peds | 39 | 70 | 2 | 3 | 114 | 7 | 46 | 18 | 9 | 80 | 8 | 60 | 16 | 4 | 88 | 18 | 57 | 27 | 6 | 108 | 390 |
| % Cars & Peds | 95.1 | 94.6 | 100 | 100 | 95.0 | 100 | 88.5 | 100 | 100 | 93.0 | 100 | 96.8 | 94.1 | 100 | 96.7 | 94.7 | 98.3 | 96.4 | 100 | 97.3 | 95.6 |
| Trucks & Buses | 1 | 4 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 1 | 0 | 3 | 1 | 1 | 1 | 0 | 3 | 17 |
| % Trucks & Buses | 2.4 | 5.4 | 0 | 0 | 4.2 | 0 | 11.5 | 0 | 0 | 7.0 | 0 | 3.2 | 5.9 | 0 | 3.3 | 5.3 | 1.7 | 3.6 | 0 | 2.7 | 4.2 |
| Bikes by Direction | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 2.4 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |



# *Transportation Data Corporation*

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N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844C
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

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

| | Harriet Street From North | | | | Sayles Street From East | | | | Harriet Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 2 | 1 | 0 | 1 | 0 | 5 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 19 |
| 07:45 AM | 0 | 2 | 1 | 3 | 0 | 5 | 1 | 2 | 2 | 3 | 1 | 2 | 0 | 5 | 0 | 3 | 30 |
| Total | 2 | 3 | 1 | 4 | 0 | 10 | 1 | 4 | 3 | 6 | 2 | 2 | 0 | 8 | 0 | 3 | 49 |
| 08:00 AM | 0 | 0 | 3 | 1 | 1 | 2 | 0 | 2 | 4 | 1 | 0 | 5 | 2 | 7 | 0 | 1 | 29 |
| 08:15 AM | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 | 2 | 1 | 0 | 1 | 4 | 0 | 1 | 18 |
| 08:30 AM | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 10 | 0 | 2 | 6 | 2 | 13 | 3 | 5 | 47 |
| 08:45 AM | 1 | 1 | 1 | 6 | 0 | 1 | 0 | 9 | 7 | 2 | 3 | 5 | 1 | 20 | 0 | 0 | 57 |
| Total | 3 | 3 | 5 | 9 | 1 | 5 | 0 | 13 | 25 | 5 | 6 | 16 | 6 | 44 | 3 | 7 | 151 |
| 09:00 AM | 3 | 2 | 3 | 3 | 0 | 0 | 0 | 3 | 8 | 0 | 2 | 2 | 1 | 15 | 1 | 0 | 43 |
| 09:15 AM | 1 | 1 | 2 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 0 | 2 | 4 | 1 | 0 | 20 |
| Grand Total | 9 | 9 | 11 | 17 | 1 | 17 | 2 | 20 | 39 | 11 | 12 | 20 | 9 | 71 | 5 | 10 | 263 |
| Apprch % | 19.6 | 19.6 | 23.9 | 37 | 2.5 | 42.5 | 5 | 50 | 47.6 | 13.4 | 14.6 | 24.4 | 9.5 | 74.7 | 5.3 | 10.5 | |
| Total % | 3.4 | 3.4 | 4.2 | 6.5 | 0.4 | 6.5 | 0.8 | 7.6 | 14.8 | 4.2 | 4.6 | 7.6 | 3.4 | 27 | 1.9 | 3.8 | |
| Cars & Peds | 9 | 9 | 11 | 17 | 1 | 16 | 2 | 20 | 37 | 11 | 12 | 20 | 9 | 63 | 5 | 10 | 252 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 94.1 | 100 | 100 | 94.9 | 100 | 100 | 100 | 100 | 88.7 | 100 | 100 | 95.8 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 11 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 5.9 | 0 | 0 | 5.1 | 0 | 0 | 0 | 0 | 11.3 | 0 | 0 | 4.2 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:30 AM | 1 | 1 | 1 | 1 | 4 | 0 | 1 | 0 | 1 | 2 | **10** | 0 | 2 | **6** | **18** | **2** | 13 | **3** | **5** | **23** | 47 |
| 08:45 AM | 1 | 1 | 1 | **6** | 9 | 0 | 1 | 0 | **9** | **10** | 7 | **2** | **3** | 5 | 17 | 1 | **20** | 0 | 0 | 21 | **57** |
| 09:00 AM | **3** | **2** | **3** | 3 | **11** | 0 | 0 | 0 | 3 | 3 | 8 | 0 | 2 | 2 | 12 | 1 | 15 | 1 | 0 | 17 | 43 |
| 09:15 AM | 1 | 1 | 2 | 1 | 5 | 0 | **2** | **1** | 0 | 3 | 3 | 0 | 2 | 0 | 5 | 2 | 4 | 1 | 0 | 7 | 20 |
| Total Volume | 6 | 5 | 7 | 11 | 29 | 0 | 4 | 1 | 13 | 18 | 28 | 2 | 9 | 13 | 52 | 6 | 52 | 5 | 5 | 68 | 167 |
| % App. Total | 20.7 | 17.2 | 24.1 | 37.9 | | 0 | 22.2 | 5.6 | 72.2 | | 53.8 | 3.8 | 17.3 | 25 | | 8.8 | 76.5 | 7.4 | 7.4 | | |
| PHF | .500 | .625 | .583 | .458 | .659 | .000 | .500 | .250 | .361 | .450 | .700 | .250 | .750 | .542 | .722 | .750 | .650 | .417 | .250 | .739 | .732 |
| Cars & Peds | 6 | 5 | 7 | 11 | 29 | 0 | 4 | 1 | 13 | 18 | 27 | 2 | 9 | 13 | 51 | 6 | 46 | 5 | 5 | 62 | 160 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 96.4 | 100 | 100 | 100 | 98.1 | 100 | 88.5 | 100 | 100 | 91.2 | 95.8 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 7 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.6 | 0 | 0 | 0 | 1.9 | 0 | 11.5 | 0 | 0 | 8.8 | 4.2 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# *Transportation Data Corporation*

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


N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844C
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Cars & Peds

| | Harriet Street From North | | | | Sayles Street From East | | | | Harriet Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 2 | 1 | 0 | 1 | 0 | 4 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 17 |
| 07:45 AM | 0 | 2 | 1 | 3 | 0 | 5 | 1 | 2 | 2 | 3 | 1 | 2 | 0 | 5 | 0 | 3 | 30 |
| Total | 2 | 3 | 1 | 4 | 0 | 9 | 1 | 4 | 3 | 6 | 2 | 2 | 0 | 7 | 0 | 3 | 47 |
| 08:00 AM | 0 | 0 | 3 | 1 | 1 | 2 | 0 | 2 | 4 | 1 | 0 | 5 | 2 | 6 | 0 | 1 | 28 |
| 08:15 AM | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 3 | 2 | 1 | 0 | 1 | 4 | 0 | 1 | 17 |
| 08:30 AM | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 9 | 0 | 2 | 6 | 2 | 9 | 3 | 5 | 42 |
| 08:45 AM | 1 | 1 | 1 | 6 | 0 | 1 | 0 | 9 | 7 | 2 | 3 | 5 | 1 | 19 | 0 | 0 | 56 |
| Total | 3 | 3 | 5 | 9 | 1 | 5 | 0 | 13 | 23 | 5 | 6 | 16 | 6 | 38 | 3 | 7 | 143 |
| 09:00 AM | 3 | 2 | 3 | 3 | 0 | 0 | 0 | 3 | 8 | 0 | 2 | 2 | 1 | 14 | 1 | 0 | 42 |
| 09:15 AM | 1 | 1 | 2 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 0 | 2 | 4 | 1 | 0 | 20 |
| Grand Total | 9 | 9 | 11 | 17 | 1 | 16 | 2 | 20 | 37 | 11 | 12 | 20 | 9 | 63 | 5 | 10 | 252 |
| Apprch % | 19.6 | 19.6 | 23.9 | 37 | 2.6 | 41 | 5.1 | 51.3 | 46.2 | 13.8 | 15 | 25 | 10.3 | 72.4 | 5.7 | 11.5 | |
| Total % | 3.6 | 3.6 | 4.4 | 6.7 | 0.4 | 6.3 | 0.8 | 7.9 | 14.7 | 4.4 | 4.8 | 7.9 | 3.6 | 25 | 2 | 4 | |

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:30 AM | 1 | 1 | 1 | 1 | 4 | 0 | 1 | 0 | 1 | 2 | **9** | 0 | 2 | **6** | **17** | **2** | 9 | **3** | **5** | 19 | 42 |
| 08:45 AM | 1 | 1 | 1 | **6** | 9 | 0 | 1 | 0 | **9** | **10** | 7 | **2** | **3** | 5 | 17 | 1 | **19** | 0 | 0 | **20** | **56** |
| 09:00 AM | **3** | **2** | **3** | 3 | **11** | 0 | 0 | 0 | 3 | 3 | 8 | 0 | 2 | 2 | 12 | 1 | 14 | 1 | 0 | 16 | 42 |
| 09:15 AM | 1 | 1 | 2 | 1 | 5 | 0 | **2** | **1** | 0 | 3 | 3 | 0 | 2 | 0 | 5 | 2 | 4 | 1 | 0 | 7 | 20 |
| Total Volume | 6 | 5 | 7 | 11 | 29 | 0 | 4 | 1 | 13 | 18 | 27 | 2 | 9 | 13 | 51 | 6 | 46 | 5 | 5 | 62 | 160 |
| % App. Total | 20.7 | 17.2 | 24.1 | 37.9 | | 0 | 22.2 | 5.6 | 72.2 | | 52.9 | 3.9 | 17.6 | 25.5 | | 9.7 | 74.2 | 8.1 | 8.1 | | |
| PHF | .500 | .625 | .583 | .458 | .659 | .000 | .500 | .250 | .361 | .450 | .750 | .250 | .750 | .542 | .750 | .750 | .605 | .417 | .250 | .775 | .714 |

**_Transportation Data Corporation_**
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*tel (781)587-0086 cell (781)439-4999*

N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844C
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Harriet Street From North | | | | Sayles Street From East | | | | Harriet Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 5 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 8 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 11 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 9.1 | 0 | 0 | 18.2 | 0 | 0 | 0 | 0 | 72.7 | 0 | 0 | |

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | **4** | 0 | 0 | **4** | **5** |
| 08:45 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 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 8 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .000 | .500 | .000 | .375 | .000 | .000 | .375 | .400 |

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*tel (781)587-0086 cell (781)439-4999*

N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844C
Site Code : 24078
Start Date : 5/21/2024


Groups Printed- Bikes by Direction

| | Harriet Street From North | | | | Sayles Street From East | | | | Harriet Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 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 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 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 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | | | | | | | | | | | | | | | | | |

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 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 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

***Transportation Data Corporation***
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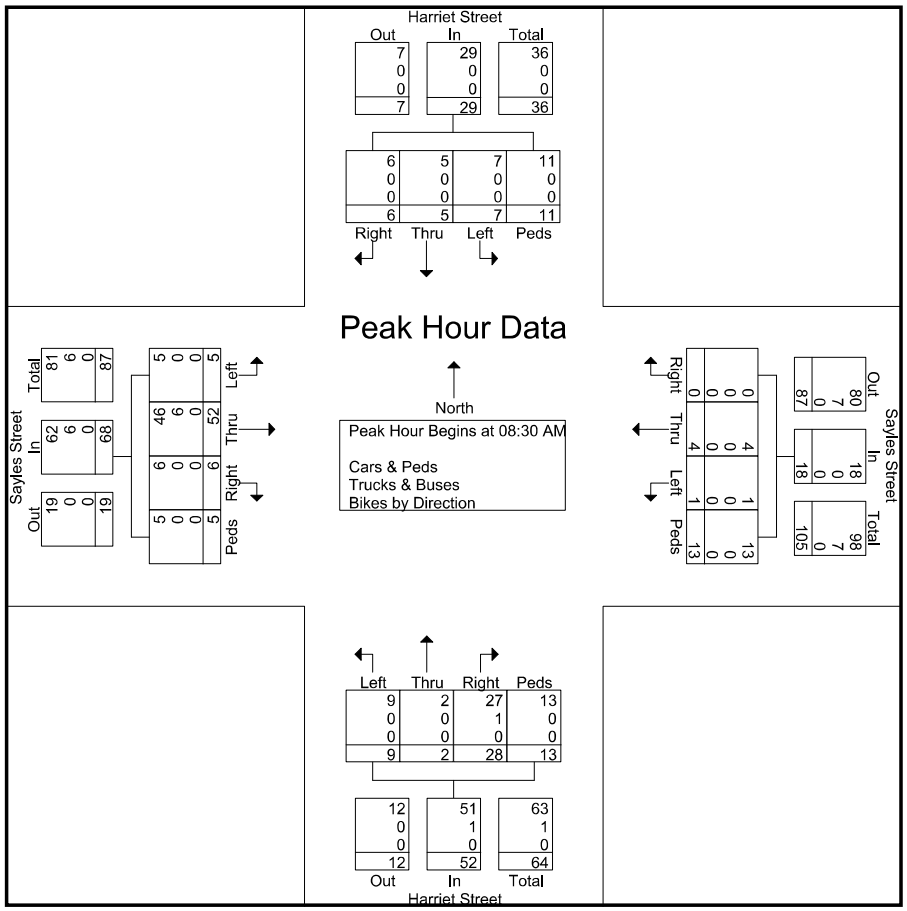
*tel (781)587-0086 cell (781)439-4999*

N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844C
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:30 AM | 1 | 1 | 1 | 1 | 4 | 0 | 1 | 0 | 1 | 2 | **10** | 0 | 2 | **6** | **18** | **2** | 13 | **3** | **5** | **23** | 47 |
| 08:45 AM | 1 | 1 | 1 | **6** | 9 | 0 | 1 | 0 | **9** | **10** | 7 | **2** | **3** | 5 | 17 | 1 | **20** | 0 | 0 | 21 | **57** |
| 09:00 AM | **3** | **2** | **3** | 3 | **11** | 0 | 0 | 0 | 3 | 3 | 8 | 0 | 2 | 2 | 12 | 1 | 15 | 1 | 0 | 17 | 43 |
| 09:15 AM | 1 | 1 | 2 | 1 | 5 | 0 | **2** | **1** | 0 | 3 | 3 | 0 | 2 | 0 | 5 | 2 | 4 | 1 | 0 | 7 | 20 |
| Total Volume | 6 | 5 | 7 | 11 | 29 | 0 | 4 | 1 | 13 | 18 | 28 | 2 | 9 | 13 | 52 | 6 | 52 | 5 | 5 | 68 | 167 |
| % App. Total | 20.7 | 17.2 | 24.1 | 37.9 | | 0 | 22.2 | 5.6 | 72.2 | | 53.8 | 3.8 | 17.3 | 25 | | 8.8 | 76.5 | 7.4 | 7.4 | | |
| PHF | .500 | .625 | .583 | .458 | .659 | .000 | .500 | .250 | .361 | .450 | .700 | .250 | .750 | .542 | .722 | .750 | .650 | .417 | .250 | .739 | .732 |
| Cars & Peds | 6 | 5 | 7 | 11 | 29 | 0 | 4 | 1 | 13 | 18 | 27 | 2 | 9 | 13 | 51 | 6 | 46 | 5 | 5 | 62 | 160 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 96.4 | 100 | 100 | 100 | 98.1 | 100 | 88.5 | 100 | 100 | 91.2 | 95.8 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 7 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.6 | 0 | 0 | 0 | 1.9 | 0 | 11.5 | 0 | 0 | 8.8 | 4.2 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



***Transportation Data Corporation***
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N/S: Ocean Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844D
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

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

| | Ocean Street From North | | | | Sayles Street From East | | | | Ocean Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 16 | 2 | 0 | 2 | 4 | 1 | 1 | 0 | 8 | 0 | 0 | 1 | 2 | 1 | 4 | 42 |
| 07:45 AM | 0 | 18 | 2 | 2 | 7 | 3 | 2 | 3 | 2 | 23 | 2 | 0 | 2 | 1 | 2 | 0 | 69 |
| Total | 0 | 34 | 4 | 2 | 9 | 7 | 3 | 4 | 2 | 31 | 2 | 0 | 3 | 3 | 3 | 4 | 111 |
| 08:00 AM | 0 | 13 | 1 | 0 | 6 | 3 | 1 | 1 | 0 | 20 | 0 | 2 | 4 | 3 | 0 | 0 | 54 |
| 08:15 AM | 0 | 9 | 1 | 0 | 2 | 1 | 3 | 2 | 3 | 17 | 0 | 1 | 6 | 1 | 2 | 3 | 51 |
| 08:30 AM | 0 | 16 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 19 | 0 | 5 | 13 | 3 | 7 | 5 | 73 |
| 08:45 AM | 0 | 19 | 0 | 0 | 1 | 0 | 3 | 3 | 4 | 22 | 0 | 25 | 12 | 8 | 12 | 5 | 114 |
| Total | 0 | 57 | 4 | 1 | 9 | 4 | 9 | 6 | 7 | 78 | 0 | 33 | 35 | 15 | 21 | 13 | 292 |
| 09:00 AM | 0 | 21 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 13 | 0 | 3 | 14 | 8 | 15 | 1 | 82 |
| 09:15 AM | 0 | 10 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 15 | 0 | 1 | 1 | 5 | 0 | 1 | 40 |
| Grand Total | 0 | 122 | 9 | 4 | 22 | 11 | 16 | 12 | 11 | 137 | 2 | 37 | 53 | 31 | 39 | 19 | 525 |
| Apprch % | 0 | 90.4 | 6.7 | 3 | 36.1 | 18 | 26.2 | 19.7 | 5.9 | 73.3 | 1.1 | 19.8 | 37.3 | 21.8 | 27.5 | 13.4 | |
| Total % | 0 | 23.2 | 1.7 | 0.8 | 4.2 | 2.1 | 3 | 2.3 | 2.1 | 26.1 | 0.4 | 7 | 10.1 | 5.9 | 7.4 | 3.6 | |
| Cars & Peds | 0 | 119 | 9 | 4 | 20 | 10 | 16 | 12 | 11 | 133 | 2 | 37 | 49 | 29 | 35 | 19 | 505 |
| % Cars & Peds | 0 | 97.5 | 100 | 100 | 90.9 | 90.9 | 100 | 100 | 100 | 97.1 | 100 | 100 | 92.5 | 93.5 | 89.7 | 100 | 96.2 |
| Trucks & Buses | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 2 | 4 | 0 | 19 |
| % Trucks & Buses | 0 | 1.6 | 0 | 0 | 9.1 | 9.1 | 0 | 0 | 0 | 2.9 | 0 | 0 | 7.5 | 6.5 | 10.3 | 0 | 3.6 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 0 | 9 | 1 | 0 | 10 | **2** | **1** | **3** | 2 | **8** | 3 | 17 | 0 | 1 | 21 | 6 | 1 | 2 | 3 | 12 | 51 |
| 08:30 AM | 0 | 16 | **2** | **1** | 19 | 0 | 0 | 2 | 0 | 2 | 0 | 19 | 0 | 5 | 24 | 13 | 3 | 7 | **5** | 28 | 73 |
| 08:45 AM | 0 | 19 | 0 | 0 | 19 | 1 | 0 | 3 | **3** | 7 | **4** | **22** | 0 | **25** | **51** | 12 | **8** | 12 | 5 | 37 | **114** |
| 09:00 AM | 0 | **21** | 1 | 0 | **22** | 2 | 0 | 2 | 2 | 6 | 0 | 13 | 0 | 3 | 16 | **14** | 8 | **15** | 1 | **38** | 82 |
| Total Volume | 0 | 65 | 4 | 1 | 70 | 5 | 1 | 10 | 7 | 23 | 7 | 71 | 0 | 34 | 112 | 45 | 20 | 36 | 14 | 115 | 320 |
| % App. Total | 0 | 92.9 | 5.7 | 1.4 | | 21.7 | 4.3 | 43.5 | 30.4 | | 6.2 | 63.4 | 0 | 30.4 | | 39.1 | 17.4 | 31.3 | 12.2 | | |
| PHF | .000 | .774 | .500 | .250 | .795 | .625 | .250 | .833 | .583 | .719 | .438 | .807 | .000 | .340 | .549 | .804 | .625 | .600 | .700 | .757 | .702 |
| Cars & Peds | 0 | 63 | 4 | 1 | 68 | 5 | 1 | 10 | 7 | 23 | 7 | 68 | 0 | 34 | 109 | 41 | 18 | 33 | 14 | 106 | 306 |
| % Cars & Peds | 0 | 96.9 | 100 | 100 | 97.1 | 100 | 100 | 100 | 100 | 100 | 100 | 95.8 | 0 | 100 | 97.3 | 91.1 | 90.0 | 91.7 | 100 | 92.2 | 95.6 |
| Trucks & Buses | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 2 | 3 | 0 | 9 | 13 |
| % Trucks & Buses | 0 | 1.5 | 0 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 0 | 0 | 2.7 | 8.9 | 10.0 | 8.3 | 0 | 7.8 | 4.1 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 0 | 1.5 | 0 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |

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N/S: Ocean Street
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City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844D
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Cars & Peds

| | Ocean Street From North | | | | Sayles Street From East | | | | Ocean Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 16 | 2 | 0 | 2 | 3 | 1 | 1 | 0 | 7 | 0 | 0 | 1 | 2 | 0 | 4 | 39 |
| 07:45 AM | 0 | 17 | 2 | 2 | 6 | 3 | 2 | 3 | 2 | 23 | 2 | 0 | 2 | 1 | 2 | 0 | 67 |
| Total | 0 | 33 | 4 | 2 | 8 | 6 | 3 | 4 | 2 | 30 | 2 | 0 | 3 | 3 | 2 | 4 | 106 |
| 08:00 AM | 0 | 13 | 1 | 0 | 5 | 3 | 1 | 1 | 0 | 20 | 0 | 2 | 4 | 3 | 0 | 0 | 53 |
| 08:15 AM | 0 | 8 | 1 | 0 | 2 | 1 | 3 | 2 | 3 | 16 | 0 | 1 | 5 | 1 | 2 | 3 | 48 |
| 08:30 AM | 0 | 15 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 18 | 0 | 5 | 11 | 3 | 5 | 5 | 67 |
| 08:45 AM | 0 | 19 | 0 | 0 | 1 | 0 | 3 | 3 | 4 | 21 | 0 | 25 | 12 | 6 | 12 | 5 | 111 |
| Total | 0 | 55 | 4 | 1 | 8 | 4 | 9 | 6 | 7 | 75 | 0 | 33 | 32 | 13 | 19 | 13 | 279 |
| 09:00 AM | 0 | 21 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 13 | 0 | 3 | 13 | 8 | 14 | 1 | 80 |
| 09:15 AM | 0 | 10 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 15 | 0 | 1 | 1 | 5 | 0 | 1 | 40 |
| Grand Total | 0 | 119 | 9 | 4 | 20 | 10 | 16 | 12 | 11 | 133 | 2 | 37 | 49 | 29 | 35 | 19 | 505 |
| Apprch % | 0 | 90.2 | 6.8 | 3 | 34.5 | 17.2 | 27.6 | 20.7 | 6 | 72.7 | 1.1 | 20.2 | 37.1 | 22 | 26.5 | 14.4 | |
| Total % | 0 | 23.6 | 1.8 | 0.8 | 4 | 2 | 3.2 | 2.4 | 2.2 | 26.3 | 0.4 | 7.3 | 9.7 | 5.7 | 6.9 | 3.8 | |

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 0 | 8 | 1 | 0 | 9 | **2** | **1** | **3** | 2 | **8** | 3 | 16 | 0 | 1 | 20 | 5 | 1 | 2 | 3 | 11 | 48 |
| 08:30 AM | 0 | 15 | **2** | **1** | 18 | 0 | 0 | 2 | 0 | 2 | 0 | 18 | 0 | 5 | 23 | 11 | 3 | 5 | **5** | 24 | 67 |
| 08:45 AM | 0 | 19 | 0 | 0 | 19 | 1 | 0 | 3 | **3** | 7 | **4** | **21** | 0 | **25** | **50** | 12 | 6 | 12 | 5 | 35 | **111** |
| 09:00 AM | 0 | **21** | 1 | 0 | **22** | 2 | 0 | 2 | 2 | 6 | 0 | 13 | 0 | 3 | 16 | **13** | **8** | **14** | 1 | **36** | 80 |
| Total Volume | 0 | 63 | 4 | 1 | 68 | 5 | 1 | 10 | 7 | 23 | 7 | 68 | 0 | 34 | 109 | 41 | 18 | 33 | 14 | 106 | 306 |
| % App. Total | 0 | 92.6 | 5.9 | 1.5 | | 21.7 | 4.3 | 43.5 | 30.4 | | 6.4 | 62.4 | 0 | 31.2 | | 38.7 | 17 | 31.1 | 13.2 | | |
| PHF | .000 | .750 | .500 | .250 | .773 | .625 | .250 | .833 | .583 | .719 | .438 | .810 | .000 | .340 | .545 | .788 | .563 | .589 | .700 | .736 | .689 |

***Transportation Data Corporation***
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*tel (781)587-0086 cell (781)439-4999*

N/S: Ocean Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844D
Site Code : 24078
Start Date : 5/21/2024


Groups Printed- Trucks & Buses

| | Ocean Street From North | | | | Sayles Street From East | | | | Ocean Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 08:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 5 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 2 | 0 | 12 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 2 | 4 | 0 | 19 |
| Apprch % | 0 | 100 | 0 | 0 | 66.7 | 33.3 | 0 | 0 | 0 | 100 | 0 | 0 | 40 | 20 | 40 | 0 | |
| Total % | 0 | 10.5 | 0 | 0 | 10.5 | 5.3 | 0 | 0 | 0 | 21.1 | 0 | 0 | 21.1 | 10.5 | 21.1 | 0 | |

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 1 | 3 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **2** | 0 | **2** | 0 | **4** | **5** |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | **2** | 0 | 0 | 2 | 3 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 2 | 3 | 0 | 9 | 13 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 44.4 | 22.2 | 33.3 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .000 | .750 | .500 | .250 | .375 | .000 | .563 | .650 |

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N/S: Ocean Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844D
Site Code : 24078
Start Date : 5/21/2024


Groups Printed- Bikes by Direction

| | Ocean Street From North | | | | Sayles Street From East | | | | Ocean Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |

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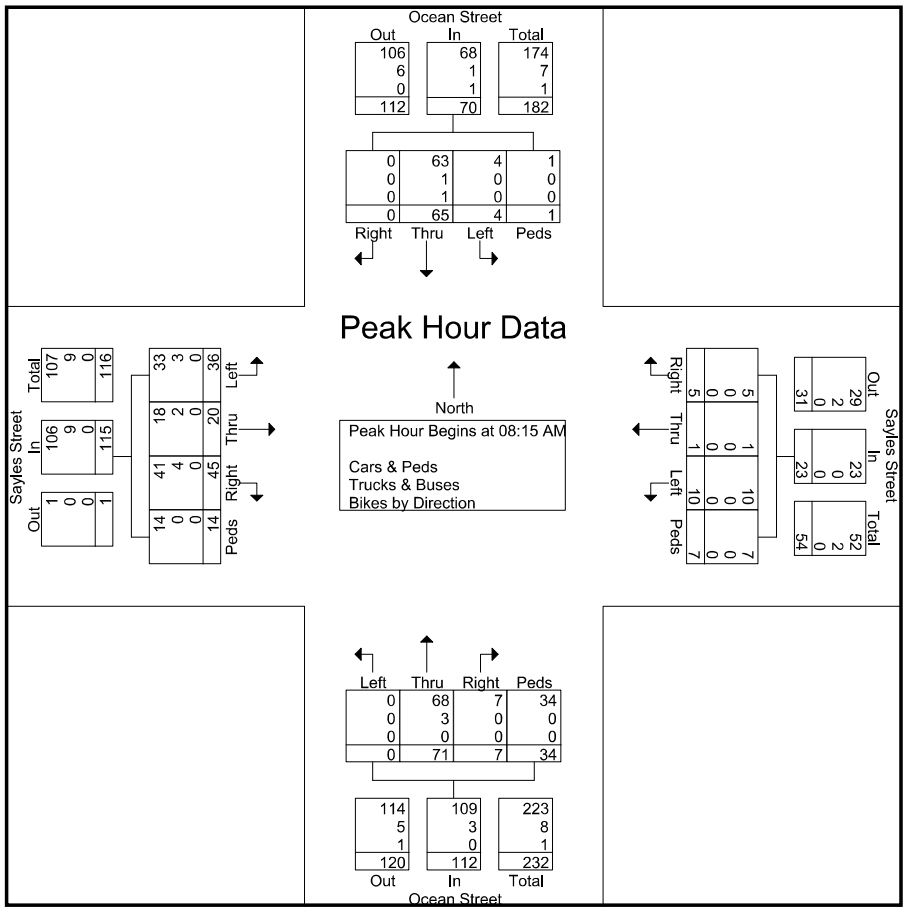
Client: Pare/A. Bennett

File Name : 05844D
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 0 | 9 | 1 | 0 | 10 | **2** | **1** | **3** | 2 | **8** | 3 | 17 | 0 | 1 | 21 | 6 | 1 | 2 | 3 | 12 | 51 |
| 08:30 AM | 0 | 16 | **2** | **1** | 19 | 0 | 0 | 2 | 0 | 2 | 0 | 19 | 0 | 5 | 24 | 13 | 3 | 7 | **5** | 28 | 73 |
| 08:45 AM | 0 | 19 | 0 | 0 | 19 | 1 | 0 | 3 | **3** | 7 | **4** | **22** | 0 | **25** | **51** | 12 | **8** | 12 | 5 | 37 | **114** |
| 09:00 AM | 0 | **21** | 1 | 0 | **22** | 2 | 0 | 2 | 2 | 6 | 0 | 13 | 0 | 3 | 16 | **14** | 8 | **15** | 1 | **38** | 82 |
| Total Volume | 0 | 65 | 4 | 1 | 70 | 5 | 1 | 10 | 7 | 23 | 7 | 71 | 0 | 34 | 112 | 45 | 20 | 36 | 14 | 115 | 320 |
| % App. Total | 0 | 92.9 | 5.7 | 1.4 | | 21.7 | 4.3 | 43.5 | 30.4 | | 6.2 | 63.4 | 0 | 30.4 | | 39.1 | 17.4 | 31.3 | 12.2 | | |
| PHF | .000 | .774 | .500 | .250 | .795 | .625 | .250 | .833 | .583 | .719 | .438 | .807 | .000 | .340 | .549 | .804 | .625 | .600 | .700 | .757 | .702 |
| Cars & Peds | 0 | 63 | 4 | 1 | 68 | 5 | 1 | 10 | 7 | 23 | 7 | 68 | 0 | 34 | 109 | 41 | 18 | 33 | 14 | 106 | 306 |
| % Cars & Peds | 0 | 96.9 | 100 | 100 | 97.1 | 100 | 100 | 100 | 100 | 100 | 100 | 95.8 | 0 | 100 | 97.3 | 91.1 | 90.0 | 91.7 | 100 | 92.2 | 95.6 |
| Trucks & Buses | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 2 | 3 | 0 | 9 | 13 |
| % Trucks & Buses | 0 | 1.5 | 0 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 0 | 0 | 2.7 | 8.9 | 10.0 | 8.3 | 0 | 7.8 | 4.1 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 0 | 1.5 | 0 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |



***Transportation Data Corporation***
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*tel (781)587-0086 cell (781)439-4999*

N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844E
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

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

| | Mary Fogarty Elementary School Driveway From North | | | Oxford Street From East | | | Oxford Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 07:30 AM | 1 | 0 | 1 | 0 | 12 | 1 | 19 | 0 | 0 | 34 |
| 07:45 AM | 0 | 0 | 2 | 1 | 20 | 1 | 32 | 0 | 0 | 56 |
| Total | 1 | 0 | 3 | 1 | 32 | 2 | 51 | 0 | 0 | 90 |
| 08:00 AM | 0 | 0 | 0 | 1 | 23 | 0 | 20 | 1 | 0 | 45 |
| 08:15 AM | 0 | 2 | 1 | 3 | 23 | 0 | 28 | 3 | 0 | 60 |
| 08:30 AM | 0 | 2 | 4 | 6 | 27 | 0 | 25 | 2 | 0 | 66 |
| 08:45 AM | 1 | 0 | 4 | 1 | 28 | 0 | 23 | 2 | 2 | 61 |
| Total | 1 | 4 | 9 | 11 | 101 | 0 | 96 | 8 | 2 | 232 |
| 09:00 AM | 0 | 2 | 2 | 2 | 34 | 1 | 25 | 2 | 0 | 68 |
| 09:15 AM | 2 | 1 | 3 | 2 | 20 | 1 | 13 | 5 | 0 | 47 |
| Grand Total | 4 | 7 | 17 | 16 | 187 | 4 | 185 | 15 | 2 | 437 |
| Apprch % | 14.3 | 25 | 60.7 | 7.7 | 90.3 | 1.9 | 91.6 | 7.4 | 1 | |
| Total % | 0.9 | 1.6 | 3.9 | 3.7 | 42.8 | 0.9 | 42.3 | 3.4 | 0.5 | |
| Cars & Peds | 3 | 7 | 17 | 16 | 179 | 4 | 180 | 15 | 2 | 423 |
| % Cars & Peds | 75 | 100 | 100 | 100 | 95.7 | 100 | 97.3 | 100 | 100 | 96.8 |
| Trucks & Buses | 1 | 0 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 14 |
| % Trucks & Buses | 25 | 0 | 0 | 0 | 4.3 | 0 | 2.7 | 0 | 0 | 3.2 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | 0 | **2** | 1 | 3 | 3 | 23 | 0 | 26 | **28** | **3** | 0 | **31** | 60 |
| 08:30 AM | 0 | 2 | **4** | **6** | **6** | 27 | 0 | 33 | 25 | 2 | 0 | 27 | 66 |
| 08:45 AM | **1** | 0 | 4 | 5 | 1 | 28 | 0 | 29 | 23 | 2 | **2** | 27 | 61 |
| 09:00 AM | 0 | 2 | 2 | 4 | 2 | **34** | **1** | **37** | 25 | 2 | 0 | 27 | **68** |
| Total Volume | 1 | 6 | 11 | 18 | 12 | 112 | 1 | 125 | 101 | 9 | 2 | 112 | 255 |
| % App. Total | 5.6 | 33.3 | 61.1 | | 9.6 | 89.6 | 0.8 | | 90.2 | 8 | 1.8 | | |
| PHF | .250 | .750 | .688 | .750 | .500 | .824 | .250 | .845 | .902 | .750 | .250 | .903 | .938 |
| Cars & Peds | 1 | 6 | 11 | 18 | 12 | 105 | 1 | 118 | 98 | 9 | 2 | 109 | 245 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 93.8 | 100 | 94.4 | 97.0 | 100 | 100 | 97.3 | 96.1 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 3 | 0 | 0 | 3 | 10 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 6.3 | 0 | 5.6 | 3.0 | 0 | 0 | 2.7 | 3.9 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844E
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Cars & Peds

| | Mary Fogarty Elementary School Driveway From North | | | Oxford Street From East | | | Oxford Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 1 | 0 | 12 | 1 | 18 | 0 | 0 | 32 |
| 07:45 AM | 0 | 0 | 2 | 1 | 19 | 1 | 32 | 0 | 0 | 55 |
| Total | 0 | 0 | 3 | 1 | 31 | 2 | 50 | 0 | 0 | 87 |
| 08:00 AM | 0 | 0 | 0 | 1 | 23 | 0 | 19 | 1 | 0 | 44 |
| 08:15 AM | 0 | 2 | 1 | 3 | 21 | 0 | 25 | 3 | 0 | 55 |
| 08:30 AM | 0 | 2 | 4 | 6 | 26 | 0 | 25 | 2 | 0 | 65 |
| 08:45 AM | 1 | 0 | 4 | 1 | 27 | 0 | 23 | 2 | 2 | 60 |
| Total | 1 | 4 | 9 | 11 | 97 | 0 | 92 | 8 | 2 | 224 |
| 09:00 AM | 0 | 2 | 2 | 2 | 31 | 1 | 25 | 2 | 0 | 65 |
| 09:15 AM | 2 | 1 | 3 | 2 | 20 | 1 | 13 | 5 | 0 | 47 |
| Grand Total | 3 | 7 | 17 | 16 | 179 | 4 | 180 | 15 | 2 | 423 |
| Apprch % | 11.1 | 25.9 | 63 | 8 | 89.9 | 2 | 91.4 | 7.6 | 1 | |
| Total % | 0.7 | 1.7 | 4 | 3.8 | 42.3 | 0.9 | 42.6 | 3.5 | 0.5 | |

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | 0 | **2** | 1 | 3 | 3 | 21 | 0 | 24 | **25** | **3** | 0 | **28** | 55 |
| 08:30 AM | 0 | 2 | **4** | **6** | **6** | 26 | 0 | 32 | 25 | 2 | 0 | 27 | **65** |
| 08:45 AM | **1** | 0 | 4 | 5 | 1 | 27 | 0 | 28 | 23 | 2 | **2** | 27 | 60 |
| 09:00 AM | 0 | 2 | 2 | 4 | 2 | **31** | **1** | **34** | 25 | 2 | 0 | 27 | 65 |
| Total Volume | 1 | 6 | 11 | 18 | 12 | 105 | 1 | 118 | 98 | 9 | 2 | 109 | 245 |
| % App. Total | 5.6 | 33.3 | 61.1 | | 10.2 | 89 | 0.8 | | 89.9 | 8.3 | 1.8 | | |
| PHF | .250 | .750 | .688 | .750 | .500 | .847 | .250 | .868 | .980 | .750 | .250 | .973 | .942 |

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N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844E
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Mary Fogarty Elementary School Driveway From North | | | Oxford Street From East | | | Oxford Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 07:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 5 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 8 |
| 09:00 AM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 1 | 0 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 14 |
| Apprch % | 100 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | |
| Total % | 7.1 | 0 | 0 | 0 | 57.1 | 0 | 35.7 | 0 | 0 | |

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | **3** | 0 | 0 | **3** | **5** |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 3 | 0 | 0 | 3 | 10 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .583 | .000 | .583 | .250 | .000 | .000 | .250 | .500 |

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

N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844E
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Mary Fogarty Elementary School Driveway From North | | | Oxford Street From East | | | Oxford Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | | | | | | | | | | |

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

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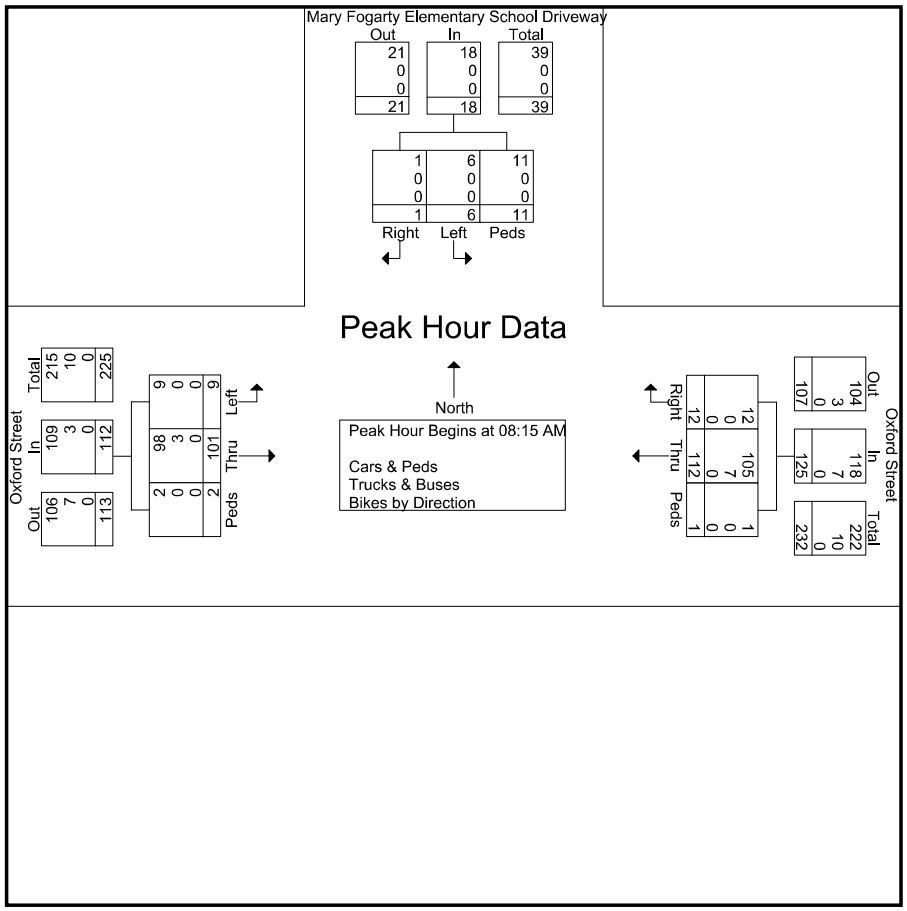
N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844E
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | 0 | **2** | 1 | 3 | 3 | 23 | 0 | 26 | **28** | **3** | 0 | **31** | 60 |
| 08:30 AM | 0 | 2 | **4** | **6** | **6** | 27 | 0 | 33 | 25 | 2 | 0 | 27 | 66 |
| 08:45 AM | **1** | 0 | 4 | 5 | 1 | 28 | 0 | 29 | 23 | 2 | **2** | 27 | 61 |
| 09:00 AM | 0 | 2 | 2 | 4 | 2 | **34** | **1** | **37** | 25 | 2 | 0 | 27 | **68** |
| Total Volume | 1 | 6 | 11 | 18 | 12 | 112 | 1 | 125 | 101 | 9 | 2 | 112 | 255 |
| % App. Total | 5.6 | 33.3 | 61.1 | | 9.6 | 89.6 | 0.8 | | 90.2 | 8 | 1.8 | | |
| PHF | .250 | .750 | .688 | .750 | .500 | .824 | .250 | .845 | .902 | .750 | .250 | .903 | .938 |
| Cars & Peds | 1 | 6 | 11 | 18 | 12 | 105 | 1 | 118 | 98 | 9 | 2 | 109 | 245 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 93.8 | 100 | 94.4 | 97.0 | 100 | 100 | 97.3 | 96.1 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 3 | 0 | 0 | 3 | 10 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 6.3 | 0 | 5.6 | 3.0 | 0 | 0 | 2.7 | 3.9 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844F
Site Code : 24078
Start Date : 5/21/2024


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

| | Ocean Street From North | | | Ocean Street From South | | | Mary Fogarty Elementary School Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 07:30 AM | 0 | 19 | 0 | 9 | 0 | 0 | 0 | 0 | 3 | 31 |
| 07:45 AM | 0 | 22 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 49 |
| Total | 0 | 41 | 0 | 36 | 0 | 0 | 0 | 0 | 3 | 80 |
| 08:00 AM | 1 | 17 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 42 |
| 08:15 AM | 2 | 15 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 36 |
| 08:30 AM | 1 | 30 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 54 |
| 08:45 AM | 1 | 34 | 0 | 27 | 13 | 0 | 0 | 0 | 7 | 82 |
| Total | 5 | 96 | 0 | 86 | 20 | 0 | 0 | 0 | 7 | 214 |
| 09:00 AM | 3 | 36 | 0 | 14 | 2 | 0 | 1 | 0 | 1 | 57 |
| 09:15 AM | 2 | 10 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 32 |
| Grand Total | 10 | 183 | 0 | 153 | 24 | 0 | 2 | 0 | 11 | 383 |
| Apprch % | 5.2 | 94.8 | 0 | 86.4 | 13.6 | 0 | 15.4 | 0 | 84.6 | |
| Total % | 2.6 | 47.8 | 0 | 39.9 | 6.3 | 0 | 0.5 | 0 | 2.9 | |
| Cars & Peds | 10 | 176 | 0 | 149 | 24 | 0 | 2 | 0 | 11 | 372 |
| % Cars & Peds | 100 | 96.2 | 0 | 97.4 | 100 | 0 | 100 | 0 | 100 | 97.1 |
| Trucks & Buses | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| % Trucks & Buses | 0 | 3.3 | 0 | 2.6 | 0 | 0 | 0 | 0 | 0 | 2.6 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | 2 | 15 | 0 | 17 | 16 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 36 |
| 08:30 AM | 1 | 30 | 0 | 31 | 21 | 2 | 0 | 23 | 0 | 0 | 0 | 0 | 54 |
| 08:45 AM | 1 | 34 | 0 | 35 | **27** | **13** | 0 | **40** | 0 | 0 | **7** | **7** | **82** |
| 09:00 AM | **3** | **36** | 0 | **39** | 14 | 2 | 0 | 16 | **1** | 0 | 1 | 2 | 57 |
| Total Volume | 7 | 115 | 0 | 122 | 78 | 20 | 0 | 98 | 1 | 0 | 8 | 9 | 229 |
| % App. Total | 5.7 | 94.3 | 0 | | 79.6 | 20.4 | 0 | | 11.1 | 0 | 88.9 | | |
| PHF | .583 | .799 | .000 | .782 | .722 | .385 | .000 | .613 | .250 | .000 | .286 | .321 | .698 |
| Cars & Peds | 7 | 109 | 0 | 116 | 75 | 20 | 0 | 95 | 1 | 0 | 8 | 9 | 220 |
| % Cars & Peds | 100 | 94.8 | 0 | 95.1 | 96.2 | 100 | 0 | 96.9 | 100 | 0 | 100 | 100 | 96.1 |
| Trucks & Buses | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| % Trucks & Buses | 0 | 4.3 | 0 | 4.1 | 3.8 | 0 | 0 | 3.1 | 0 | 0 | 0 | 0 | 3.5 |
| Bikes by Direction | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 0 | 0.9 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 |

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N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844F
Site Code : 24078
Start Date : 5/21/2024


Groups Printed- Cars & Peds

| | Ocean Street From North | | | Ocean Street From South | | | Mary Fogarty Elementary School Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 07:30 AM | 0 | 19 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 30 |
| 07:45 AM | 0 | 21 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 48 |
| Total | 0 | 40 | 0 | 35 | 0 | 0 | 0 | 0 | 3 | 78 |
| 08:00 AM | 1 | 17 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 42 |
| 08:15 AM | 2 | 13 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 33 |
| 08:30 AM | 1 | 27 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 50 |
| 08:45 AM | 1 | 34 | 0 | 26 | 13 | 0 | 0 | 0 | 7 | 81 |
| Total | 5 | 91 | 0 | 83 | 20 | 0 | 0 | 0 | 7 | 206 |
| 09:00 AM | 3 | 35 | 0 | 14 | 2 | 0 | 1 | 0 | 1 | 56 |
| 09:15 AM | 2 | 10 | 0 | 17 | 2 | 0 | 1 | 0 | 0 | 32 |
| Grand Total | 10 | 176 | 0 | 149 | 24 | 0 | 2 | 0 | 11 | 372 |
| Apprch % | 5.4 | 94.6 | 0 | 86.1 | 13.9 | 0 | 15.4 | 0 | 84.6 | |
| Total % | 2.7 | 47.3 | 0 | 40.1 | 6.5 | 0 | 0.5 | 0 | 3 | |

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | 2 | 13 | 0 | 15 | 15 | 3 | 0 | 18 | 0 | 0 | 0 | 0 | 33 |
| 08:30 AM | 1 | 27 | 0 | 28 | 20 | 2 | 0 | 22 | 0 | 0 | 0 | 0 | 50 |
| 08:45 AM | 1 | 34 | 0 | 35 | **26** | **13** | 0 | **39** | 0 | 0 | **7** | **7** | **81** |
| 09:00 AM | **3** | **35** | 0 | **38** | 14 | 2 | 0 | 16 | **1** | 0 | 1 | 2 | 56 |
| Total Volume | 7 | 109 | 0 | 116 | 75 | 20 | 0 | 95 | 1 | 0 | 8 | 9 | 220 |
| % App. Total | 6 | 94 | 0 | | 78.9 | 21.1 | 0 | | 11.1 | 0 | 88.9 | | |
| PHF | .583 | .779 | .000 | .763 | .721 | .385 | .000 | .609 | .250 | .000 | .286 | .321 | .679 |

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N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844F
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Ocean Street From North | | | Ocean Street From South | | | Mary Fogarty Elementary School Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 AM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 09:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| Apprch % | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | |

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | 0 | **2** | 0 | **2** | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **3** |
| 08:30 AM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 09:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .625 | .000 | .625 | .750 | .000 | .000 | .750 | .000 | .000 | .000 | .000 | .667 |

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N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844F
Site Code : 24078
Start Date : 5/21/2024


Groups Printed- Bikes by Direction

| | Ocean Street From North | | | Ocean Street From South | | | Mary Fogarty Elementary School Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |

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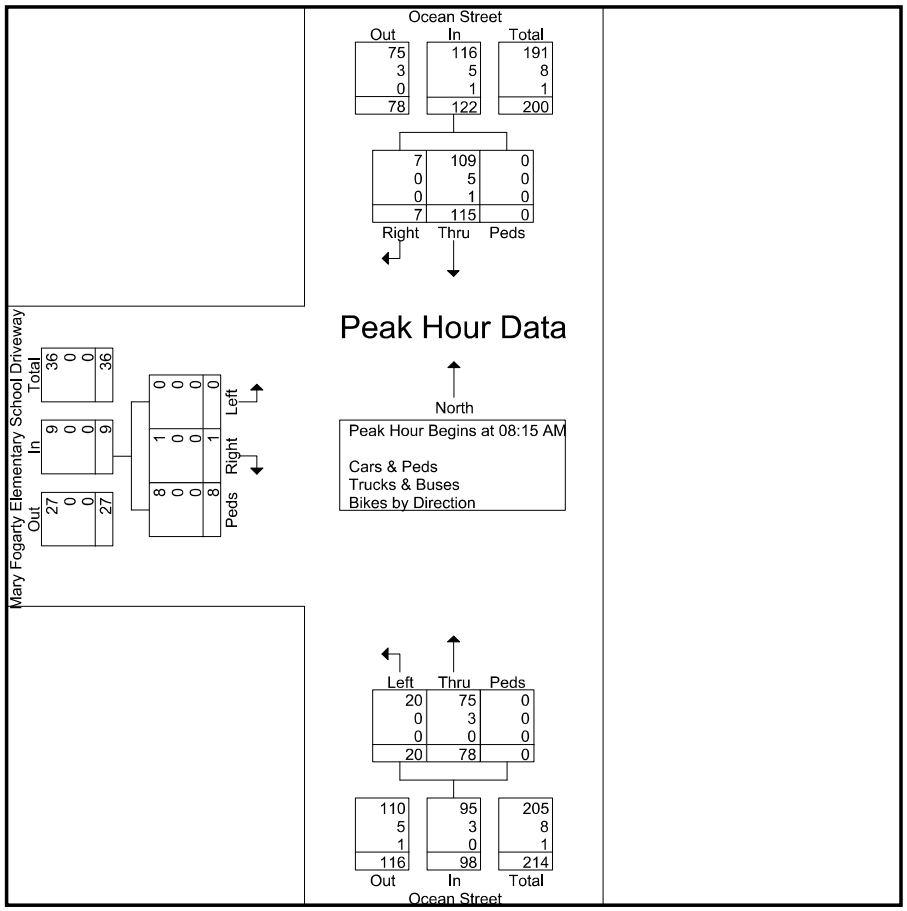
N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844F
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | |
| 08:15 AM | 2 | 15 | 0 | 17 | 16 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 36 |
| 08:30 AM | 1 | 30 | 0 | 31 | 21 | 2 | 0 | 23 | 0 | 0 | 0 | 0 | 54 |
| 08:45 AM | 1 | 34 | 0 | 35 | **27** | **13** | 0 | **40** | 0 | 0 | **7** | **7** | **82** |
| 09:00 AM | **3** | **36** | 0 | **39** | 14 | 2 | 0 | 16 | **1** | 0 | 1 | 2 | 57 |
| Total Volume | 7 | 115 | 0 | 122 | 78 | 20 | 0 | 98 | 1 | 0 | 8 | 9 | 229 |
| % App. Total | 5.7 | 94.3 | 0 | | 79.6 | 20.4 | 0 | | 11.1 | 0 | 88.9 | | |
| PHF | .583 | .799 | .000 | .782 | .722 | .385 | .000 | .613 | .250 | .000 | .286 | .321 | .698 |
| Cars & Peds | 7 | 109 | 0 | 116 | 75 | 20 | 0 | 95 | 1 | 0 | 8 | 9 | 220 |
| % Cars & Peds | 100 | 94.8 | 0 | 95.1 | 96.2 | 100 | 0 | 96.9 | 100 | 0 | 100 | 100 | 96.1 |
| Trucks & Buses | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| % Trucks & Buses | 0 | 4.3 | 0 | 4.1 | 3.8 | 0 | 0 | 3.1 | 0 | 0 | 0 | 0 | 3.5 |
| Bikes by Direction | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 0 | 0.9 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 |



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N/S: Prairie Avenue
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844G
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

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

| | Prairie Avenue From North | | | | Oxford Street From East | | | | Prairie Avenue From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 3 | 37 | 5 | 0 | 9 | 6 | 0 | 3 | 3 | 56 | 7 | 0 | 6 | 11 | 8 | 4 | 158 |
| 07:45 AM | 6 | 49 | 7 | 0 | 8 | 9 | 1 | 3 | 3 | 85 | 2 | 2 | 12 | 17 | 13 | 4 | 221 |
| Total | 9 | 86 | 12 | 0 | 17 | 15 | 1 | 6 | 6 | 141 | 9 | 2 | 18 | 28 | 21 | 8 | 379 |
| 08:00 AM | 8 | 34 | 4 | 1 | 7 | 11 | 3 | 7 | 5 | 59 | 3 | 1 | 8 | 10 | 14 | 1 | 176 |
| 08:15 AM | 3 | 39 | 6 | 0 | 6 | 12 | 3 | 3 | 4 | 58 | 3 | 0 | 7 | 13 | 18 | 0 | 175 |
| 08:30 AM | 4 | 38 | 7 | 3 | 5 | 6 | 0 | 2 | 3 | 58 | 1 | 0 | 4 | 17 | 14 | 0 | 162 |
| 08:45 AM | 7 | 36 | 6 | 2 | 4 | 11 | 3 | 0 | 2 | 67 | 5 | 0 | 10 | 17 | 10 | 1 | 181 |
| Total | 22 | 147 | 23 | 6 | 22 | 40 | 9 | 12 | 14 | 242 | 12 | 1 | 29 | 57 | 56 | 2 | 694 |
| 09:00 AM | 2 | 50 | 8 | 1 | 6 | 8 | 4 | 0 | 6 | 54 | 4 | 5 | 8 | 11 | 9 | 3 | 179 |
| 09:15 AM | 9 | 32 | 3 | 4 | 7 | 8 | 1 | 1 | 3 | 34 | 4 | 1 | 2 | 14 | 10 | 0 | 133 |
| Grand Total | 42 | 315 | 46 | 11 | 52 | 71 | 15 | 19 | 29 | 471 | 29 | 9 | 57 | 110 | 96 | 13 | 1385 |
| Apprch % | 10.1 | 76.1 | 11.1 | 2.7 | 33.1 | 45.2 | 9.6 | 12.1 | 5.4 | 87.5 | 5.4 | 1.7 | 20.7 | 39.9 | 34.8 | 4.7 | |
| Total % | 3 | 22.7 | 3.3 | 0.8 | 3.8 | 5.1 | 1.1 | 1.4 | 2.1 | 34 | 2.1 | 0.6 | 4.1 | 7.9 | 6.9 | 0.9 | |
| Cars & Peds | 40 | 309 | 43 | 11 | 50 | 67 | 14 | 19 | 26 | 459 | 29 | 9 | 57 | 109 | 93 | 13 | 1348 |
| % Cars & Peds | 95.2 | 98.1 | 93.5 | 100 | 96.2 | 94.4 | 93.3 | 100 | 89.7 | 97.5 | 100 | 100 | 100 | 99.1 | 96.9 | 100 | 97.3 |
| Trucks & Buses | 2 | 4 | 3 | 0 | 2 | 4 | 1 | 0 | 3 | 10 | 0 | 0 | 0 | 1 | 3 | 0 | 33 |
| % Trucks & Buses | 4.8 | 1.3 | 6.5 | 0 | 3.8 | 5.6 | 6.7 | 0 | 10.3 | 2.1 | 0 | 0 | 0 | 0.9 | 3.1 | 0 | 2.4 |
| Bikes by Direction | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| % Bikes by Direction | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |

| | Prairie Avenue From North | | | | | Oxford Street From East | | | | | Prairie Avenue From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 6 | **49** | **7** | 0 | **62** | **8** | 9 | 1 | 3 | 21 | 3 | **85** | 2 | **2** | **92** | **12** | **17** | 13 | **4** | **46** | **221** |
| 08:00 AM | **8** | 34 | 4 | 1 | 47 | 7 | 11 | **3** | **7** | **28** | **5** | 59 | **3** | 1 | 68 | 8 | 10 | 14 | 1 | 33 | 176 |
| 08:15 AM | 3 | 39 | 6 | 0 | 48 | 6 | **12** | 3 | 3 | 24 | 4 | 58 | 3 | 0 | 65 | 7 | 13 | **18** | 0 | 38 | 175 |
| 08:30 AM | 4 | 38 | 7 | **3** | 52 | 5 | 6 | 0 | 2 | 13 | 3 | 58 | 1 | 0 | 62 | 4 | 17 | 14 | 0 | 35 | 162 |
| Total Volume | 21 | 160 | 24 | 4 | 209 | 26 | 38 | 7 | 15 | 86 | 15 | 260 | 9 | 3 | 287 | 31 | 57 | 59 | 5 | 152 | 734 |
| % App. Total | 10 | 76.6 | 11.5 | 1.9 | | 30.2 | 44.2 | 8.1 | 17.4 | | 5.2 | 90.6 | 3.1 | 1 | | 20.4 | 37.5 | 38.8 | 3.3 | | |
| PHF | .656 | .816 | .857 | .333 | .843 | .813 | .792 | .583 | .536 | .768 | .750 | .765 | .750 | .375 | .780 | .646 | .838 | .819 | .313 | .826 | .830 |
| Cars & Peds | 20 | 157 | 23 | 4 | 204 | 25 | 36 | 7 | 15 | 83 | 14 | 254 | 9 | 3 | 280 | 31 | 57 | 58 | 5 | 151 | 718 |
| % Cars & Peds | 95.2 | 98.1 | 95.8 | 100 | 97.6 | 96.2 | 94.7 | 100 | 100 | 96.5 | 93.3 | 97.7 | 100 | 100 | 97.6 | 100 | 100 | 98.3 | 100 | 99.3 | 97.8 |
| Trucks & Buses | 1 | 2 | 1 | 0 | 4 | 1 | 2 | 0 | 0 | 3 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 14 |
| % Trucks & Buses | 4.8 | 1.3 | 4.2 | 0 | 1.9 | 3.8 | 5.3 | 0 | 0 | 3.5 | 6.7 | 1.9 | 0 | 0 | 2.1 | 0 | 0 | 1.7 | 0 | 0.7 | 1.9 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Bikes by Direction | 0 | 0.6 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.3 |

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N/S: Prairie Avenue
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844G
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Cars & Peds

| | Prairie Avenue From North | | | | Oxford Street From East | | | | Prairie Avenue From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 2 | 35 | 4 | 0 | 8 | 5 | 0 | 3 | 1 | 53 | 7 | 0 | 6 | 10 | 7 | 4 | 145 |
| 07:45 AM | 6 | 47 | 7 | 0 | 8 | 8 | 1 | 3 | 3 | 84 | 2 | 2 | 12 | 17 | 13 | 4 | 217 |
| Total | 8 | 82 | 11 | 0 | 16 | 13 | 1 | 6 | 4 | 137 | 9 | 2 | 18 | 27 | 20 | 8 | 362 |
| 08:00 AM | 8 | 33 | 3 | 1 | 6 | 11 | 3 | 7 | 5 | 57 | 3 | 1 | 8 | 10 | 14 | 1 | 171 |
| 08:15 AM | 2 | 39 | 6 | 0 | 6 | 11 | 3 | 3 | 4 | 55 | 3 | 0 | 7 | 13 | 18 | 0 | 170 |
| 08:30 AM | 4 | 38 | 7 | 3 | 5 | 6 | 0 | 2 | 2 | 58 | 1 | 0 | 4 | 17 | 13 | 0 | 160 |
| 08:45 AM | 7 | 35 | 6 | 2 | 4 | 11 | 3 | 0 | 2 | 66 | 5 | 0 | 10 | 17 | 9 | 1 | 178 |
| Total | 21 | 145 | 22 | 6 | 21 | 39 | 9 | 12 | 13 | 236 | 12 | 1 | 29 | 57 | 54 | 2 | 679 |
| 09:00 AM | 2 | 50 | 7 | 1 | 6 | 7 | 3 | 0 | 6 | 53 | 4 | 5 | 8 | 11 | 9 | 3 | 175 |
| 09:15 AM | 9 | 32 | 3 | 4 | 7 | 8 | 1 | 1 | 3 | 33 | 4 | 1 | 2 | 14 | 10 | 0 | 132 |
| Grand Total | 40 | 309 | 43 | 11 | 50 | 67 | 14 | 19 | 26 | 459 | 29 | 9 | 57 | 109 | 93 | 13 | 1348 |
| Apprch % | 9.9 | 76.7 | 10.7 | 2.7 | 33.3 | 44.7 | 9.3 | 12.7 | 5 | 87.8 | 5.5 | 1.7 | 21 | 40.1 | 34.2 | 4.8 | |
| Total % | 3 | 22.9 | 3.2 | 0.8 | 3.7 | 5 | 1 | 1.4 | 1.9 | 34.1 | 2.2 | 0.7 | 4.2 | 8.1 | 6.9 | 1 | |

| | Prairie Avenue From North | | | | | Oxford Street From East | | | | | Prairie Avenue From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 6 | **47** | **7** | 0 | **60** | **8** | 8 | 1 | 3 | 20 | 3 | **84** | 2 | **2** | **91** | **12** | **17** | 13 | **4** | **46** | **217** |
| 08:00 AM | **8** | 33 | 3 | 1 | 45 | 6 | **11** | **3** | **7** | **27** | **5** | 57 | **3** | 1 | 66 | 8 | 10 | 14 | 1 | 33 | 171 |
| 08:15 AM | 2 | 39 | 6 | 0 | 47 | 6 | 11 | 3 | 3 | 23 | 4 | 55 | 3 | 0 | 62 | 7 | 13 | **18** | 0 | 38 | 170 |
| 08:30 AM | 4 | 38 | 7 | **3** | 52 | 5 | 6 | 0 | 2 | 13 | 2 | 58 | 1 | 0 | 61 | 4 | 17 | 13 | 0 | 34 | 160 |
| Total Volume | 20 | 157 | 23 | 4 | 204 | 25 | 36 | 7 | 15 | 83 | 14 | 254 | 9 | 3 | 280 | 31 | 57 | 58 | 5 | 151 | 718 |
| % App. Total | 9.8 | 77 | 11.3 | 2 | | 30.1 | 43.4 | 8.4 | 18.1 | | 5 | 90.7 | 3.2 | 1.1 | | 20.5 | 37.7 | 38.4 | 3.3 | | |
| PHF | .625 | .835 | .821 | .333 | .850 | .781 | .818 | .583 | .536 | .769 | .700 | .756 | .750 | .375 | .769 | .646 | .838 | .806 | .313 | .821 | .827 |

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N/S: Prairie Avenue
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844G
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Prairie Avenue From North | | | | Oxford Street From East | | | | Prairie Avenue From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 11 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 14 |
| 08:00 AM | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 08:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| Total | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 14 |
| 09:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 2 | 4 | 3 | 0 | 2 | 4 | 1 | 0 | 3 | 10 | 0 | 0 | 0 | 1 | 3 | 0 | 33 |
| Apprch % | 22.2 | 44.4 | 33.3 | 0 | 28.6 | 57.1 | 14.3 | 0 | 23.1 | 76.9 | 0 | 0 | 0 | 25 | 75 | 0 | |
| Total % | 6.1 | 12.1 | 9.1 | 0 | 6.1 | 12.1 | 3 | 0 | 9.1 | 30.3 | 0 | 0 | 0 | 3 | 9.1 | 0 | |

| | Prairie Avenue From North | | | | | Oxford Street From East | | | | | Prairie Avenue From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | **1** | **1** | **1** | 0 | **3** | **1** | **1** | 0 | 0 | **2** | **2** | 2 | 0 | 0 | **4** | 0 | **1** | **1** | 0 | **2** | **11** |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | **3** | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 2 | 3 | 2 | 0 | 7 | 2 | 3 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 9 | 0 | 1 | 1 | 0 | 2 | 23 |
| % App. Total | 28.6 | 42.9 | 28.6 | 0 | | 40 | 60 | 0 | 0 | | 22.2 | 77.8 | 0 | 0 | | 0 | 50 | 50 | 0 | | |
| PHF | .500 | .750 | .500 | .000 | .583 | .500 | .750 | .000 | .000 | .625 | .250 | .583 | .000 | .000 | .563 | .000 | .250 | .250 | .000 | .250 | .523 |

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*tel (781)587-0086 cell (781)439-4999*

N/S: Prairie Avenue
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844G
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Prairie Avenue From North | | | | Oxford Street From East | | | | Prairie Avenue From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | Prairie Avenue From North | | | | | Oxford Street From East | | | | | Prairie Avenue From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **2** |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .500 |

# *Transportation Data Corporation*

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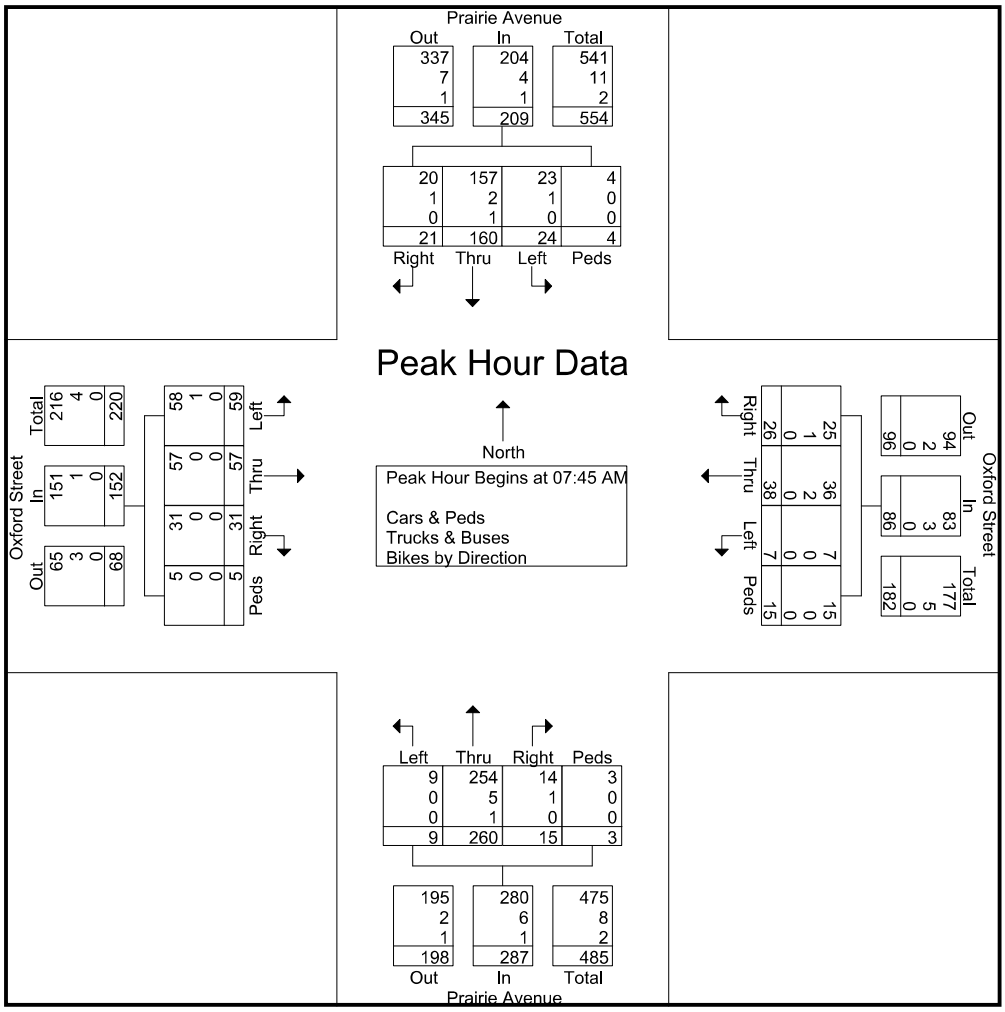
N/S: Prairie Avenue
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844G
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

| | Prairie Avenue From North | | | | | Oxford Street From East | | | | | Prairie Avenue From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 6 | **49** | **7** | 0 | **62** | **8** | 9 | 1 | 3 | 21 | 3 | **85** | 2 | **2** | **92** | **12** | **17** | 13 | **4** | **46** | **221** |
| 08:00 AM | **8** | 34 | 4 | 1 | 47 | 7 | 11 | **3** | **7** | **28** | **5** | 59 | **3** | 1 | 68 | 8 | 10 | 14 | 1 | 33 | 176 |
| 08:15 AM | 3 | 39 | 6 | 0 | 48 | 6 | **12** | 3 | 3 | 24 | 4 | 58 | 3 | 0 | 65 | 7 | 13 | **18** | 0 | 38 | 175 |
| 08:30 AM | 4 | 38 | 7 | **3** | 52 | 5 | 6 | 0 | 2 | 13 | 3 | 58 | 1 | 0 | 62 | 4 | 17 | 14 | 0 | 35 | 162 |
| Total Volume | 21 | 160 | 24 | 4 | 209 | 26 | 38 | 7 | 15 | 86 | 15 | 260 | 9 | 3 | 287 | 31 | 57 | 59 | 5 | 152 | 734 |
| % App. Total | 10 | 76.6 | 11.5 | 1.9 | | 30.2 | 44.2 | 8.1 | 17.4 | | 5.2 | 90.6 | 3.1 | 1 | | 20.4 | 37.5 | 38.8 | 3.3 | | |
| PHF | .656 | .816 | .857 | .333 | .843 | .813 | .792 | .583 | .536 | .768 | .750 | .765 | .750 | .375 | .780 | .646 | .838 | .819 | .313 | .826 | .830 |
| Cars & Peds | 20 | 157 | 23 | 4 | 204 | 25 | 36 | 7 | 15 | 83 | 14 | 254 | 9 | 3 | 280 | 31 | 57 | 58 | 5 | 151 | 718 |
| % Cars & Peds | 95.2 | 98.1 | 95.8 | 100 | 97.6 | 96.2 | 94.7 | 100 | 100 | 96.5 | 93.3 | 97.7 | 100 | 100 | 97.6 | 100 | 100 | 98.3 | 100 | 99.3 | 97.8 |
| Trucks & Buses | 1 | 2 | 1 | 0 | 4 | 1 | 2 | 0 | 0 | 3 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 14 |
| % Trucks & Buses | 4.8 | 1.3 | 4.2 | 0 | 1.9 | 3.8 | 5.3 | 0 | 0 | 3.5 | 6.7 | 1.9 | 0 | 0 | 2.1 | 0 | 0 | 1.7 | 0 | 0.7 | 1.9 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Bikes by Direction | 0 | 0.6 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.3 |



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N/S: Prairie Avenue
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844H
Site Code : 24078
Start Date : 6/11/2024


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

| | Prairie Avenue From North | | | | Sayles Street From East | | | | Prairie Avenue From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 4 | 43 | 4 | 0 | 5 | 3 | 1 | 2 | 0 | 67 | 4 | 0 | 1 | 0 | 2 | 5 | 141 |
| 07:45 AM | 8 | 50 | 4 | 1 | 6 | 1 | 4 | 3 | 3 | 95 | 11 | 1 | 9 | 2 | 7 | 5 | 210 |
| Total | 12 | 93 | 8 | 1 | 11 | 4 | 5 | 5 | 3 | 162 | 15 | 1 | 10 | 2 | 9 | 10 | 351 |
| 08:00 AM | 3 | 42 | 11 | 2 | 6 | 3 | 2 | 6 | 8 | 66 | 5 | 1 | 2 | 0 | 5 | 6 | 168 |
| 08:15 AM | 5 | 45 | 6 | 1 | 2 | 0 | 1 | 2 | 5 | 71 | 6 | 2 | 0 | 1 | 3 | 1 | 151 |
| 08:30 AM | 2 | 47 | 4 | 6 | 1 | 1 | 2 | 2 | 9 | 67 | 1 | 0 | 1 | 2 | 3 | 2 | 150 |
| 08:45 AM | 2 | 46 | 13 | 3 | 4 | 1 | 2 | 0 | 8 | 71 | 1 | 0 | 2 | 6 | 16 | 2 | 177 |
| Total | 12 | 180 | 34 | 12 | 13 | 5 | 7 | 10 | 30 | 275 | 13 | 3 | 5 | 9 | 27 | 11 | 646 |
| 09:00 AM | 5 | 53 | 9 | 3 | 2 | 0 | 4 | 0 | 2 | 65 | 3 | 0 | 3 | 6 | 6 | 2 | 163 |
| 09:15 AM | 1 | 40 | 6 | 1 | 2 | 1 | 1 | 0 | 3 | 45 | 1 | 0 | 3 | 0 | 1 | 2 | 107 |
| Grand Total | 30 | 366 | 57 | 17 | 28 | 10 | 17 | 15 | 38 | 547 | 32 | 4 | 21 | 17 | 43 | 25 | 1267 |
| Apprch % | 6.4 | 77.9 | 12.1 | 3.6 | 40 | 14.3 | 24.3 | 21.4 | 6.1 | 88.1 | 5.2 | 0.6 | 19.8 | 16 | 40.6 | 23.6 | |
| Total % | 2.4 | 28.9 | 4.5 | 1.3 | 2.2 | 0.8 | 1.3 | 1.2 | 3 | 43.2 | 2.5 | 0.3 | 1.7 | 1.3 | 3.4 | 2 | |
| Cars & Peds | 30 | 356 | 53 | 17 | 28 | 9 | 17 | 15 | 34 | 534 | 30 | 4 | 21 | 16 | 42 | 25 | 1231 |
| % Cars & Peds | 100 | 97.3 | 93 | 100 | 100 | 90 | 100 | 100 | 89.5 | 97.6 | 93.8 | 100 | 100 | 94.1 | 97.7 | 100 | 97.2 |
| Trucks & Buses | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 1 | 0 | 0 | 1 | 1 | 0 | 31 |
| % Trucks & Buses | 0 | 2.5 | 7 | 0 | 0 | 0 | 0 | 0 | 10.5 | 2 | 3.1 | 0 | 0 | 5.9 | 2.3 | 0 | 2.4 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| % Bikes by Direction | 0 | 0.3 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0.4 | 3.1 | 0 | 0 | 0 | 0 | 0 | 0.4 |

| | Prairie Avenue From North | | | | | Sayles Street From East | | | | | Prairie Avenue From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | **8** | **50** | 4 | 1 | **63** | **6** | 1 | **4** | 3 | 14 | 3 | **95** | **11** | 1 | **110** | **9** | **2** | **7** | 5 | **23** | **210** |
| 08:00 AM | 3 | 42 | **11** | 2 | 58 | 6 | **3** | 2 | **6** | **17** | 8 | 66 | 5 | 1 | 80 | 2 | 0 | 5 | **6** | 13 | 168 |
| 08:15 AM | 5 | 45 | 6 | 1 | 57 | 2 | 0 | 1 | 2 | 5 | 5 | 71 | 6 | **2** | 84 | 0 | 1 | 3 | 1 | 5 | 151 |
| 08:30 AM | 2 | 47 | 4 | **6** | 59 | 1 | 1 | 2 | 2 | 6 | **9** | 67 | 1 | 0 | 77 | 1 | 2 | 3 | 2 | 8 | 150 |
| Total Volume | 18 | 184 | 25 | 10 | 237 | 15 | 5 | 9 | 13 | 42 | 25 | 299 | 23 | 4 | 351 | 12 | 5 | 18 | 14 | 49 | 679 |
| % App. Total | 7.6 | 77.6 | 10.5 | 4.2 | | 35.7 | 11.9 | 21.4 | 31 | | 7.1 | 85.2 | 6.6 | 1.1 | | 24.5 | 10.2 | 36.7 | 28.6 | | |
| PHF | .563 | .920 | .568 | .417 | .940 | .625 | .417 | .563 | .542 | .618 | .694 | .787 | .523 | .500 | .798 | .333 | .625 | .643 | .583 | .533 | .808 |
| Cars & Peds | 18 | 180 | 23 | 10 | 231 | 15 | 5 | 9 | 13 | 42 | 22 | 292 | 22 | 4 | 340 | 12 | 4 | 18 | 14 | 48 | 661 |
| % Cars & Peds | 100 | 97.8 | 92.0 | 100 | 97.5 | 100 | 100 | 100 | 100 | 100 | 88.0 | 97.7 | 95.7 | 100 | 96.9 | 100 | 80.0 | 100 | 100 | 98.0 | 97.3 |
| Trucks & Buses | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 15 |
| % Trucks & Buses | 0 | 1.6 | 8.0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 1.7 | 4.3 | 0 | 2.6 | 0 | 20.0 | 0 | 0 | 2.0 | 2.2 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Bikes by Direction | 0 | 0.5 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0.4 |

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N/S: Prairie Avenue
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844H
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Cars & Peds

| | Prairie Avenue From North | | | | Sayles Street From East | | | | Prairie Avenue From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 4 | 39 | 3 | 0 | 5 | 2 | 1 | 2 | 0 | 64 | 4 | 0 | 1 | 0 | 2 | 5 | 132 |
| 07:45 AM | 8 | 48 | 4 | 1 | 6 | 1 | 4 | 3 | 3 | 93 | 10 | 1 | 9 | 2 | 7 | 5 | 205 |
| Total | 12 | 87 | 7 | 1 | 11 | 3 | 5 | 5 | 3 | 157 | 14 | 1 | 10 | 2 | 9 | 10 | 337 |
| 08:00 AM | 3 | 40 | 11 | 2 | 6 | 3 | 2 | 6 | 7 | 64 | 5 | 1 | 2 | 0 | 5 | 6 | 163 |
| 08:15 AM | 5 | 45 | 6 | 1 | 2 | 0 | 1 | 2 | 4 | 68 | 6 | 2 | 0 | 1 | 3 | 1 | 147 |
| 08:30 AM | 2 | 47 | 2 | 6 | 1 | 1 | 2 | 2 | 8 | 67 | 1 | 0 | 1 | 1 | 3 | 2 | 146 |
| 08:45 AM | 2 | 45 | 12 | 3 | 4 | 1 | 2 | 0 | 8 | 69 | 0 | 0 | 2 | 6 | 15 | 2 | 171 |
| Total | 12 | 177 | 31 | 12 | 13 | 5 | 7 | 10 | 27 | 268 | 12 | 3 | 5 | 8 | 26 | 11 | 627 |
| 09:00 AM | 5 | 52 | 9 | 3 | 2 | 0 | 4 | 0 | 1 | 65 | 3 | 0 | 3 | 6 | 6 | 2 | 161 |
| 09:15 AM | 1 | 40 | 6 | 1 | 2 | 1 | 1 | 0 | 3 | 44 | 1 | 0 | 3 | 0 | 1 | 2 | 106 |
| Grand Total | 30 | 356 | 53 | 17 | 28 | 9 | 17 | 15 | 34 | 534 | 30 | 4 | 21 | 16 | 42 | 25 | 1231 |
| Apprch % | 6.6 | 78.1 | 11.6 | 3.7 | 40.6 | 13 | 24.6 | 21.7 | 5.6 | 88.7 | 5 | 0.7 | 20.2 | 15.4 | 40.4 | 24 | |
| Total % | 2.4 | 28.9 | 4.3 | 1.4 | 2.3 | 0.7 | 1.4 | 1.2 | 2.8 | 43.4 | 2.4 | 0.3 | 1.7 | 1.3 | 3.4 | 2 | |

| | Prairie Avenue From North | | | | | Sayles Street From East | | | | | Prairie Avenue From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | **8** | **48** | 4 | 1 | **61** | **6** | 1 | **4** | 3 | 14 | 3 | **93** | **10** | 1 | **107** | **9** | **2** | **7** | 5 | **23** | **205** |
| 08:00 AM | 3 | 40 | **11** | 2 | 56 | 6 | **3** | 2 | **6** | **17** | 7 | 64 | 5 | 1 | 77 | 2 | 0 | 5 | **6** | 13 | 163 |
| 08:15 AM | 5 | 45 | 6 | 1 | 57 | 2 | 0 | 1 | 2 | 5 | 4 | 68 | 6 | **2** | 80 | 0 | 1 | 3 | 1 | 5 | 147 |
| 08:30 AM | 2 | 47 | 2 | **6** | 57 | 1 | 1 | 2 | 2 | 6 | **8** | 67 | 1 | 0 | 76 | 1 | 1 | 3 | 2 | 7 | 146 |
| Total Volume | 18 | 180 | 23 | 10 | 231 | 15 | 5 | 9 | 13 | 42 | 22 | 292 | 22 | 4 | 340 | 12 | 4 | 18 | 14 | 48 | 661 |
| % App. Total | 7.8 | 77.9 | 10 | 4.3 | | 35.7 | 11.9 | 21.4 | 31 | | 6.5 | 85.9 | 6.5 | 1.2 | | 25 | 8.3 | 37.5 | 29.2 | | |
| PHF | .563 | .938 | .523 | .417 | .947 | .625 | .417 | .563 | .542 | .618 | .688 | .785 | .550 | .500 | .794 | .333 | .500 | .643 | .583 | .522 | .806 |

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*tel (781)587-0086 cell (781)439-4999*

N/S: Prairie Avenue
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844H
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Prairie Avenue From North | | | | Sayles Street From East | | | | Prairie Avenue From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 08:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 08:45 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| Total | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 17 |
| 09:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 1 | 0 | 0 | 1 | 1 | 0 | 31 |
| Apprch % | 0 | 69.2 | 30.8 | 0 | 0 | 0 | 0 | 0 | 25 | 68.8 | 6.2 | 0 | 0 | 50 | 50 | 0 | |
| Total % | 0 | 29 | 12.9 | 0 | 0 | 0 | 0 | 0 | 12.9 | 35.5 | 3.2 | 0 | 0 | 3.2 | 3.2 | 0 | |

| | Prairie Avenue From North | | | | | Sayles Street From East | | | | | Prairie Avenue From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | **4** | **1** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **8** |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **1** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 19 |
| % App. Total | 0 | 87.5 | 12.5 | 0 | | 0 | 0 | 0 | 0 | | 18.2 | 72.7 | 9.1 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .438 | .250 | .000 | .400 | .000 | .000 | .000 | .000 | .000 | .500 | .667 | .250 | .000 | .688 | .000 | .000 | .000 | .000 | .000 | .594 |

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N/S: Prairie Avenue
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844H
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Prairie Avenue From North | | | | Sayles Street From East | | | | Prairie Avenue From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 66.7 | 33.3 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 40 | 20 | 0 | 0 | 0 | 0 | 0 | |

| | Prairie Avenue From North | | | | | Sayles Street From East | | | | | Prairie Avenue From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **2** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .500 |

# *Transportation Data Corporation*

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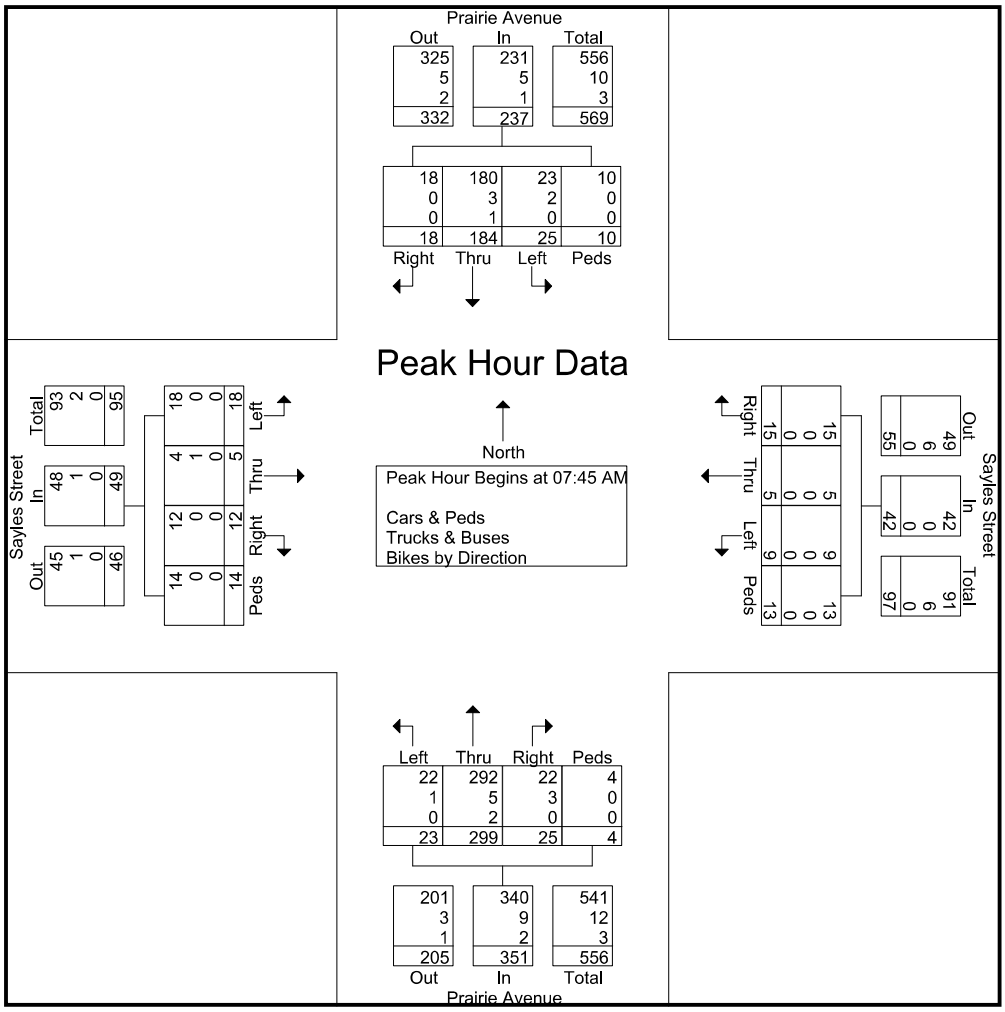
N/S: Prairie Avenue
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844H
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

| | Prairie Avenue From North | | | | | Sayles Street From East | | | | | Prairie Avenue From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | **8** | **50** | 4 | 1 | **63** | **6** | 1 | **4** | 3 | 14 | 3 | **95** | **11** | 1 | **110** | **9** | **2** | **7** | 5 | **23** | **210** |
| 08:00 AM | 3 | 42 | **11** | 2 | 58 | 6 | **3** | 2 | **6** | **17** | 8 | 66 | 5 | 1 | 80 | 2 | 0 | 5 | **6** | 13 | 168 |
| 08:15 AM | 5 | 45 | 6 | 1 | 57 | 2 | 0 | 1 | 2 | 5 | 5 | 71 | 6 | **2** | 84 | 0 | 1 | 3 | 1 | 5 | 151 |
| 08:30 AM | 2 | 47 | 4 | **6** | 59 | 1 | 1 | 2 | 2 | 6 | **9** | 67 | 1 | 0 | 77 | 1 | 2 | 3 | 2 | 8 | 150 |
| Total Volume | 18 | 184 | 25 | 10 | 237 | 15 | 5 | 9 | 13 | 42 | 25 | 299 | 23 | 4 | 351 | 12 | 5 | 18 | 14 | 49 | 679 |
| % App. Total | 7.6 | 77.6 | 10.5 | 4.2 | | 35.7 | 11.9 | 21.4 | 31 | | 7.1 | 85.2 | 6.6 | 1.1 | | 24.5 | 10.2 | 36.7 | 28.6 | | |
| PHF | .563 | .920 | .568 | .417 | .940 | .625 | .417 | .563 | .542 | .618 | .694 | .787 | .523 | .500 | .798 | .333 | .625 | .643 | .583 | .533 | .808 |
| Cars & Peds | 18 | 180 | 23 | 10 | 231 | 15 | 5 | 9 | 13 | 42 | 22 | 292 | 22 | 4 | 340 | 12 | 4 | 18 | 14 | 48 | 661 |
| % Cars & Peds | 100 | 97.8 | 92.0 | 100 | 97.5 | 100 | 100 | 100 | 100 | 100 | 88.0 | 97.7 | 95.7 | 100 | 96.9 | 100 | 80.0 | 100 | 100 | 98.0 | 97.3 |
| Trucks & Buses | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 15 |
| % Trucks & Buses | 0 | 1.6 | 8.0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 12.0 | 1.7 | 4.3 | 0 | 2.6 | 0 | 20.0 | 0 | 0 | 2.0 | 2.2 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Bikes by Direction | 0 | 0.5 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0.4 |



**_Transportation Data Corporation_**
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_tel (781)587-0086 cell (781)439-4999_

N/S: Eddy Street
W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844J
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

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

| | Eddy Street From North | | | Eddy Street From South | | | Sayles Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 07:30 AM | 0 | 120 | 5 | 100 | 2 | 0 | 3 | 12 | 1 | 243 |
| 07:45 AM | 2 | 77 | 1 | 112 | 5 | 0 | 7 | 6 | 0 | 210 |
| Total | 2 | 197 | 6 | 212 | 7 | 0 | 10 | 18 | 1 | 453 |
| 08:00 AM | 5 | 72 | 1 | 112 | 2 | 0 | 7 | 8 | 1 | 208 |
| 08:15 AM | 2 | 87 | 2 | 132 | 1 | 0 | 10 | 5 | 0 | 239 |
| 08:30 AM | 1 | 91 | 0 | 116 | 2 | 0 | 6 | 5 | 3 | 224 |
| 08:45 AM | 3 | 91 | 0 | 102 | 0 | 0 | 6 | 9 | 0 | 211 |
| Total | 11 | 341 | 3 | 462 | 5 | 0 | 29 | 27 | 4 | 882 |
| 09:00 AM | 2 | 85 | 1 | 101 | 1 | 0 | 9 | 2 | 0 | 201 |
| 09:15 AM | 2 | 94 | 0 | 87 | 3 | 0 | 4 | 7 | 0 | 197 |
| Grand Total | 17 | 717 | 10 | 862 | 16 | 0 | 52 | 54 | 5 | 1733 |
| Apprch % | 2.3 | 96.4 | 1.3 | 98.2 | 1.8 | 0 | 46.8 | 48.6 | 4.5 | |
| Total % | 1 | 41.4 | 0.6 | 49.7 | 0.9 | 0 | 3 | 3.1 | 0.3 | |
| Cars & Peds | 16 | 683 | 10 | 841 | 15 | 0 | 47 | 53 | 5 | 1670 |
| % Cars & Peds | 94.1 | 95.3 | 100 | 97.6 | 93.8 | 0 | 90.4 | 98.1 | 100 | 96.4 |
| Trucks & Buses | 1 | 32 | 0 | 20 | 1 | 0 | 5 | 1 | 0 | 60 |
| % Trucks & Buses | 5.9 | 4.5 | 0 | 2.3 | 6.2 | 0 | 9.6 | 1.9 | 0 | 3.5 |
| Bikes by Direction | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Bikes by Direction | 0 | 0.3 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0.2 |

| | Eddy Street From North | | | | Eddy Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 0 | **120** | **5** | **125** | 100 | 2 | 0 | 102 | 3 | **12** | **1** | **16** | **243** |
| 07:45 AM | 2 | 77 | 1 | 80 | 112 | **5** | 0 | 117 | 7 | 6 | 0 | 13 | 210 |
| 08:00 AM | **5** | 72 | 1 | 78 | 112 | 2 | 0 | 114 | 7 | 8 | 1 | 16 | 208 |
| 08:15 AM | 2 | 87 | 2 | 91 | **132** | 1 | 0 | **133** | **10** | 5 | 0 | 15 | 239 |
| Total Volume | 9 | 356 | 9 | 374 | 456 | 10 | 0 | 466 | 27 | 31 | 2 | 60 | 900 |
| % App. Total | 2.4 | 95.2 | 2.4 | | 97.9 | 2.1 | 0 | | 45 | 51.7 | 3.3 | | |
| PHF | .450 | .742 | .450 | .748 | .864 | .500 | .000 | .876 | .675 | .646 | .500 | .938 | .926 |
| Cars & Peds | 8 | 336 | 9 | 353 | 444 | 9 | 0 | 453 | 26 | 30 | 2 | 58 | 864 |
| % Cars & Peds | 88.9 | 94.4 | 100 | 94.4 | 97.4 | 90.0 | 0 | 97.2 | 96.3 | 96.8 | 100 | 96.7 | 96.0 |
| Trucks & Buses | 1 | 18 | 0 | 19 | 12 | 1 | 0 | 13 | 1 | 1 | 0 | 2 | 34 |
| % Trucks & Buses | 11.1 | 5.1 | 0 | 5.1 | 2.6 | 10.0 | 0 | 2.8 | 3.7 | 3.2 | 0 | 3.3 | 3.8 |
| Bikes by Direction | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Bikes by Direction | 0 | 0.6 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |

***Transportation Data Corporation***
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N/S: Eddy Street
W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844J
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Cars & Peds

| | Eddy Street From North | | | Eddy Street From South | | | Sayles Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 07:30 AM | 0 | 114 | 5 | 97 | 2 | 0 | 3 | 11 | 1 | 233 |
| 07:45 AM | 1 | 72 | 1 | 110 | 4 | 0 | 7 | 6 | 0 | 201 |
| Total | 1 | 186 | 6 | 207 | 6 | 0 | 10 | 17 | 1 | 434 |
| | | | | | | | | | | |
| 08:00 AM | 5 | 67 | 1 | 109 | 2 | 0 | 7 | 8 | 1 | 200 |
| 08:15 AM | 2 | 83 | 2 | 128 | 1 | 0 | 9 | 5 | 0 | 230 |
| 08:30 AM | 1 | 86 | 0 | 114 | 2 | 0 | 4 | 5 | 3 | 215 |
| 08:45 AM | 3 | 89 | 0 | 101 | 0 | 0 | 4 | 9 | 0 | 206 |
| Total | 11 | 325 | 3 | 452 | 5 | 0 | 24 | 27 | 4 | 851 |
| | | | | | | | | | | |
| 09:00 AM | 2 | 80 | 1 | 98 | 1 | 0 | 9 | 2 | 0 | 193 |
| 09:15 AM | 2 | 92 | 0 | 84 | 3 | 0 | 4 | 7 | 0 | 192 |
| Grand Total | 16 | 683 | 10 | 841 | 15 | 0 | 47 | 53 | 5 | 1670 |
| Apprch % | 2.3 | 96.3 | 1.4 | 98.2 | 1.8 | 0 | 44.8 | 50.5 | 4.8 | |
| Total % | 1 | 40.9 | 0.6 | 50.4 | 0.9 | 0 | 2.8 | 3.2 | 0.3 | |

| | Eddy Street From North | | | | Eddy Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 0 | **114** | **5** | **119** | 97 | 2 | 0 | 99 | 3 | **11** | **1** | 15 | **233** |
| 07:45 AM | 1 | 72 | 1 | 74 | 110 | **4** | 0 | 114 | 7 | 6 | 0 | 13 | 201 |
| 08:00 AM | **5** | 67 | 1 | 73 | 109 | 2 | 0 | 111 | 7 | 8 | 1 | **16** | 200 |
| 08:15 AM | 2 | 83 | 2 | 87 | **128** | 1 | 0 | **129** | **9** | 5 | 0 | 14 | 230 |
| Total Volume | 8 | 336 | 9 | 353 | 444 | 9 | 0 | 453 | 26 | 30 | 2 | 58 | 864 |
| % App. Total | 2.3 | 95.2 | 2.5 | | 98 | 2 | 0 | | 44.8 | 51.7 | 3.4 | | |
| PHF | .400 | .737 | .450 | .742 | .867 | .563 | .000 | .878 | .722 | .682 | .500 | .906 | .927 |

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N/S: Eddy Street
W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844J
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Eddy Street From North | | | Eddy Street From South | | | Sayles Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 07:30 AM | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 9 |
| 07:45 AM | 1 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 8 |
| Total | 1 | 9 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 17 |
| 08:00 AM | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:15 AM | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 9 |
| 08:30 AM | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 9 |
| 08:45 AM | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 5 |
| Total | 0 | 16 | 0 | 10 | 0 | 0 | 5 | 0 | 0 | 31 |
| 09:00 AM | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 09:15 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Grand Total | 1 | 32 | 0 | 20 | 1 | 0 | 5 | 1 | 0 | 60 |
| Apprch % | 3 | 97 | 0 | 95.2 | 4.8 | 0 | 83.3 | 16.7 | 0 | |
| Total % | 1.7 | 53.3 | 0 | 33.3 | 1.7 | 0 | 8.3 | 1.7 | 0 | |

| | Eddy Street From North | | | | Eddy Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 0 | **5** | 0 | **5** | 3 | 0 | 0 | 3 | 0 | **1** | 0 | **1** | **9** |
| 07:45 AM | **1** | 4 | 0 | 5 | 2 | **1** | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| 08:00 AM | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 8 |
| 08:15 AM | 0 | 4 | 0 | 4 | **4** | 0 | 0 | **4** | **1** | 0 | 0 | 1 | 9 |
| Total Volume | 1 | 18 | 0 | 19 | 12 | 1 | 0 | 13 | 1 | 1 | 0 | 2 | 34 |
| % App. Total | 5.3 | 94.7 | 0 | | 92.3 | 7.7 | 0 | | 50 | 50 | 0 | | |
| PHF | .250 | .900 | .000 | .950 | .750 | .250 | .000 | .813 | .250 | .250 | .000 | .500 | .944 |

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N/S: Eddy Street
W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844J
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Eddy Street From North | | | Eddy Street From South | | | Sayles Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 07:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Apprch % | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 66.7 | 0 | 33.3 | 0 | 0 | 0 | 0 | 0 | |

| | Eddy Street From North | | | | Eddy Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 07:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 |

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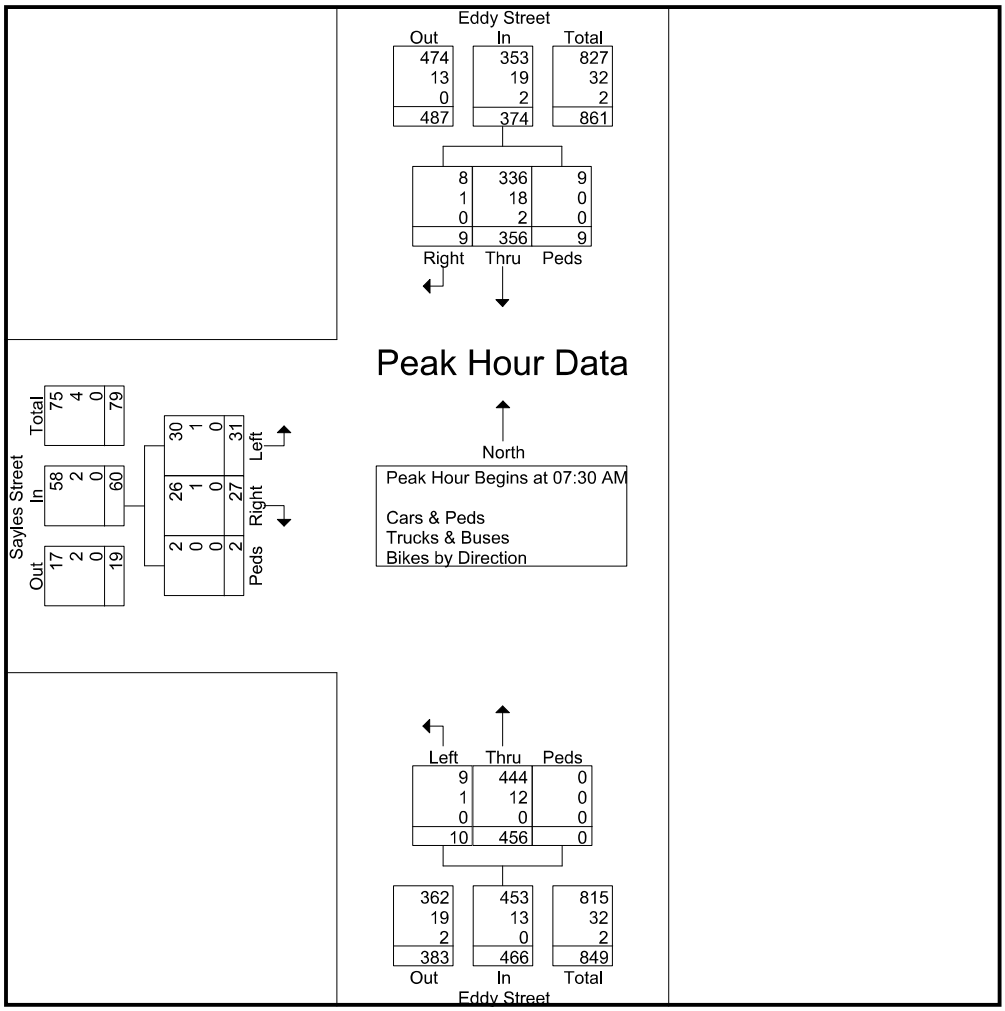
File Name : 05844J
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

| | Eddy Street From North | | | | Eddy Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 0 | **120** | **5** | **125** | 100 | 2 | 0 | 102 | 3 | **12** | **1** | **16** | **243** |
| 07:45 AM | 2 | 77 | 1 | 80 | 112 | **5** | 0 | 117 | 7 | 6 | 0 | 13 | 210 |
| 08:00 AM | **5** | 72 | 1 | 78 | 112 | 2 | 0 | 114 | 7 | 8 | 1 | 16 | 208 |
| 08:15 AM | 2 | 87 | 2 | 91 | **132** | 1 | 0 | **133** | **10** | 5 | 0 | 15 | 239 |
| Total Volume | 9 | 356 | 9 | 374 | 456 | 10 | 0 | 466 | 27 | 31 | 2 | 60 | 900 |
| % App. Total | 2.4 | 95.2 | 2.4 | | 97.9 | 2.1 | 0 | | 45 | 51.7 | 3.3 | | |
| PHF | .450 | .742 | .450 | .748 | .864 | .500 | .000 | .876 | .675 | .646 | .500 | .938 | .926 |
| Cars & Peds | 8 | 336 | 9 | 353 | 444 | 9 | 0 | 453 | 26 | 30 | 2 | 58 | 864 |
| % Cars & Peds | 88.9 | 94.4 | 100 | 94.4 | 97.4 | 90.0 | 0 | 97.2 | 96.3 | 96.8 | 100 | 96.7 | 96.0 |
| Trucks & Buses | 1 | 18 | 0 | 19 | 12 | 1 | 0 | 13 | 1 | 1 | 0 | 2 | 34 |
| % Trucks & Buses | 11.1 | 5.1 | 0 | 5.1 | 2.6 | 10.0 | 0 | 2.8 | 3.7 | 3.2 | 0 | 3.3 | 3.8 |
| Bikes by Direction | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Bikes by Direction | 0 | 0.6 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 |



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N/S: Eddy Street
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File Name : 05844K
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

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

| | Eddy Street From North | | | | Oxford Street From East | | | | Eddy Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 5 | 115 | 2 | 0 | 2 | 2 | 12 | 0 | 3 | 96 | 4 | 1 | 2 | 1 | 4 | 1 | 250 |
| 07:45 AM | 2 | 80 | 4 | 0 | 7 | 3 | 6 | 0 | 9 | 107 | 2 | 0 | 5 | 1 | 0 | 0 | 226 |
| Total | 7 | 195 | 6 | 0 | 9 | 5 | 18 | 0 | 12 | 203 | 6 | 1 | 7 | 2 | 4 | 1 | 476 |
| 08:00 AM | 2 | 75 | 2 | 0 | 3 | 1 | 9 | 3 | 8 | 111 | 6 | 0 | 2 | 0 | 2 | 2 | 226 |
| 08:15 AM | 3 | 90 | 7 | 0 | 4 | 5 | 7 | 2 | 12 | 130 | 6 | 0 | 2 | 2 | 2 | 0 | 272 |
| 08:30 AM | 3 | 91 | 3 | 0 | 2 | 1 | 8 | 1 | 4 | 116 | 6 | 0 | 5 | 1 | 1 | 1 | 243 |
| 08:45 AM | 3 | 89 | 5 | 0 | 3 | 3 | 11 | 1 | 7 | 98 | 5 | 0 | 3 | 2 | 1 | 1 | 232 |
| Total | 11 | 345 | 17 | 0 | 12 | 10 | 35 | 7 | 31 | 455 | 23 | 0 | 12 | 5 | 6 | 4 | 973 |
| 09:00 AM | 4 | 89 | 3 | 0 | 4 | 2 | 11 | 3 | 6 | 100 | 7 | 0 | 2 | 1 | 1 | 0 | 233 |
| 09:15 AM | 3 | 90 | 1 | 1 | 7 | 1 | 15 | 4 | 4 | 80 | 2 | 0 | 3 | 1 | 2 | 0 | 214 |
| Grand Total | 25 | 719 | 27 | 1 | 32 | 18 | 79 | 14 | 53 | 838 | 38 | 1 | 24 | 9 | 13 | 5 | 1896 |
| Apprch % | 3.2 | 93.1 | 3.5 | 0.1 | 22.4 | 12.6 | 55.2 | 9.8 | 5.7 | 90.1 | 4.1 | 0.1 | 47.1 | 17.6 | 25.5 | 9.8 | |
| Total % | 1.3 | 37.9 | 1.4 | 0.1 | 1.7 | 0.9 | 4.2 | 0.7 | 2.8 | 44.2 | 2 | 0.1 | 1.3 | 0.5 | 0.7 | 0.3 | |
| Cars & Peds | 24 | 684 | 25 | 1 | 30 | 18 | 61 | 12 | 53 | 820 | 37 | 1 | 24 | 8 | 12 | 5 | 1815 |
| % Cars & Peds | 96 | 95.1 | 92.6 | 100 | 93.8 | 100 | 77.2 | 85.7 | 100 | 97.9 | 97.4 | 100 | 100 | 88.9 | 92.3 | 100 | 95.7 |
| Trucks & Buses | 1 | 33 | 2 | 0 | 2 | 0 | 18 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 75 |
| % Trucks & Buses | 4 | 4.6 | 7.4 | 0 | 6.2 | 0 | 22.8 | 0 | 0 | 2 | 2.6 | 0 | 0 | 0 | 7.7 | 0 | 4 |
| Bikes by Direction | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| % Bikes by Direction | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 14.3 | 0 | 0.1 | 0 | 0 | 0 | 11.1 | 0 | 0 | 0.3 |

| | Eddy Street From North | | | | | Oxford Street From East | | | | | Eddy Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 3 | 90 | **7** | 0 | **100** | **4** | **5** | 7 | 2 | 18 | **12** | **130** | 6 | 0 | **148** | 2 | **2** | **2** | 0 | 6 | **272** |
| 08:30 AM | 3 | **91** | 3 | 0 | 97 | 2 | 1 | 8 | 1 | 12 | 4 | 116 | 6 | 0 | 126 | **5** | 1 | 1 | **1** | **8** | 243 |
| 08:45 AM | 3 | 89 | 5 | 0 | 97 | 3 | 3 | **11** | 1 | 18 | 7 | 98 | 5 | 0 | 110 | 3 | 2 | 1 | 1 | 7 | 232 |
| 09:00 AM | **4** | 89 | 3 | 0 | 96 | 4 | 2 | 11 | **3** | **20** | 6 | 100 | **7** | 0 | 113 | 2 | 1 | 1 | 0 | 4 | 233 |
| Total Volume | 13 | 359 | 18 | 0 | 390 | 13 | 11 | 37 | 7 | 68 | 29 | 444 | 24 | 0 | 497 | 12 | 6 | 5 | 2 | 25 | 980 |
| % App. Total | 3.3 | 92.1 | 4.6 | 0 | | 19.1 | 16.2 | 54.4 | 10.3 | | 5.8 | 89.3 | 4.8 | 0 | | 48 | 24 | 20 | 8 | | |
| PHF | .813 | .986 | .643 | .000 | .975 | .813 | .550 | .841 | .583 | .850 | .604 | .854 | .857 | .000 | .840 | .600 | .750 | .625 | .500 | .781 | .901 |
| Cars & Peds | 12 | 341 | 17 | 0 | 370 | 11 | 11 | 29 | 7 | 58 | 29 | 436 | 23 | 0 | 488 | 12 | 6 | 5 | 2 | 25 | 941 |
| % Cars & Peds | 92.3 | 95.0 | 94.4 | 0 | 94.9 | 84.6 | 100 | 78.4 | 100 | 85.3 | 100 | 98.2 | 95.8 | 0 | 98.2 | 100 | 100 | 100 | 100 | 100 | 96.0 |
| Trucks & Buses | 1 | 18 | 1 | 0 | 20 | 2 | 0 | 8 | 0 | 10 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 39 |
| % Trucks & Buses | 7.7 | 5.0 | 5.6 | 0 | 5.1 | 15.4 | 0 | 21.6 | 0 | 14.7 | 0 | 1.8 | 4.2 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 4.0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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N/S: Eddy Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844K
Site Code : 24078
Start Date : 6/11/2024


Groups Printed- Cars & Peds

| | Eddy Street From North | | | | Oxford Street From East | | | | Eddy Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 5 | 109 | 2 | 0 | 2 | 2 | 11 | 0 | 3 | 94 | 4 | 1 | 2 | 1 | 3 | 1 | 240 |
| 07:45 AM | 2 | 75 | 4 | 0 | 7 | 3 | 6 | 0 | 9 | 105 | 2 | 0 | 5 | 0 | 0 | 0 | 218 |
| Total | 7 | 184 | 6 | 0 | 9 | 5 | 17 | 0 | 12 | 199 | 6 | 1 | 7 | 1 | 3 | 1 | 458 |
| 08:00 AM | 2 | 71 | 1 | 0 | 3 | 1 | 5 | 1 | 8 | 108 | 6 | 0 | 2 | 0 | 2 | 2 | 212 |
| 08:15 AM | 2 | 87 | 6 | 0 | 3 | 5 | 6 | 2 | 12 | 127 | 6 | 0 | 2 | 2 | 2 | 0 | 262 |
| 08:30 AM | 3 | 85 | 3 | 0 | 1 | 1 | 8 | 1 | 4 | 115 | 6 | 0 | 5 | 1 | 1 | 1 | 235 |
| 08:45 AM | 3 | 86 | 5 | 0 | 3 | 3 | 6 | 1 | 7 | 97 | 5 | 0 | 3 | 2 | 1 | 1 | 223 |
| Total | 10 | 329 | 15 | 0 | 10 | 10 | 25 | 5 | 31 | 447 | 23 | 0 | 12 | 5 | 6 | 4 | 932 |
| 09:00 AM | 4 | 83 | 3 | 0 | 4 | 2 | 9 | 3 | 6 | 97 | 6 | 0 | 2 | 1 | 1 | 0 | 221 |
| 09:15 AM | 3 | 88 | 1 | 1 | 7 | 1 | 10 | 4 | 4 | 77 | 2 | 0 | 3 | 1 | 2 | 0 | 204 |
| Grand Total | 24 | 684 | 25 | 1 | 30 | 18 | 61 | 12 | 53 | 820 | 37 | 1 | 24 | 8 | 12 | 5 | 1815 |
| Apprch % | 3.3 | 93.2 | 3.4 | 0.1 | 24.8 | 14.9 | 50.4 | 9.9 | 5.8 | 90 | 4.1 | 0.1 | 49 | 16.3 | 24.5 | 10.2 | |
| Total % | 1.3 | 37.7 | 1.4 | 0.1 | 1.7 | 1 | 3.4 | 0.7 | 2.9 | 45.2 | 2 | 0.1 | 1.3 | 0.4 | 0.7 | 0.3 | |

| | Eddy Street From North | | | | | Oxford Street From East | | | | | Eddy Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 2 | **87** | **6** | 0 | **95** | 3 | **5** | 6 | 2 | 16 | **12** | **127** | **6** | 0 | **145** | 2 | **2** | **2** | 0 | 6 | **262** |
| 08:30 AM | 3 | 85 | 3 | 0 | 91 | 1 | 1 | 8 | 1 | 11 | 4 | 115 | 6 | 0 | 125 | **5** | 1 | 1 | **1** | **8** | 235 |
| 08:45 AM | 3 | 86 | 5 | 0 | 94 | 3 | 3 | 6 | 1 | 13 | 7 | 97 | 5 | 0 | 109 | 3 | 2 | 1 | 1 | 7 | 223 |
| 09:00 AM | **4** | 83 | 3 | 0 | 90 | **4** | 2 | **9** | **3** | **18** | 6 | 97 | 6 | 0 | 109 | 2 | 1 | 1 | 0 | 4 | 221 |
| Total Volume | 12 | 341 | 17 | 0 | 370 | 11 | 11 | 29 | 7 | 58 | 29 | 436 | 23 | 0 | 488 | 12 | 6 | 5 | 2 | 25 | 941 |
| % App. Total | 3.2 | 92.2 | 4.6 | 0 | | 19 | 19 | 50 | 12.1 | | 5.9 | 89.3 | 4.7 | 0 | | 48 | 24 | 20 | 8 | | |
| PHF | .750 | .980 | .708 | .000 | .974 | .688 | .550 | .806 | .583 | .806 | .604 | .858 | .958 | .000 | .841 | .600 | .750 | .625 | .500 | .781 | .898 |

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File Name : 05844K
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Page No : 1

Groups Printed- Trucks & Buses

| | Eddy Street From North | | | | Oxford Street From East | | | | Eddy Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 9 |
| 07:45 AM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |
| 08:00 AM | 0 | 4 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:15 AM | 1 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:30 AM | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:45 AM | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 1 | 16 | 2 | 0 | 2 | 0 | 10 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 09:00 AM | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 09:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Grand Total | 1 | 33 | 2 | 0 | 2 | 0 | 18 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 0 | 75 |
| Apprch % | 2.8 | 91.7 | 5.6 | 0 | 10 | 0 | 90 | 0 | 0 | 94.4 | 5.6 | 0 | 0 | 0 | 100 | 0 | |
| Total % | 1.3 | 44 | 2.7 | 0 | 2.7 | 0 | 24 | 0 | 0 | 22.7 | 1.3 | 0 | 0 | 0 | 1.3 | 0 | |

| | Eddy Street From North | | | | | Oxford Street From East | | | | | Eddy Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 4 | **1** | 0 | 5 | 0 | 0 | 4 | 0 | 4 | 0 | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **12** |
| 08:15 AM | **1** | 3 | 1 | 0 | 5 | **1** | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:30 AM | 0 | **6** | 0 | 0 | **6** | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:45 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | **5** | 0 | **5** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total Volume | 1 | 16 | 2 | 0 | 19 | 2 | 0 | 10 | 0 | 12 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 39 |
| % App. Total | 5.3 | 84.2 | 10.5 | 0 | | 16.7 | 0 | 83.3 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .250 | .667 | .500 | .000 | .792 | .500 | .000 | .500 | .000 | .600 | .000 | .667 | .000 | .000 | .667 | .000 | .000 | .000 | .000 | .000 | .813 |

**_Transportation Data Corporation_**
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*tel (781)587-0086 cell (781)439-4999*

N/S: Eddy Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844K
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Eddy Street From North | | | | Oxford Street From East | | | | Eddy Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 07:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 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 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 33.3 | 0 | 0 | 0 | 0 | 0 | 33.3 | 0 | 16.7 | 0 | 0 | 0 | 16.7 | 0 | 0 | |

| | Eddy Street From North | | | | | Oxford Street From East | | | | | Eddy Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | **2** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 100 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .625 |

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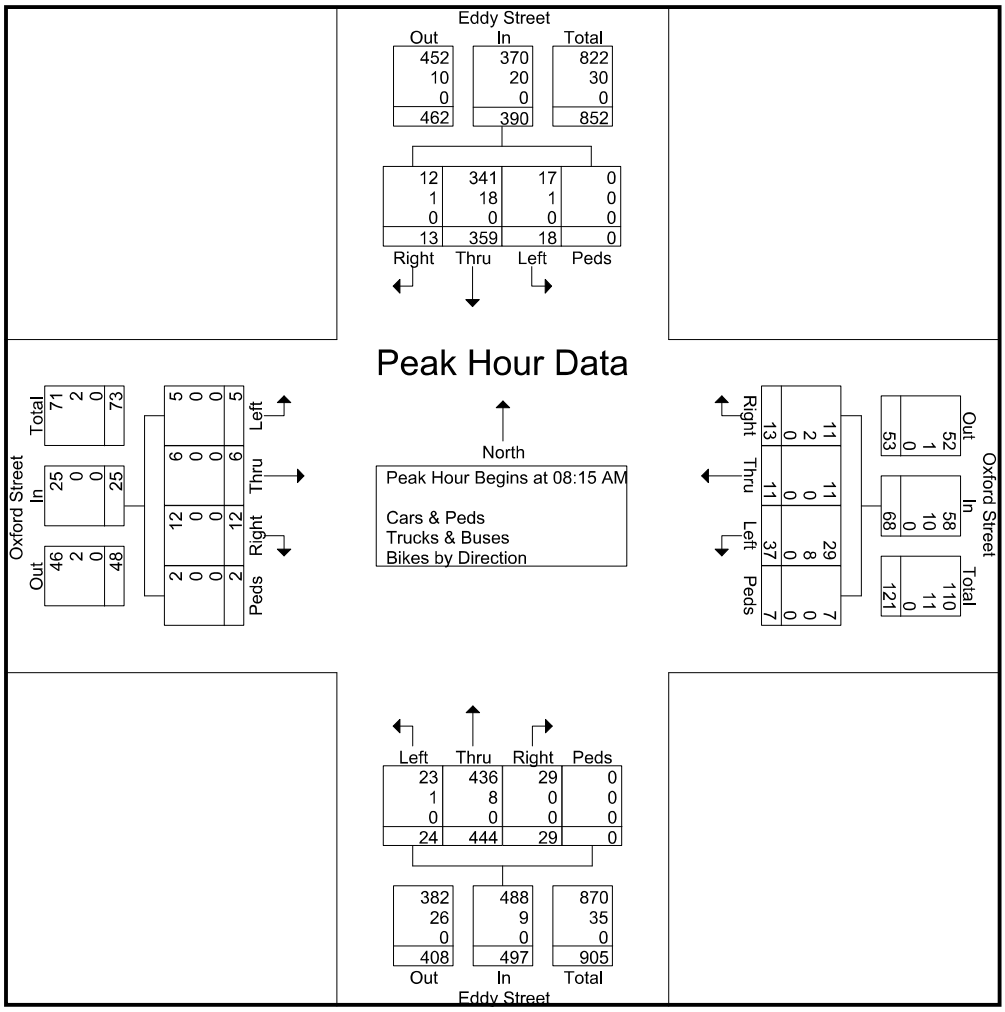
N/S: Eddy Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844K
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

| | Eddy Street From North | | | | | Oxford Street From East | | | | | Eddy Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:30 AM to 09:15 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 3 | 90 | **7** | 0 | **100** | **4** | **5** | 7 | 2 | 18 | **12** | **130** | 6 | 0 | **148** | 2 | **2** | **2** | 0 | 6 | **272** |
| 08:30 AM | 3 | **91** | 3 | 0 | 97 | 2 | 1 | 8 | 1 | 12 | 4 | 116 | 6 | 0 | 126 | **5** | 1 | 1 | **1** | **8** | 243 |
| 08:45 AM | 3 | 89 | 5 | 0 | 97 | 3 | 3 | **11** | 1 | 18 | 7 | 98 | 5 | 0 | 110 | 3 | 2 | 1 | 1 | 7 | 232 |
| 09:00 AM | **4** | 89 | 3 | 0 | 96 | 4 | 2 | 11 | **3** | **20** | 6 | 100 | **7** | 0 | 113 | 2 | 1 | 1 | 0 | 4 | 233 |
| Total Volume | 13 | 359 | 18 | 0 | 390 | 13 | 11 | 37 | 7 | 68 | 29 | 444 | 24 | 0 | 497 | 12 | 6 | 5 | 2 | 25 | 980 |
| % App. Total | 3.3 | 92.1 | 4.6 | 0 | | 19.1 | 16.2 | 54.4 | 10.3 | | 5.8 | 89.3 | 4.8 | 0 | | 48 | 24 | 20 | 8 | | |
| PHF | .813 | .986 | .643 | .000 | .975 | .813 | .550 | .841 | .583 | .850 | .604 | .854 | .857 | .000 | .840 | .600 | .750 | .625 | .500 | .781 | .901 |
| Cars & Peds | 12 | 341 | 17 | 0 | 370 | 11 | 11 | 29 | 7 | 58 | 29 | 436 | 23 | 0 | 488 | 12 | 6 | 5 | 2 | 25 | 941 |
| % Cars & Peds | 92.3 | 95.0 | 94.4 | 0 | 94.9 | 84.6 | 100 | 78.4 | 100 | 85.3 | 100 | 98.2 | 95.8 | 0 | 98.2 | 100 | 100 | 100 | 100 | 100 | 96.0 |
| Trucks & Buses | 1 | 18 | 1 | 0 | 20 | 2 | 0 | 8 | 0 | 10 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 39 |
| % Trucks & Buses | 7.7 | 5.0 | 5.6 | 0 | 5.1 | 15.4 | 0 | 21.6 | 0 | 14.7 | 0 | 1.8 | 4.2 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 4.0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



**_Transportation Data Corporation_**
_Mario Perone, mperone1@verizon.net_
_tel (781)587-0086 cell (781)439-4999_

N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844AA
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

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

| | Harriet Street From North | | | | Oxford Street From East | | | | Harriet Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 1 | 1 | 0 | 3 | 1 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 50 |
| 02:15 PM | 1 | 2 | 0 | 0 | 2 | 23 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 4 | 0 | 1 | 42 |
| 02:30 PM | 0 | 0 | 1 | 0 | 1 | 30 | 2 | 0 | 1 | 1 | 1 | 3 | 2 | 19 | 0 | 1 | 62 |
| 02:45 PM | 2 | 1 | 0 | 2 | 5 | 23 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 18 | 2 | 0 | 57 |
| Total | 4 | 4 | 1 | 5 | 9 | 102 | 4 | 0 | 4 | 3 | 3 | 6 | 4 | 58 | 2 | 2 | 211 |
| 03:00 PM | 2 | 1 | 4 | 1 | 1 | 34 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 17 | 1 | 2 | 68 |
| 03:15 PM | 3 | 0 | 0 | 6 | 4 | 33 | 2 | 0 | 1 | 0 | 2 | 3 | 2 | 16 | 1 | 5 | 78 |
| 03:30 PM | 1 | 1 | 2 | 4 | 3 | 26 | 0 | 4 | 0 | 1 | 1 | 1 | 0 | 13 | 4 | 2 | 63 |
| 03:45 PM | 1 | 2 | 4 | 11 | 6 | 24 | 1 | 4 | 0 | 2 | 0 | 4 | 1 | 10 | 7 | 2 | 79 |
| Total | 7 | 4 | 10 | 22 | 14 | 117 | 4 | 9 | 1 | 5 | 3 | 8 | 4 | 56 | 13 | 11 | 288 |
| 04:00 PM | 3 | 0 | 1 | 8 | 3 | 30 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 22 | 3 | 4 | 79 |
| 04:15 PM | 4 | 0 | 3 | 1 | 4 | 25 | 1 | 3 | 3 | 0 | 0 | 1 | 1 | 17 | 1 | 0 | 64 |
| 04:30 PM | 1 | 1 | 2 | 4 | 1 | 20 | 1 | 1 | 1 | 1 | 1 | 3 | 0 | 19 | 2 | 0 | 58 |
| 04:45 PM | 2 | 1 | 0 | 3 | 0 | 25 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 21 | 0 | 2 | 58 |
| Total | 10 | 2 | 6 | 16 | 8 | 100 | 5 | 4 | 5 | 1 | 2 | 6 | 3 | 79 | 6 | 6 | 259 |
| 05:00 PM | 2 | 1 | 1 | 0 | 2 | 20 | 0 | 1 | 0 | 0 | 3 | 1 | 1 | 21 | 2 | 0 | 55 |
| 05:15 PM | 2 | 0 | 3 | 1 | 2 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 1 | 2 | 47 |
| 05:30 PM | 0 | 0 | 2 | 2 | 3 | 18 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 14 | 2 | 0 | 46 |
| 05:45 PM | 2 | 2 | 0 | 2 | 0 | 20 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 26 | 2 | 2 | 62 |
| Total | 6 | 3 | 6 | 5 | 7 | 82 | 4 | 2 | 2 | 1 | 5 | 3 | 1 | 72 | 7 | 4 | 210 |
| Grand Total | 27 | 13 | 23 | 48 | 38 | 401 | 17 | 15 | 12 | 10 | 13 | 23 | 12 | 265 | 28 | 23 | 968 |
| Apprch % | 24.3 | 11.7 | 20.7 | 43.2 | 8.1 | 85.1 | 3.6 | 3.2 | 20.7 | 17.2 | 22.4 | 39.7 | 3.7 | 80.8 | 8.5 | 7 | |
| Total % | 2.8 | 1.3 | 2.4 | 5 | 3.9 | 41.4 | 1.8 | 1.5 | 1.2 | 1 | 1.3 | 2.4 | 1.2 | 27.4 | 2.9 | 2.4 | |
| Cars & Peds | 25 | 13 | 22 | 48 | 37 | 386 | 15 | 15 | 12 | 9 | 12 | 23 | 12 | 258 | 27 | 23 | 937 |
| % Cars & Peds | 92.6 | 100 | 95.7 | 100 | 97.4 | 96.3 | 88.2 | 100 | 100 | 90 | 92.3 | 100 | 100 | 97.4 | 96.4 | 100 | 96.8 |
| Trucks & Buses | 0 | 0 | 1 | 0 | 1 | 13 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 23 |
| % Trucks & Buses | 0 | 0 | 4.3 | 0 | 2.6 | 3.2 | 11.8 | 0 | 0 | 0 | 7.7 | 0 | 0 | 1.9 | 0 | 0 | 2.4 |
| Bikes by Direction | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 8 |
| % Bikes by Direction | 7.4 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0.8 | 3.6 | 0 | 0.8 |

| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 2 | 1 | **4** | 1 | 8 | 1 | **34** | 1 | 1 | 37 | 0 | **2** | 0 | 0 | 2 | 1 | **17** | 1 | 2 | 21 | 68 |
| 03:15 PM | **3** | 0 | 0 | 6 | 9 | 4 | 33 | **2** | 0 | **39** | **1** | 0 | **2** | 3 | **6** | **2** | 16 | 1 | **5** | **24** | 78 |
| 03:30 PM | 1 | 1 | 2 | 4 | 8 | 3 | 26 | 0 | **4** | 33 | 0 | 1 | 1 | 1 | 3 | 0 | 13 | 4 | 2 | 19 | 63 |
| 03:45 PM | 1 | **2** | 4 | **11** | **18** | **6** | 24 | 1 | 4 | 35 | 0 | 2 | 0 | **4** | 6 | 1 | 10 | **7** | 2 | 20 | **79** |
| Total Volume | 7 | 4 | 10 | 22 | 43 | 14 | 117 | 4 | 9 | 144 | 1 | 5 | 3 | 8 | 17 | 4 | 56 | 13 | 11 | 84 | 288 |
| % App. Total | 16.3 | 9.3 | 23.3 | 51.2 | | 9.7 | 81.2 | 2.8 | 6.2 | | 5.9 | 29.4 | 17.6 | 47.1 | | 4.8 | 66.7 | 15.5 | 13.1 | | |
| PHF | .583 | .500 | .625 | .500 | .597 | .583 | .860 | .500 | .563 | .923 | .250 | .625 | .375 | .500 | .708 | .500 | .824 | .464 | .550 | .875 | .911 |
| Cars & Peds | 7 | 4 | 10 | 22 | 43 | 14 | 116 | 4 | 9 | 143 | 1 | 5 | 3 | 8 | 17 | 4 | 54 | 13 | 11 | 82 | 285 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 100 | 99.1 | 100 | 100 | 99.3 | 100 | 100 | 100 | 100 | 100 | 100 | 96.4 | 100 | 100 | 97.6 | 99.0 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 3.6 | 0 | 0 | 2.4 | 1.0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844AA
Site Code : 24078
Start Date : 5/21/2024


| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 3 | 0 | 1 | **8** | **12** | 3 | **30** | **2** | 0 | **35** | 0 | 0 | 0 | 1 | 1 | **2** | **22** | **3** | **4** | **31** | **79** |
| 04:15 PM | **4** | 0 | **3** | 1 | 8 | **4** | 25 | 1 | **3** | 33 | **3** | 0 | 0 | 1 | 4 | 1 | 17 | 1 | 0 | 19 | 64 |
| 04:30 PM | 1 | **1** | 2 | 4 | 8 | 1 | 20 | 1 | 1 | 23 | 1 | **1** | **1** | **3** | **6** | 0 | 19 | 2 | 0 | 21 | 58 |
| 04:45 PM | 2 | 1 | 0 | 3 | 6 | 0 | 25 | 1 | 0 | 26 | 1 | 0 | 1 | 1 | 3 | 0 | 21 | 0 | 2 | 23 | 58 |
| Total Volume | 10 | 2 | 6 | 16 | 34 | 8 | 100 | 5 | 4 | 117 | 5 | 1 | 2 | 6 | 14 | 3 | 79 | 6 | 6 | 94 | 259 |
| % App. Total | 29.4 | 5.9 | 17.6 | 47.1 | | 6.8 | 85.5 | 4.3 | 3.4 | | 35.7 | 7.1 | 14.3 | 42.9 | | 3.2 | 84 | 6.4 | 6.4 | | |
| PHF | .625 | .500 | .500 | .500 | .708 | .500 | .833 | .625 | .333 | .836 | .417 | .250 | .500 | .500 | .583 | .375 | .898 | .500 | .375 | .758 | .820 |
| Cars & Peds | 8 | 2 | 5 | 16 | 31 | 7 | 91 | 3 | 4 | 105 | 5 | 1 | 1 | 6 | 13 | 3 | 75 | 5 | 6 | 89 | 238 |
| % Cars & Peds | 80.0 | 100 | 83.3 | 100 | 91.2 | 87.5 | 91.0 | 60.0 | 100 | 89.7 | 100 | 100 | 50.0 | 100 | 92.9 | 100 | 94.9 | 83.3 | 100 | 94.7 | 91.9 |
| Trucks & Buses | 0 | 0 | 1 | 0 | 1 | 1 | 9 | 2 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 17 |
| % Trucks & Buses | 0 | 0 | 16.7 | 0 | 2.9 | 12.5 | 9.0 | 40.0 | 0 | 10.3 | 0 | 0 | 50.0 | 0 | 7.1 | 0 | 3.8 | 0 | 0 | 3.2 | 6.6 |
| Bikes by Direction | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| % Bikes by Direction | 20.0 | 0 | 0 | 0 | 5.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 | 16.7 | 0 | 2.1 | 1.5 |

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N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844AA
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Cars & Peds

| | Harriet Street From North | | | | Oxford Street From East | | | | Harriet Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 1 | 1 | 0 | 3 | 1 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 49 |
| 02:15 PM | 1 | 2 | 0 | 0 | 2 | 22 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 4 | 0 | 1 | 41 |
| 02:30 PM | 0 | 0 | 1 | 0 | 1 | 29 | 2 | 0 | 1 | 1 | 1 | 3 | 2 | 19 | 0 | 1 | 61 |
| 02:45 PM | 2 | 1 | 0 | 2 | 5 | 22 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 18 | 2 | 0 | 56 |
| Total | 4 | 4 | 1 | 5 | 9 | 98 | 4 | 0 | 4 | 3 | 3 | 6 | 4 | 58 | 2 | 2 | 207 |
| 03:00 PM | 2 | 1 | 4 | 1 | 1 | 34 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 17 | 1 | 2 | 68 |
| 03:15 PM | 3 | 0 | 0 | 6 | 4 | 33 | 2 | 0 | 1 | 0 | 2 | 3 | 2 | 16 | 1 | 5 | 78 |
| 03:30 PM | 1 | 1 | 2 | 4 | 3 | 25 | 0 | 4 | 0 | 1 | 1 | 1 | 0 | 12 | 4 | 2 | 61 |
| 03:45 PM | 1 | 2 | 4 | 11 | 6 | 24 | 1 | 4 | 0 | 2 | 0 | 4 | 1 | 9 | 7 | 2 | 78 |
| Total | 7 | 4 | 10 | 22 | 14 | 116 | 4 | 9 | 1 | 5 | 3 | 8 | 4 | 54 | 13 | 11 | 285 |
| 04:00 PM | 3 | 0 | 1 | 8 | 3 | 24 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 22 | 3 | 4 | 72 |
| 04:15 PM | 2 | 0 | 3 | 1 | 4 | 23 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 15 | 1 | 0 | 57 |
| 04:30 PM | 1 | 1 | 1 | 4 | 0 | 20 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 18 | 1 | 0 | 53 |
| 04:45 PM | 2 | 1 | 0 | 3 | 0 | 24 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 20 | 0 | 2 | 56 |
| Total | 8 | 2 | 5 | 16 | 7 | 91 | 3 | 4 | 5 | 1 | 1 | 6 | 3 | 75 | 5 | 6 | 238 |
| 05:00 PM | 2 | 1 | 1 | 0 | 2 | 19 | 0 | 1 | 0 | 0 | 3 | 1 | 1 | 21 | 2 | 0 | 54 |
| 05:15 PM | 2 | 0 | 3 | 1 | 2 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 1 | 2 | 47 |
| 05:30 PM | 0 | 0 | 2 | 2 | 3 | 18 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 13 | 2 | 0 | 45 |
| 05:45 PM | 2 | 2 | 0 | 2 | 0 | 20 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 26 | 2 | 2 | 61 |
| Total | 6 | 3 | 6 | 5 | 7 | 81 | 4 | 2 | 2 | 0 | 5 | 3 | 1 | 71 | 7 | 4 | 207 |
| Grand Total | 25 | 13 | 22 | 48 | 37 | 386 | 15 | 15 | 12 | 9 | 12 | 23 | 12 | 258 | 27 | 23 | 937 |
| Apprch % | 23.1 | 12 | 20.4 | 44.4 | 8.2 | 85.2 | 3.3 | 3.3 | 21.4 | 16.1 | 21.4 | 41.1 | 3.8 | 80.6 | 8.4 | 7.2 | |
| Total % | 2.7 | 1.4 | 2.3 | 5.1 | 3.9 | 41.2 | 1.6 | 1.6 | 1.3 | 1 | 1.3 | 2.5 | 1.3 | 27.5 | 2.9 | 2.5 | |

| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 2 | 1 | **4** | 1 | 8 | 1 | **34** | 1 | 1 | 37 | 0 | **2** | 0 | 0 | 2 | 1 | **17** | 1 | 2 | 21 | 68 |
| 03:15 PM | **3** | 0 | 0 | 6 | 9 | 4 | 33 | **2** | 0 | **39** | **1** | 0 | **2** | 3 | **6** | **2** | 16 | 1 | **5** | **24** | **78** |
| 03:30 PM | 1 | 1 | 2 | 4 | 8 | 3 | 25 | 0 | **4** | 32 | 0 | 1 | 1 | 1 | 3 | 0 | 12 | 4 | 2 | 18 | 61 |
| 03:45 PM | 1 | **2** | 4 | **11** | **18** | **6** | 24 | 1 | 4 | 35 | 0 | 2 | 0 | **4** | 6 | 1 | 9 | **7** | 2 | 19 | 78 |
| Total Volume | 7 | 4 | 10 | 22 | 43 | 14 | 116 | 4 | 9 | 143 | 1 | 5 | 3 | 8 | 17 | 4 | 54 | 13 | 11 | 82 | 285 |
| % App. Total | 16.3 | 9.3 | 23.3 | 51.2 | | 9.8 | 81.1 | 2.8 | 6.3 | | 5.9 | 29.4 | 17.6 | 47.1 | | 4.9 | 65.9 | 15.9 | 13.4 | | |
| PHF | .583 | .500 | .625 | .500 | .597 | .583 | .853 | .500 | .563 | .917 | .250 | .625 | .375 | .500 | .708 | .500 | .794 | .464 | .550 | .854 | .913 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | **3** | 0 | 1 | **8** | **12** | 3 | **24** | **1** | 0 | 28 | 0 | 0 | 0 | 1 | 1 | **2** | **22** | **3** | **4** | **31** | **72** |
| 04:15 PM | 2 | 0 | **3** | 1 | 6 | **4** | 23 | 0 | **3** | **30** | **3** | 0 | 0 | 1 | 4 | 1 | 15 | 1 | 0 | 17 | 57 |
| 04:30 PM | 1 | **1** | 1 | 4 | 7 | 0 | 20 | 1 | 1 | 22 | 1 | **1** | 0 | **3** | **5** | 0 | 18 | 1 | 0 | 19 | 53 |
| 04:45 PM | 2 | 1 | 0 | 3 | 6 | 0 | 24 | 1 | 0 | 25 | 1 | 0 | **1** | 1 | 3 | 0 | 20 | 0 | 2 | 22 | 56 |
| Total Volume | 8 | 2 | 5 | 16 | 31 | 7 | 91 | 3 | 4 | 105 | 5 | 1 | 1 | 6 | 13 | 3 | 75 | 5 | 6 | 89 | 238 |
| % App. Total | 25.8 | 6.5 | 16.1 | 51.6 | | 6.7 | 86.7 | 2.9 | 3.8 | | 38.5 | 7.7 | 7.7 | 46.2 | | 3.4 | 84.3 | 5.6 | 6.7 | | |
| PHF | .667 | .500 | .417 | .500 | .646 | .438 | .948 | .750 | .333 | .875 | .417 | .250 | .250 | .500 | .650 | .375 | .852 | .417 | .375 | .718 | .826 |

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N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844AA
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Harriet Street From North | | | | Oxford Street From East | | | | Harriet Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 04:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 1 | 0 | 1 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 17 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 1 | 0 | 1 | 13 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 23 |
| Apprch % | 0 | 0 | 100 | 0 | 6.2 | 81.2 | 12.5 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 0 | 4.3 | 0 | 4.3 | 56.5 | 8.7 | 0 | 0 | 0 | 4.3 | 0 | 0 | 21.7 | 0 | 0 | |

| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | **2** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .375 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **6** | **1** | 0 | **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | 5 |
| 04:30 PM | 0 | 0 | **1** | 0 | **1** | **1** | 0 | 0 | 0 | 1 | 0 | 0 | **1** | 0 | **1** | 0 | 1 | 0 | 0 | 1 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 1 | 0 | 1 | 1 | 9 | 2 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 17 |
| % App. Total | 0 | 0 | 100 | 0 | | 8.3 | 75 | 16.7 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .250 | .000 | .250 | .250 | .375 | .500 | .000 | .429 | .000 | .000 | .250 | .000 | .250 | .000 | .375 | .000 | .000 | .375 | .607 |

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N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844AA
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Harriet Street From North | | | | Oxford Street From East | | | | Harriet Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 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 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Grand Total | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 8 |
| Apprch % | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 66.7 | 33.3 | 0 | |
| Total % | 25 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 12.5 | 0 | 0 | 0 | 25 | 12.5 | 0 | |

| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 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 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | **2** | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 1 |
| Total Volume | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| % App. Total | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 50 | 50 | 0 | | |
| PHF | .250 | .000 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .500 | .500 |

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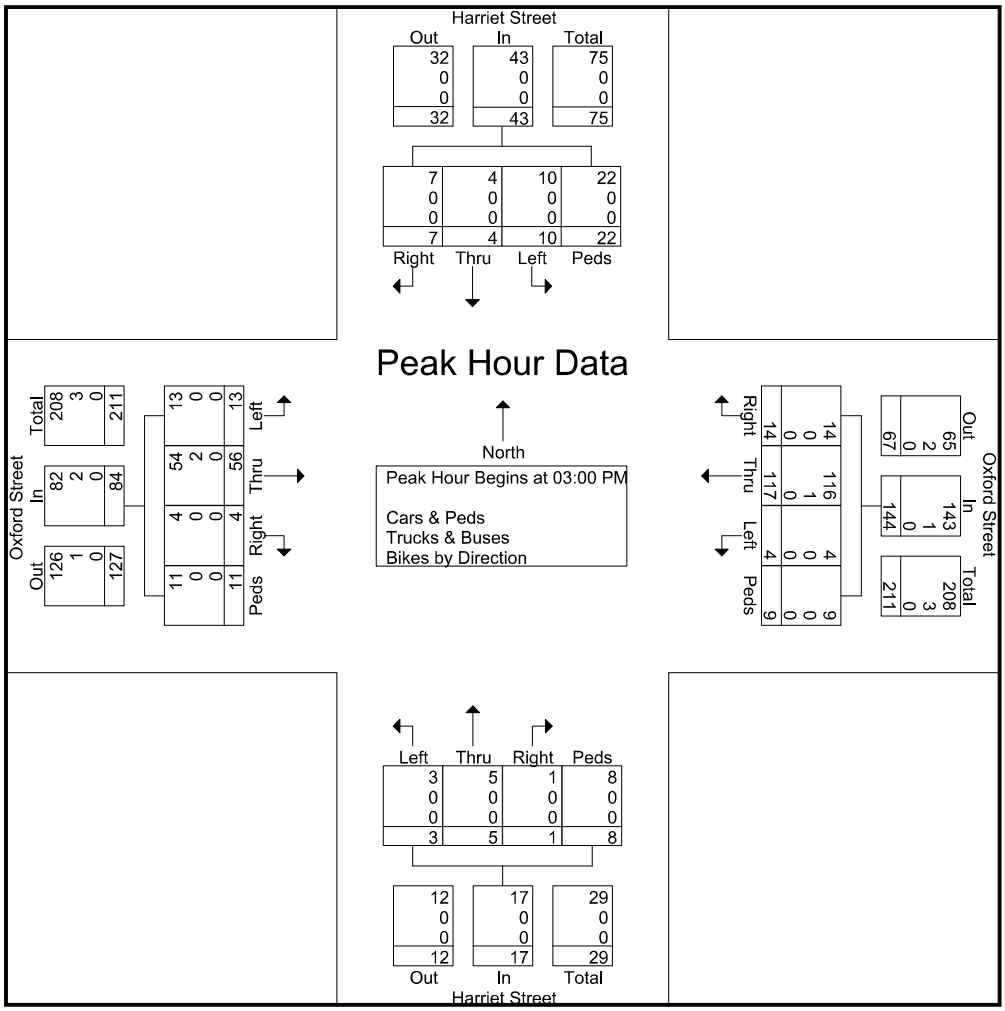
N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844AA
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 2 | 1 | **4** | 1 | 8 | 1 | **34** | 1 | 1 | 37 | 0 | **2** | 0 | 0 | 2 | 1 | **17** | 1 | 2 | 21 | 68 |
| 03:15 PM | **3** | 0 | 0 | 6 | 9 | 4 | 33 | **2** | 0 | **39** | **1** | 0 | **2** | 3 | **6** | **2** | 16 | 1 | **5** | **24** | 78 |
| 03:30 PM | 1 | 1 | 2 | 4 | 8 | 3 | 26 | 0 | **4** | 33 | 0 | 1 | 1 | 1 | 3 | 0 | 13 | 4 | 2 | 19 | 63 |
| 03:45 PM | 1 | **2** | 4 | **11** | **18** | **6** | 24 | 1 | 4 | 35 | 0 | 2 | 0 | **4** | 6 | 1 | 10 | **7** | 2 | 20 | **79** |
| Total Volume | 7 | 4 | 10 | 22 | 43 | 14 | 117 | 4 | 9 | 144 | 1 | 5 | 3 | 8 | 17 | 4 | 56 | 13 | 11 | 84 | 288 |
| % App. Total | 16.3 | 9.3 | 23.3 | 51.2 | | 9.7 | 81.2 | 2.8 | 6.2 | | 5.9 | 29.4 | 17.6 | 47.1 | | 4.8 | 66.7 | 15.5 | 13.1 | | |
| PHF | .583 | .500 | .625 | .500 | .597 | .583 | .860 | .500 | .563 | .923 | .250 | .625 | .375 | .500 | .708 | .500 | .824 | .464 | .550 | .875 | .911 |
| Cars & Peds | 7 | 4 | 10 | 22 | 43 | 14 | 116 | 4 | 9 | 143 | 1 | 5 | 3 | 8 | 17 | 4 | 54 | 13 | 11 | 82 | 285 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 100 | 99.1 | 100 | 100 | 99.3 | 100 | 100 | 100 | 100 | 100 | 100 | 96.4 | 100 | 100 | 97.6 | 99.0 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 3.6 | 0 | 0 | 2.4 | 1.0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



# *Transportation Data Corporation*

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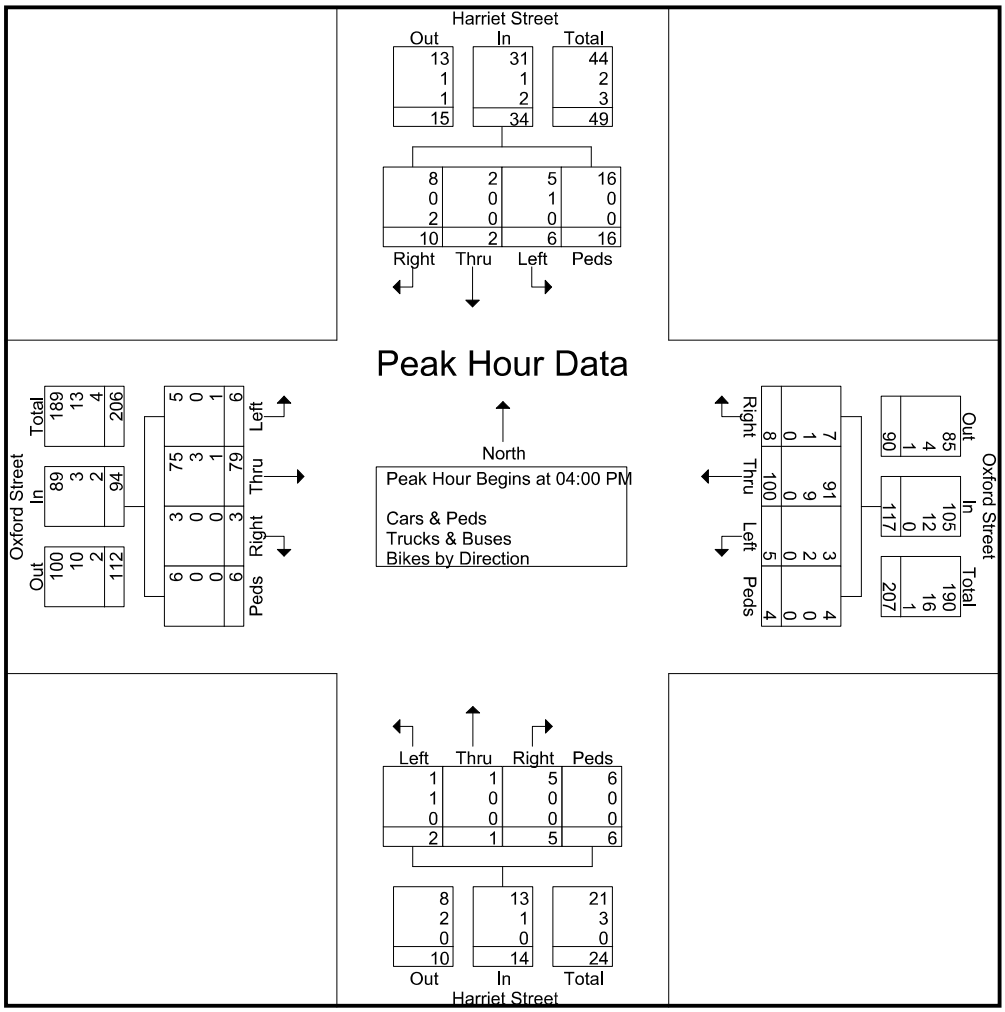
N/S: Harriet Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844AA
Site Code : 24078
Start Date : 5/21/2024
Page No : 2

| | Harriet Street From North | | | | | Oxford Street From East | | | | | Harriet Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 3 | 0 | 1 | **8** | **12** | 3 | **30** | **2** | 0 | **35** | 0 | 0 | 0 | 1 | 1 | **2** | **22** | **3** | **4** | **31** | **79** |
| 04:15 PM | **4** | 0 | **3** | 1 | 8 | **4** | 25 | 1 | **3** | 33 | **3** | 0 | 0 | 1 | 4 | 1 | 17 | 1 | 0 | 19 | 64 |
| 04:30 PM | 1 | **1** | 2 | 4 | 8 | 1 | 20 | 1 | 1 | 23 | 1 | **1** | **1** | **3** | **6** | 0 | 19 | 2 | 0 | 21 | 58 |
| 04:45 PM | 2 | 1 | 0 | 3 | 6 | 0 | 25 | 1 | 0 | 26 | 1 | 0 | 1 | 1 | 3 | 0 | 21 | 0 | 2 | 23 | 58 |
| Total Volume | 10 | 2 | 6 | 16 | 34 | 8 | 100 | 5 | 4 | 117 | 5 | 1 | 2 | 6 | 14 | 3 | 79 | 6 | 6 | 94 | 259 |
| % App. Total | 29.4 | 5.9 | 17.6 | 47.1 | | 6.8 | 85.5 | 4.3 | 3.4 | | 35.7 | 7.1 | 14.3 | 42.9 | | 3.2 | 84 | 6.4 | 6.4 | | |
| PHF | .625 | .500 | .500 | .500 | .708 | .500 | .833 | .625 | .333 | .836 | .417 | .250 | .500 | .500 | .583 | .375 | .898 | .500 | .375 | .758 | .820 |
| Cars & Peds | 8 | 2 | 5 | 16 | 31 | 7 | 91 | 3 | 4 | 105 | 5 | 1 | 1 | 6 | 13 | 3 | 75 | 5 | 6 | 89 | 238 |
| % Cars & Peds | 80.0 | 100 | 83.3 | 100 | 91.2 | 87.5 | 91.0 | 60.0 | 100 | 89.7 | 100 | 100 | 50.0 | 100 | 92.9 | 100 | 94.9 | 83.3 | 100 | 94.7 | 91.9 |
| Trucks & Buses | 0 | 0 | 1 | 0 | 1 | 1 | 9 | 2 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 17 |
| % Trucks & Buses | 0 | 0 | 16.7 | 0 | 2.9 | 12.5 | 9.0 | 40.0 | 0 | 10.3 | 0 | 0 | 50.0 | 0 | 7.1 | 0 | 3.8 | 0 | 0 | 3.2 | 6.6 |
| Bikes by Direction | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| % Bikes by Direction | 20.0 | 0 | 0 | 0 | 5.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 | 16.7 | 0 | 2.1 | 1.5 |



**_Transportation Data Corporation_**
_Mario Perone, mperone1@verizon.net_
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N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844BB
Site Code : 24078
Start Date : 5/21/2024


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

| | Ocean Street From North | | | | Oxford Street From East | | | | Ocean Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 4 | 13 | 0 | 0 | 1 | 23 | 7 | 2 | 3 | 8 | 1 | 2 | 3 | 10 | 1 | 1 | 79 |
| 02:15 PM | 1 | 3 | 0 | 0 | 0 | 19 | 6 | 0 | 3 | 9 | 2 | 0 | 1 | 9 | 4 | 0 | 57 |
| 02:30 PM | 5 | 10 | 0 | 0 | 0 | 22 | 3 | 1 | 5 | 3 | 2 | 0 | 4 | 13 | 0 | 1 | 69 |
| 02:45 PM | 4 | 14 | 3 | 1 | 1 | 21 | 6 | 0 | 4 | 9 | 1 | 1 | 2 | 12 | 2 | 2 | 83 |
| Total | 14 | 40 | 3 | 1 | 2 | 85 | 22 | 3 | 15 | 29 | 6 | 3 | 10 | 44 | 7 | 4 | 288 |
| 03:00 PM | 8 | 26 | 1 | 1 | 4 | 24 | 7 | 11 | 2 | 15 | 3 | 0 | 5 | 12 | 6 | 5 | 130 |
| 03:15 PM | 5 | 29 | 1 | 0 | 0 | 23 | 13 | 7 | 3 | 15 | 7 | 2 | 2 | 12 | 0 | 1 | 120 |
| 03:30 PM | 7 | 23 | 3 | 4 | 5 | 14 | 18 | 5 | 2 | 16 | 3 | 3 | 3 | 8 | 6 | 6 | 126 |
| 03:45 PM | 20 | 40 | 1 | 4 | 1 | 13 | 9 | 3 | 4 | 12 | 1 | 5 | 3 | 12 | 4 | 3 | 135 |
| Total | 40 | 118 | 6 | 9 | 10 | 74 | 47 | 26 | 11 | 58 | 14 | 10 | 13 | 44 | 16 | 15 | 511 |
| 04:00 PM | 11 | 52 | 6 | 1 | 3 | 20 | 9 | 0 | 7 | 17 | 0 | 0 | 6 | 15 | 4 | 7 | 158 |
| 04:15 PM | 8 | 27 | 1 | 0 | 1 | 19 | 10 | 1 | 3 | 8 | 2 | 5 | 3 | 10 | 14 | 5 | 117 |
| 04:30 PM | 4 | 37 | 1 | 2 | 1 | 10 | 6 | 2 | 2 | 9 | 3 | 2 | 3 | 14 | 4 | 2 | 102 |
| 04:45 PM | 6 | 26 | 1 | 1 | 1 | 16 | 2 | 0 | 1 | 12 | 2 | 1 | 5 | 18 | 3 | 2 | 97 |
| Total | 29 | 142 | 9 | 4 | 6 | 65 | 27 | 3 | 13 | 46 | 7 | 8 | 17 | 57 | 25 | 16 | 474 |
| 05:00 PM | 5 | 20 | 0 | 3 | 1 | 13 | 3 | 0 | 3 | 7 | 0 | 0 | 5 | 13 | 1 | 0 | 74 |
| 05:15 PM | 3 | 14 | 0 | 1 | 1 | 14 | 1 | 0 | 0 | 8 | 5 | 3 | 1 | 9 | 2 | 3 | 65 |
| 05:30 PM | 3 | 16 | 2 | 0 | 1 | 18 | 2 | 0 | 0 | 8 | 2 | 4 | 0 | 14 | 2 | 1 | 73 |
| 05:45 PM | 3 | 9 | 1 | 1 | 3 | 18 | 0 | 0 | 2 | 11 | 4 | 2 | 6 | 18 | 5 | 2 | 85 |
| Total | 14 | 59 | 3 | 5 | 6 | 63 | 6 | 0 | 5 | 34 | 11 | 9 | 12 | 54 | 10 | 6 | 297 |
| Grand Total | 97 | 359 | 21 | 19 | 24 | 287 | 102 | 32 | 44 | 167 | 38 | 30 | 52 | 199 | 58 | 41 | 1570 |
| Apprch % | 19.6 | 72.4 | 4.2 | 3.8 | 5.4 | 64.5 | 22.9 | 7.2 | 15.8 | 59.9 | 13.6 | 10.8 | 14.9 | 56.9 | 16.6 | 11.7 | |
| Total % | 6.2 | 22.9 | 1.3 | 1.2 | 1.5 | 18.3 | 6.5 | 2 | 2.8 | 10.6 | 2.4 | 1.9 | 3.3 | 12.7 | 3.7 | 2.6 | |
| Cars & Peds | 88 | 348 | 21 | 19 | 23 | 280 | 99 | 32 | 44 | 162 | 37 | 30 | 50 | 195 | 56 | 41 | 1525 |
| % Cars & Peds | 90.7 | 96.9 | 100 | 100 | 95.8 | 97.6 | 97.1 | 100 | 100 | 97 | 97.4 | 100 | 96.2 | 98 | 96.6 | 100 | 97.1 |
| Trucks & Buses | 9 | 11 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 2 | 1 | 0 | 2 | 4 | 0 | 0 | 38 |
| % Trucks & Buses | 9.3 | 3.1 | 0 | 0 | 4.2 | 1.7 | 2.9 | 0 | 0 | 1.2 | 2.6 | 0 | 3.8 | 2 | 0 | 0 | 2.4 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0 | 0 | 1.8 | 0 | 0 | 0 | 0 | 3.4 | 0 | 0.4 |

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 8 | 26 | 1 | 1 | 36 | 4 | **24** | 7 | **11** | **46** | 2 | 15 | 3 | 0 | 20 | **5** | **12** | **6** | 5 | **28** | 130 |
| 03:15 PM | 5 | 29 | 1 | 0 | 35 | 0 | 23 | 13 | 7 | 43 | 3 | 15 | **7** | 2 | **27** | 2 | 12 | 0 | 1 | 15 | 120 |
| 03:30 PM | 7 | 23 | **3** | **4** | 37 | **5** | 14 | **18** | 5 | 42 | 2 | **16** | 3 | 3 | 24 | 3 | 8 | 6 | **6** | 23 | 126 |
| 03:45 PM | **20** | **40** | 1 | 4 | **65** | 1 | 13 | 9 | 3 | 26 | **4** | 12 | 1 | **5** | 22 | 3 | 12 | 4 | 3 | 22 | **135** |
| Total Volume | 40 | 118 | 6 | 9 | 173 | 10 | 74 | 47 | 26 | 157 | 11 | 58 | 14 | 10 | 93 | 13 | 44 | 16 | 15 | 88 | 511 |
| % App. Total | 23.1 | 68.2 | 3.5 | 5.2 | | 6.4 | 47.1 | 29.9 | 16.6 | | 11.8 | 62.4 | 15.1 | 10.8 | | 14.8 | 50 | 18.2 | 17 | | |
| PHF | .500 | .738 | .500 | .563 | .665 | .500 | .771 | .653 | .591 | .853 | .688 | .906 | .500 | .500 | .861 | .650 | .917 | .667 | .625 | .786 | .946 |
| Cars & Peds | 35 | 113 | 6 | 9 | 163 | 10 | 72 | 45 | 26 | 153 | 11 | 58 | 13 | 10 | 92 | 12 | 43 | 16 | 15 | 86 | 494 |
| % Cars & Peds | 87.5 | 95.8 | 100 | 100 | 94.2 | 100 | 97.3 | 95.7 | 100 | 97.5 | 100 | 100 | 92.9 | 100 | 98.9 | 92.3 | 97.7 | 100 | 100 | 97.7 | 96.7 |
| Trucks & Buses | 5 | 5 | 0 | 0 | 10 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 17 |
| % Trucks & Buses | 12.5 | 4.2 | 0 | 0 | 5.8 | 0 | 2.7 | 4.3 | 0 | 2.5 | 0 | 0 | 7.1 | 0 | 1.1 | 7.7 | 2.3 | 0 | 0 | 2.3 | 3.3 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844BB
Site Code : 24078
Start Date : 5/21/2024


| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | **11** | **52** | **6** | 1 | **70** | **3** | **20** | 9 | 0 | **32** | **7** | **17** | 0 | 0 | **24** | **6** | 15 | 4 | **7** | **32** | **158** |
| 04:15 PM | 8 | 27 | 1 | 0 | 36 | 1 | 19 | **10** | 1 | 31 | 3 | 8 | 2 | **5** | 18 | 3 | 10 | **14** | 5 | 32 | 117 |
| 04:30 PM | 4 | 37 | 1 | **2** | 44 | 1 | 10 | 6 | **2** | 19 | 2 | 9 | **3** | 2 | 16 | 3 | 14 | 4 | 2 | 23 | 102 |
| 04:45 PM | 6 | 26 | 1 | 1 | 34 | 1 | 16 | 2 | 0 | 19 | 1 | 12 | 2 | 1 | 16 | 5 | **18** | 3 | 2 | 28 | 97 |
| Total Volume | 29 | 142 | 9 | 4 | 184 | 6 | 65 | 27 | 3 | 101 | 13 | 46 | 7 | 8 | 74 | 17 | 57 | 25 | 16 | 115 | 474 |
| % App. Total | 15.8 | 77.2 | 4.9 | 2.2 | | 5.9 | 64.4 | 26.7 | 3 | | 17.6 | 62.2 | 9.5 | 10.8 | | 14.8 | 49.6 | 21.7 | 13.9 | | |
| PHF | .659 | .683 | .375 | .500 | .657 | .500 | .813 | .675 | .375 | .789 | .464 | .676 | .583 | .400 | .771 | .708 | .792 | .446 | .571 | .898 | .750 |
| Cars & Peds | 26 | 137 | 9 | 4 | 176 | 5 | 64 | 27 | 3 | 99 | 13 | 43 | 7 | 8 | 71 | 16 | 55 | 23 | 16 | 110 | 456 |
| % Cars & Peds | 89.7 | 96.5 | 100 | 100 | 95.7 | 83.3 | 98.5 | 100 | 100 | 98.0 | 100 | 93.5 | 100 | 100 | 95.9 | 94.1 | 96.5 | 92.0 | 100 | 95.7 | 96.2 |
| Trucks & Buses | 3 | 5 | 0 | 0 | 8 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 14 |
| % Trucks & Buses | 10.3 | 3.5 | 0 | 0 | 4.3 | 16.7 | 1.5 | 0 | 0 | 2.0 | 0 | 2.2 | 0 | 0 | 1.4 | 5.9 | 3.5 | 0 | 0 | 2.6 | 3.0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.3 | 0 | 0 | 2.7 | 0 | 0 | 8.0 | 0 | 1.7 | 0.8 |

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_Mario Perone, mperone1@verizon.net_
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N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844BB
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Cars & Peds

| | Ocean Street From North | | | | Oxford Street From East | | | | Ocean Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 4 | 12 | 0 | 0 | 1 | 22 | 6 | 2 | 3 | 8 | 1 | 2 | 3 | 10 | 1 | 1 | 76 |
| 02:15 PM | 1 | 3 | 0 | 0 | 0 | 18 | 6 | 0 | 3 | 9 | 2 | 0 | 1 | 9 | 4 | 0 | 56 |
| 02:30 PM | 5 | 10 | 0 | 0 | 0 | 22 | 3 | 1 | 5 | 3 | 2 | 0 | 4 | 12 | 0 | 1 | 68 |
| 02:45 PM | 4 | 14 | 3 | 1 | 1 | 20 | 6 | 0 | 4 | 8 | 1 | 1 | 2 | 12 | 2 | 2 | 81 |
| Total | 14 | 39 | 3 | 1 | 2 | 82 | 21 | 3 | 15 | 28 | 6 | 3 | 10 | 43 | 7 | 4 | 281 |
| 03:00 PM | 8 | 26 | 1 | 1 | 4 | 24 | 7 | 11 | 2 | 15 | 3 | 0 | 5 | 12 | 6 | 5 | 130 |
| 03:15 PM | 5 | 26 | 1 | 0 | 0 | 23 | 13 | 7 | 3 | 15 | 7 | 2 | 2 | 12 | 0 | 1 | 117 |
| 03:30 PM | 5 | 22 | 3 | 4 | 5 | 13 | 17 | 5 | 2 | 16 | 2 | 3 | 2 | 8 | 6 | 6 | 119 |
| 03:45 PM | 17 | 39 | 1 | 4 | 1 | 12 | 8 | 3 | 4 | 12 | 1 | 5 | 3 | 11 | 4 | 3 | 128 |
| Total | 35 | 113 | 6 | 9 | 10 | 72 | 45 | 26 | 11 | 58 | 13 | 10 | 12 | 43 | 16 | 15 | 494 |
| 04:00 PM | 10 | 51 | 6 | 1 | 2 | 20 | 9 | 0 | 7 | 16 | 0 | 0 | 6 | 15 | 4 | 7 | 154 |
| 04:15 PM | 7 | 23 | 1 | 0 | 1 | 18 | 10 | 1 | 3 | 8 | 2 | 5 | 2 | 9 | 12 | 5 | 107 |
| 04:30 PM | 3 | 37 | 1 | 2 | 1 | 10 | 6 | 2 | 2 | 8 | 3 | 2 | 3 | 13 | 4 | 2 | 99 |
| 04:45 PM | 6 | 26 | 1 | 1 | 1 | 16 | 2 | 0 | 1 | 11 | 2 | 1 | 5 | 18 | 3 | 2 | 96 |
| Total | 26 | 137 | 9 | 4 | 5 | 64 | 27 | 3 | 13 | 43 | 7 | 8 | 16 | 55 | 23 | 16 | 456 |
| 05:00 PM | 4 | 20 | 0 | 3 | 1 | 13 | 3 | 0 | 3 | 7 | 0 | 0 | 5 | 13 | 1 | 0 | 73 |
| 05:15 PM | 3 | 14 | 0 | 1 | 1 | 14 | 1 | 0 | 0 | 7 | 5 | 3 | 1 | 9 | 2 | 3 | 64 |
| 05:30 PM | 3 | 16 | 2 | 0 | 1 | 17 | 2 | 0 | 0 | 8 | 2 | 4 | 0 | 14 | 2 | 1 | 72 |
| 05:45 PM | 3 | 9 | 1 | 1 | 3 | 18 | 0 | 0 | 2 | 11 | 4 | 2 | 6 | 18 | 5 | 2 | 85 |
| Total | 13 | 59 | 3 | 5 | 6 | 62 | 6 | 0 | 5 | 33 | 11 | 9 | 12 | 54 | 10 | 6 | 294 |
| Grand Total | 88 | 348 | 21 | 19 | 23 | 280 | 99 | 32 | 44 | 162 | 37 | 30 | 50 | 195 | 56 | 41 | 1525 |
| Apprch % | 18.5 | 73.1 | 4.4 | 4 | 5.3 | 64.5 | 22.8 | 7.4 | 16.1 | 59.3 | 13.6 | 11 | 14.6 | 57 | 16.4 | 12 | |
| Total % | 5.8 | 22.8 | 1.4 | 1.2 | 1.5 | 18.4 | 6.5 | 2.1 | 2.9 | 10.6 | 2.4 | 2 | 3.3 | 12.8 | 3.7 | 2.7 | |

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 8 | 26 | 1 | 1 | 36 | 4 | **24** | 7 | **11** | **46** | 2 | 15 | 3 | 0 | 20 | **5** | **12** | **6** | 5 | **28** | **130** |
| 03:15 PM | 5 | 26 | 1 | 0 | 32 | 0 | 23 | 13 | 7 | 43 | 3 | 15 | **7** | 2 | **27** | 2 | 12 | 0 | 1 | 15 | 117 |
| 03:30 PM | 5 | 22 | **3** | **4** | 34 | **5** | 13 | **17** | 5 | 40 | 2 | **16** | 2 | 3 | 23 | 2 | 8 | 6 | **6** | 22 | 119 |
| 03:45 PM | **17** | **39** | 1 | 4 | **61** | 1 | 12 | 8 | 3 | 24 | **4** | 12 | 1 | **5** | 22 | 3 | 11 | 4 | 3 | 21 | 128 |
| Total Volume | 35 | 113 | 6 | 9 | 163 | 10 | 72 | 45 | 26 | 153 | 11 | 58 | 13 | 10 | 92 | 12 | 43 | 16 | 15 | 86 | 494 |
| % App. Total | 21.5 | 69.3 | 3.7 | 5.5 | | 6.5 | 47.1 | 29.4 | 17 | | 12 | 63 | 14.1 | 10.9 | | 14 | 50 | 18.6 | 17.4 | | |
| PHF | .515 | .724 | .500 | .563 | .668 | .500 | .750 | .662 | .591 | .832 | .688 | .906 | .464 | .500 | .852 | .600 | .896 | .667 | .625 | .768 | .950 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | **10** | **51** | **6** | 1 | **68** | **2** | **20** | 9 | 0 | **31** | **7** | **16** | 0 | 0 | **23** | **6** | 15 | 4 | **7** | **32** | **154** |
| 04:15 PM | 7 | 23 | 1 | 0 | 31 | 1 | 18 | **10** | 1 | 30 | 3 | 8 | 2 | **5** | 18 | 2 | 9 | **12** | 5 | 28 | 107 |
| 04:30 PM | 3 | 37 | 1 | **2** | 43 | 1 | 10 | 6 | **2** | 19 | 2 | 8 | **3** | 2 | 15 | 3 | 13 | 4 | 2 | 22 | 99 |
| 04:45 PM | 6 | 26 | 1 | 1 | 34 | 1 | 16 | 2 | 0 | 19 | 1 | 11 | 2 | 1 | 15 | 5 | **18** | 3 | 2 | 28 | 96 |
| Total Volume | 26 | 137 | 9 | 4 | 176 | 5 | 64 | 27 | 3 | 99 | 13 | 43 | 7 | 8 | 71 | 16 | 55 | 23 | 16 | 110 | 456 |
| % App. Total | 14.8 | 77.8 | 5.1 | 2.3 | | 5.1 | 64.6 | 27.3 | 3 | | 18.3 | 60.6 | 9.9 | 11.3 | | 14.5 | 50 | 20.9 | 14.5 | | |
| PHF | .650 | .672 | .375 | .500 | .647 | .625 | .800 | .675 | .375 | .798 | .464 | .672 | .583 | .400 | .772 | .667 | .764 | .479 | .571 | .859 | .740 |

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_Mario Perone, mperone1@verizon.net_
_tel (781)587-0086 cell (781)439-4999_

N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844BB
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Ocean Street From North | | | | Oxford Street From East | | | | Ocean Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 7 |
| 03:45 PM | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| Total | 5 | 5 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 17 |
| 04:00 PM | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 8 |
| 04:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 14 |
| 05:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 9 | 11 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 2 | 1 | 0 | 2 | 4 | 0 | 0 | 38 |
| Apprch % | 45 | 55 | 0 | 0 | 11.1 | 55.6 | 33.3 | 0 | 0 | 66.7 | 33.3 | 0 | 33.3 | 66.7 | 0 | 0 | |
| Total % | 23.7 | 28.9 | 0 | 0 | 2.6 | 13.2 | 7.9 | 0 | 0 | 5.3 | 2.6 | 0 | 5.3 | 10.5 | 0 | 0 | |

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | **3** | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 2 | 1 | 0 | 0 | 3 | 0 | **1** | **1** | 0 | **2** | 0 | 0 | **1** | 0 | **1** | **1** | 0 | 0 | 0 | **1** | **7** |
| 03:45 PM | **3** | 1 | 0 | 0 | **4** | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 7 |
| Total Volume | 5 | 5 | 0 | 0 | 10 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 17 |
| % App. Total | 50 | 50 | 0 | 0 | | 0 | 50 | 50 | 0 | | 0 | 0 | 100 | 0 | | 50 | 50 | 0 | 0 | | |
| PHF | .417 | .417 | .000 | .000 | .625 | .000 | .500 | .500 | .000 | .500 | .000 | .000 | .250 | .000 | .250 | .250 | .250 | .000 | .000 | .500 | .607 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | **1** | 1 | 0 | 0 | 2 | **1** | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 1 | **4** | 0 | 0 | **5** | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | **2** | **8** |
| 04:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 3 | 5 | 0 | 0 | 8 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 14 |
| % App. Total | 37.5 | 62.5 | 0 | 0 | | 50 | 50 | 0 | 0 | | 0 | 100 | 0 | 0 | | 33.3 | 66.7 | 0 | 0 | | |
| PHF | .750 | .313 | .000 | .000 | .400 | .250 | .250 | .000 | .000 | .500 | .000 | .250 | .000 | .000 | .250 | .250 | .500 | .000 | .000 | .375 | .438 |

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N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844BB
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Ocean Street From North | | | | Oxford Street From East | | | | Ocean Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 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 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 0 | 28.6 | 0 | 0 | 0 | 42.9 | 0 | 0 | 0 | 0 | 28.6 | 0 | |

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | **2** |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 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 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .250 | .000 | .250 | .500 |

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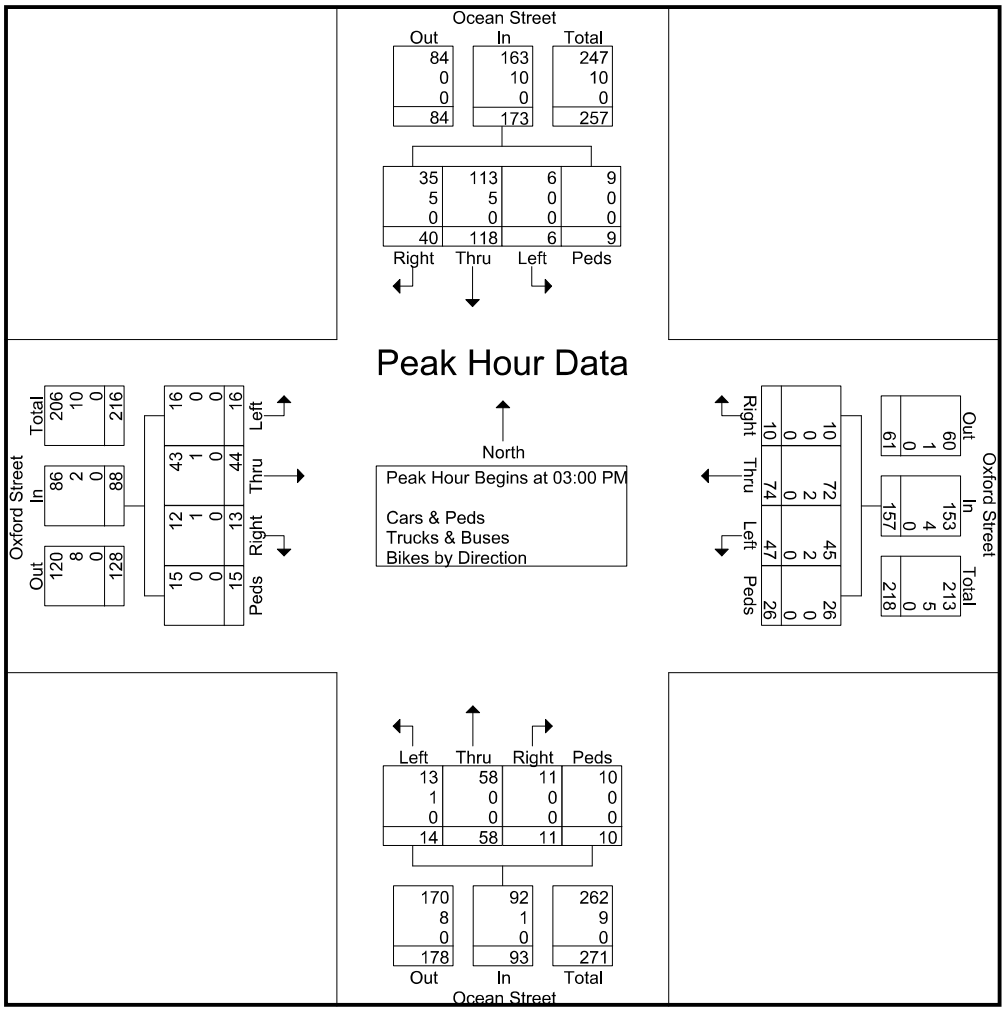
N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844BB
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 8 | 26 | 1 | 1 | 36 | 4 | **24** | 7 | **11** | **46** | 2 | 15 | 3 | 0 | 20 | **5** | **12** | **6** | 5 | **28** | 130 |
| 03:15 PM | 5 | 29 | 1 | 0 | 35 | 0 | 23 | 13 | 7 | 43 | 3 | 15 | **7** | 2 | **27** | 2 | 12 | 0 | 1 | 15 | 120 |
| 03:30 PM | 7 | 23 | **3** | **4** | 37 | **5** | 14 | **18** | 5 | 42 | 2 | **16** | 3 | 3 | 24 | 3 | 8 | 6 | **6** | 23 | 126 |
| 03:45 PM | **20** | **40** | 1 | 4 | **65** | 1 | 13 | 9 | 3 | 26 | **4** | 12 | 1 | **5** | 22 | 3 | 12 | 4 | 3 | 22 | **135** |
| Total Volume | 40 | 118 | 6 | 9 | 173 | 10 | 74 | 47 | 26 | 157 | 11 | 58 | 14 | 10 | 93 | 13 | 44 | 16 | 15 | 88 | 511 |
| % App. Total | 23.1 | 68.2 | 3.5 | 5.2 | | 6.4 | 47.1 | 29.9 | 16.6 | | 11.8 | 62.4 | 15.1 | 10.8 | | 14.8 | 50 | 18.2 | 17 | | |
| PHF | .500 | .738 | .500 | .563 | .665 | .500 | .771 | .653 | .591 | .853 | .688 | .906 | .500 | .500 | .861 | .650 | .917 | .667 | .625 | .786 | .946 |
| Cars & Peds | 35 | 113 | 6 | 9 | 163 | 10 | 72 | 45 | 26 | 153 | 11 | 58 | 13 | 10 | 92 | 12 | 43 | 16 | 15 | 86 | 494 |
| % Cars & Peds | 87.5 | 95.8 | 100 | 100 | 94.2 | 100 | 97.3 | 95.7 | 100 | 97.5 | 100 | 100 | 92.9 | 100 | 98.9 | 92.3 | 97.7 | 100 | 100 | 97.7 | 96.7 |
| Trucks & Buses | 5 | 5 | 0 | 0 | 10 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 17 |
| % Trucks & Buses | 12.5 | 4.2 | 0 | 0 | 5.8 | 0 | 2.7 | 4.3 | 0 | 2.5 | 0 | 0 | 7.1 | 0 | 1.1 | 7.7 | 2.3 | 0 | 0 | 2.3 | 3.3 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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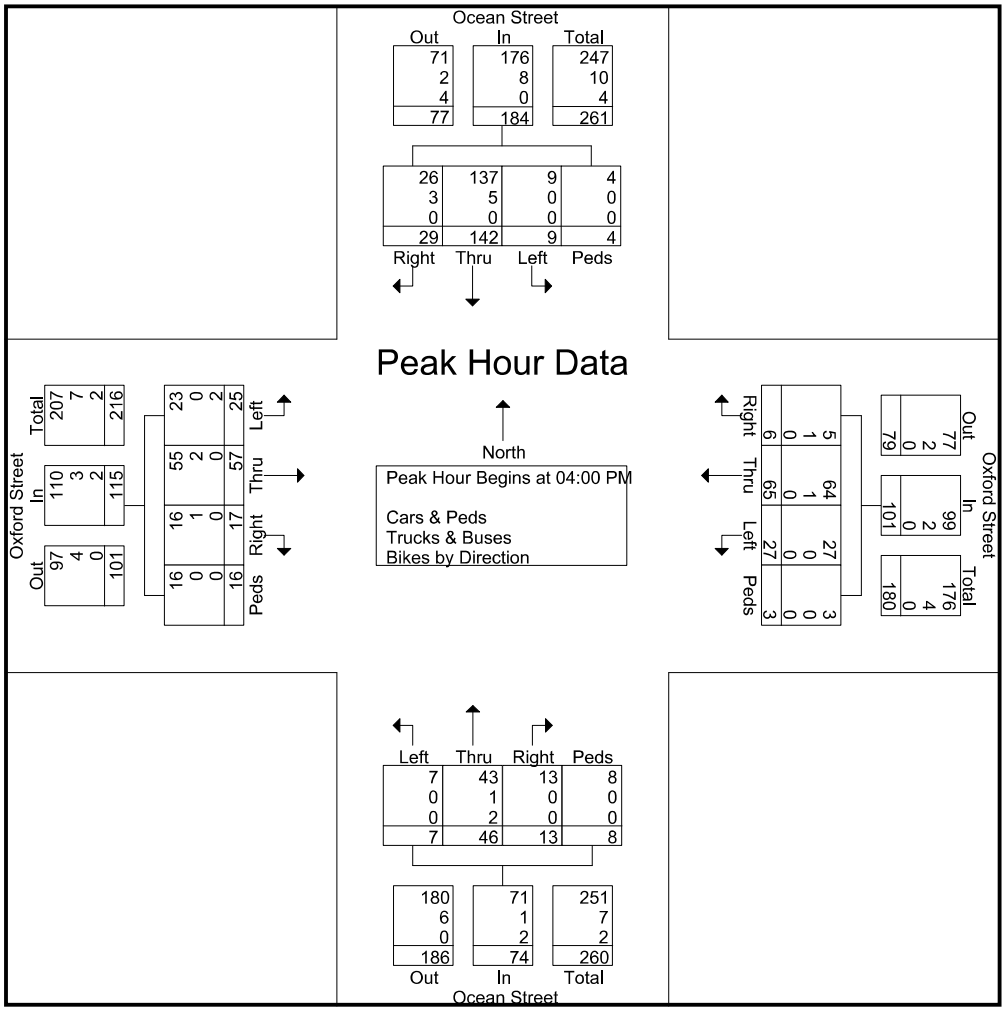
N/S: Ocean Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844BB
Site Code : 24078
Start Date : 5/21/2024
Page No : 2

| | Ocean Street From North | | | | | Oxford Street From East | | | | | Ocean Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | **11** | **52** | **6** | 1 | **70** | **3** | **20** | 9 | 0 | **32** | **7** | **17** | 0 | 0 | **24** | **6** | 15 | 4 | **7** | **32** | **158** |
| 04:15 PM | 8 | 27 | 1 | 0 | 36 | 1 | 19 | **10** | 1 | 31 | 3 | 8 | 2 | **5** | 18 | 3 | 10 | **14** | 5 | 32 | 117 |
| 04:30 PM | 4 | 37 | 1 | **2** | 44 | 1 | 10 | 6 | **2** | 19 | 2 | 9 | **3** | 2 | 16 | 3 | 14 | 4 | 2 | 23 | 102 |
| 04:45 PM | 6 | 26 | 1 | 1 | 34 | 1 | 16 | 2 | 0 | 19 | 1 | 12 | 2 | 1 | 16 | 5 | **18** | 3 | 2 | 28 | 97 |
| Total Volume | 29 | 142 | 9 | 4 | 184 | 6 | 65 | 27 | 3 | 101 | 13 | 46 | 7 | 8 | 74 | 17 | 57 | 25 | 16 | 115 | 474 |
| % App. Total | 15.8 | 77.2 | 4.9 | 2.2 | | 5.9 | 64.4 | 26.7 | 3 | | 17.6 | 62.2 | 9.5 | 10.8 | | 14.8 | 49.6 | 21.7 | 13.9 | | |
| PHF | .659 | .683 | .375 | .500 | .657 | .500 | .813 | .675 | .375 | .789 | .464 | .676 | .583 | .400 | .771 | .708 | .792 | .446 | .571 | .898 | .750 |
| Cars & Peds | 26 | 137 | 9 | 4 | 176 | 5 | 64 | 27 | 3 | 99 | 13 | 43 | 7 | 8 | 71 | 16 | 55 | 23 | 16 | 110 | 456 |
| % Cars & Peds | 89.7 | 96.5 | 100 | 100 | 95.7 | 83.3 | 98.5 | 100 | 100 | 98.0 | 100 | 93.5 | 100 | 100 | 95.9 | 94.1 | 96.5 | 92.0 | 100 | 95.7 | 96.2 |
| Trucks & Buses | 3 | 5 | 0 | 0 | 8 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 14 |
| % Trucks & Buses | 10.3 | 3.5 | 0 | 0 | 4.3 | 16.7 | 1.5 | 0 | 0 | 2.0 | 0 | 2.2 | 0 | 0 | 1.4 | 5.9 | 3.5 | 0 | 0 | 2.6 | 3.0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.3 | 0 | 0 | 2.7 | 0 | 0 | 8.0 | 0 | 1.7 | 0.8 |



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_tel (781)587-0086 cell (781)439-4999_

N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844CC
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

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

| | Harriet Street From North | | | | Sayles Street From East | | | | Harriet Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 2 | 2 | 1 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 8 | 0 | 0 | 24 |
| 02:15 PM | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 6 | 2 | 1 | 22 |
| 02:30 PM | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 5 | 0 | 6 | 0 | 1 | 18 |
| 02:45 PM | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 3 | 2 | 14 | 1 | 7 | 0 | 12 | 48 |
| Total | 2 | 6 | 2 | 6 | 1 | 9 | 1 | 2 | 4 | 8 | 4 | 22 | 2 | 27 | 2 | 14 | 112 |
| 03:00 PM | 2 | 3 | 1 | 3 | 0 | 1 | 2 | 5 | 1 | 2 | 0 | 10 | 2 | 10 | 0 | 3 | 45 |
| 03:15 PM | 1 | 1 | 2 | 4 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 0 | 2 | 8 | 1 | 1 | 31 |
| 03:30 PM | 1 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 6 | 4 | 3 | 7 | 1 | 14 | 2 | 1 | 47 |
| 03:45 PM | 1 | 5 | 0 | 12 | 0 | 0 | 0 | 16 | 6 | 3 | 1 | 15 | 3 | 23 | 1 | 1 | 87 |
| Total | 5 | 13 | 3 | 22 | 2 | 2 | 3 | 24 | 16 | 10 | 5 | 32 | 8 | 55 | 4 | 6 | 210 |
| 04:00 PM | 3 | 2 | 1 | 6 | 0 | 6 | 1 | 4 | 3 | 4 | 1 | 0 | 4 | 15 | 2 | 0 | 52 |
| 04:15 PM | 2 | 1 | 2 | 4 | 0 | 4 | 3 | 8 | 0 | 2 | 3 | 0 | 1 | 7 | 4 | 1 | 42 |
| 04:30 PM | 3 | 5 | 0 | 6 | 0 | 4 | 1 | 6 | 1 | 2 | 0 | 1 | 1 | 3 | 0 | 1 | 34 |
| 04:45 PM | 1 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 13 |
| Total | 9 | 11 | 4 | 16 | 0 | 16 | 5 | 18 | 4 | 9 | 4 | 1 | 6 | 29 | 7 | 2 | 141 |
| 05:00 PM | 1 | 1 | 0 | 2 | 0 | 4 | 0 | 4 | 1 | 1 | 1 | 1 | 2 | 7 | 1 | 2 | 28 |
| 05:15 PM | 2 | 2 | 2 | 2 | 0 | 5 | 3 | 0 | 3 | 2 | 1 | 6 | 3 | 6 | 1 | 0 | 38 |
| 05:30 PM | 1 | 1 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 3 | 2 | 9 | 1 | 7 | 2 | 0 | 39 |
| 05:45 PM | 0 | 3 | 0 | 6 | 1 | 4 | 3 | 5 | 0 | 1 | 0 | 5 | 0 | 8 | 0 | 2 | 38 |
| Total | 4 | 7 | 2 | 16 | 1 | 19 | 6 | 9 | 5 | 7 | 4 | 21 | 6 | 28 | 4 | 4 | 143 |
| Grand Total | 20 | 37 | 11 | 60 | 4 | 46 | 15 | 53 | 29 | 34 | 17 | 76 | 22 | 139 | 17 | 26 | 606 |
| Apprch % | 15.6 | 28.9 | 8.6 | 46.9 | 3.4 | 39 | 12.7 | 44.9 | 18.6 | 21.8 | 10.9 | 48.7 | 10.8 | 68.1 | 8.3 | 12.7 | |
| Total % | 3.3 | 6.1 | 1.8 | 9.9 | 0.7 | 7.6 | 2.5 | 8.7 | 4.8 | 5.6 | 2.8 | 12.5 | 3.6 | 22.9 | 2.8 | 4.3 | |
| Cars & Peds | 20 | 36 | 9 | 60 | 4 | 43 | 11 | 53 | 26 | 32 | 16 | 76 | 22 | 138 | 17 | 26 | 589 |
| % Cars & Peds | 100 | 97.3 | 81.8 | 100 | 100 | 93.5 | 73.3 | 100 | 89.7 | 94.1 | 94.1 | 100 | 100 | 99.3 | 100 | 100 | 97.2 |
| Trucks & Buses | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| % Trucks & Buses | 0 | 2.7 | 0 | 0 | 0 | 4.3 | 0 | 0 | 3.4 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 |
| Bikes by Direction | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 12 |
| % Bikes by Direction | 0 | 0 | 18.2 | 0 | 0 | 2.2 | 26.7 | 0 | 6.9 | 2.9 | 5.9 | 0 | 0 | 0.7 | 0 | 0 | 2 |

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | **2** | 3 | 1 | 3 | 9 | 0 | **1** | **2** | 5 | 8 | 1 | 2 | 0 | 10 | 13 | 2 | 10 | 0 | **3** | 15 | 45 |
| 03:15 PM | 1 | 1 | **2** | 4 | 8 | **1** | 1 | 1 | 3 | 6 | 3 | 1 | 1 | 0 | 5 | 2 | 8 | 1 | 1 | 12 | 31 |
| 03:30 PM | 1 | 4 | 0 | 3 | 8 | 1 | 0 | 0 | 0 | 1 | **6** | **4** | **3** | 7 | 20 | 1 | 14 | **2** | 1 | 18 | 47 |
| 03:45 PM | 1 | **5** | 0 | **12** | **18** | 0 | 0 | 0 | **16** | **16** | 6 | 3 | 1 | **15** | **25** | **3** | **23** | 1 | 1 | **28** | **87** |
| Total Volume | 5 | 13 | 3 | 22 | 43 | 2 | 2 | 3 | 24 | 31 | 16 | 10 | 5 | 32 | 63 | 8 | 55 | 4 | 6 | 73 | 210 |
| % App. Total | 11.6 | 30.2 | 7 | 51.2 | | 6.5 | 6.5 | 9.7 | 77.4 | | 25.4 | 15.9 | 7.9 | 50.8 | | 11 | 75.3 | 5.5 | 8.2 | | |
| PHF | .625 | .650 | .375 | .458 | .597 | .500 | .500 | .375 | .375 | .484 | .667 | .625 | .417 | .533 | .630 | .667 | .598 | .500 | .500 | .652 | .603 |
| Cars & Peds | 5 | 13 | 3 | 22 | 43 | 2 | 2 | 3 | 24 | 31 | 16 | 10 | 5 | 32 | 63 | 8 | 54 | 4 | 6 | 72 | 209 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 98.2 | 100 | 100 | 98.6 | 99.5 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0 | 0 | 1.4 | 0.5 |

# *Transportation Data Corporation*

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*tel (781)587-0086 cell (781)439-4999*


N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844CC
Site Code : 24078
Start Date : 5/21/2024


| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 1 | 0 | 2 | 4 | 0 | 4 | 0 | 4 | 8 | 1 | 1 | 1 | 1 | 4 | 2 | 7 | 1 | **2** | **12** | 28 |
| 05:15 PM | **2** | 2 | **2** | 2 | 8 | 0 | 5 | **3** | 0 | 8 | **3** | 2 | 1 | 6 | 12 | **3** | 6 | 1 | 0 | 10 | 38 |
| 05:30 PM | 1 | 1 | 0 | **6** | 8 | 0 | **6** | 0 | 0 | 6 | 1 | **3** | **2** | **9** | **15** | 1 | 7 | **2** | 0 | 10 | **39** |
| 05:45 PM | 0 | **3** | 0 | 6 | **9** | **1** | 4 | 3 | **5** | **13** | 0 | 1 | 0 | 5 | 6 | 0 | **8** | 0 | 2 | 10 | 38 |
| Total Volume | 4 | 7 | 2 | 16 | 29 | 1 | 19 | 6 | 9 | 35 | 5 | 7 | 4 | 21 | 37 | 6 | 28 | 4 | 4 | 42 | 143 |
| % App. Total | 13.8 | 24.1 | 6.9 | 55.2 | | 2.9 | 54.3 | 17.1 | 25.7 | | 13.5 | 18.9 | 10.8 | 56.8 | | 14.3 | 66.7 | 9.5 | 9.5 | | |
| PHF | .500 | .583 | .250 | .667 | .806 | .250 | .792 | .500 | .450 | .673 | .417 | .583 | .500 | .583 | .617 | .500 | .875 | .500 | .500 | .875 | .917 |
| Cars & Peds | 4 | 7 | 0 | 16 | 27 | 1 | 18 | 4 | 9 | 32 | 3 | 7 | 3 | 21 | 34 | 6 | 28 | 4 | 4 | 42 | 135 |
| % Cars & Peds | 100 | 100 | 0 | 100 | 93.1 | 100 | 94.7 | 66.7 | 100 | 91.4 | 60.0 | 100 | 75.0 | 100 | 91.9 | 100 | 100 | 100 | 100 | 100 | 94.4 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bikes by Direction | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| % Bikes by Direction | 0 | 0 | 100 | 0 | 6.9 | 0 | 5.3 | 33.3 | 0 | 8.6 | 40.0 | 0 | 25.0 | 0 | 8.1 | 0 | 0 | 0 | 0 | 0 | 5.6 |

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_tel (781)587-0086 cell (781)439-4999_

N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844CC
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Cars & Peds

| | Harriet Street From North | | | | Sayles Street From East | | | | Harriet Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 2 | 2 | 1 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 8 | 0 | 0 | 24 |
| 02:15 PM | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 2 | 2 | 0 | 1 | 6 | 2 | 1 | 22 |
| 02:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 5 | 0 | 6 | 0 | 1 | 17 |
| 02:45 PM | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 3 | 2 | 14 | 1 | 7 | 0 | 12 | 48 |
| Total | 2 | 6 | 2 | 6 | 1 | 8 | 1 | 2 | 4 | 8 | 4 | 22 | 2 | 27 | 2 | 14 | 111 |
| 03:00 PM | 2 | 3 | 1 | 3 | 0 | 1 | 2 | 5 | 1 | 2 | 0 | 10 | 2 | 9 | 0 | 3 | 44 |
| 03:15 PM | 1 | 1 | 2 | 4 | 1 | 1 | 1 | 3 | 3 | 1 | 1 | 0 | 2 | 8 | 1 | 1 | 31 |
| 03:30 PM | 1 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 6 | 4 | 3 | 7 | 1 | 14 | 2 | 1 | 47 |
| 03:45 PM | 1 | 5 | 0 | 12 | 0 | 0 | 0 | 16 | 6 | 3 | 1 | 15 | 3 | 23 | 1 | 1 | 87 |
| Total | 5 | 13 | 3 | 22 | 2 | 2 | 3 | 24 | 16 | 10 | 5 | 32 | 8 | 54 | 4 | 6 | 209 |
| 04:00 PM | 3 | 2 | 1 | 6 | 0 | 6 | 1 | 4 | 2 | 4 | 1 | 0 | 4 | 15 | 2 | 0 | 51 |
| 04:15 PM | 2 | 1 | 2 | 4 | 0 | 4 | 1 | 8 | 0 | 2 | 3 | 0 | 1 | 7 | 4 | 1 | 40 |
| 04:30 PM | 3 | 4 | 0 | 6 | 0 | 3 | 1 | 6 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 30 |
| 04:45 PM | 1 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 13 |
| Total | 9 | 10 | 4 | 16 | 0 | 15 | 3 | 18 | 3 | 7 | 4 | 1 | 6 | 29 | 7 | 2 | 134 |
| 05:00 PM | 1 | 1 | 0 | 2 | 0 | 4 | 0 | 4 | 1 | 1 | 1 | 1 | 2 | 7 | 1 | 2 | 28 |
| 05:15 PM | 2 | 2 | 0 | 2 | 0 | 4 | 1 | 0 | 1 | 2 | 1 | 6 | 3 | 6 | 1 | 0 | 31 |
| 05:30 PM | 1 | 1 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 3 | 1 | 9 | 1 | 7 | 2 | 0 | 38 |
| 05:45 PM | 0 | 3 | 0 | 6 | 1 | 4 | 3 | 5 | 0 | 1 | 0 | 5 | 0 | 8 | 0 | 2 | 38 |
| Total | 4 | 7 | 0 | 16 | 1 | 18 | 4 | 9 | 3 | 7 | 3 | 21 | 6 | 28 | 4 | 4 | 135 |
| Grand Total | 20 | 36 | 9 | 60 | 4 | 43 | 11 | 53 | 26 | 32 | 16 | 76 | 22 | 138 | 17 | 26 | 589 |
| Apprch % | 16 | 28.8 | 7.2 | 48 | 3.6 | 38.7 | 9.9 | 47.7 | 17.3 | 21.3 | 10.7 | 50.7 | 10.8 | 68 | 8.4 | 12.8 | |
| Total % | 3.4 | 6.1 | 1.5 | 10.2 | 0.7 | 7.3 | 1.9 | 9 | 4.4 | 5.4 | 2.7 | 12.9 | 3.7 | 23.4 | 2.9 | 4.4 | |

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | **2** | 3 | 1 | 3 | 9 | 0 | **1** | **2** | 5 | 8 | 1 | 2 | 0 | 10 | 13 | 2 | 9 | 0 | **3** | 14 | 44 |
| 03:15 PM | 1 | 1 | **2** | 4 | 8 | **1** | 1 | 1 | 3 | 6 | 3 | 1 | 1 | 0 | 5 | 2 | 8 | 1 | 1 | 12 | 31 |
| 03:30 PM | 1 | 4 | 0 | 3 | 8 | 1 | 0 | 0 | 0 | 1 | **6** | **4** | **3** | 7 | 20 | 1 | 14 | **2** | 1 | 18 | 47 |
| 03:45 PM | 1 | **5** | 0 | **12** | **18** | 0 | 0 | 0 | **16** | **16** | 6 | 3 | 1 | **15** | **25** | **3** | **23** | 1 | 1 | **28** | **87** |
| Total Volume | 5 | 13 | 3 | 22 | 43 | 2 | 2 | 3 | 24 | 31 | 16 | 10 | 5 | 32 | 63 | 8 | 54 | 4 | 6 | 72 | 209 |
| % App. Total | 11.6 | 30.2 | 7 | 51.2 | | 6.5 | 6.5 | 9.7 | 77.4 | | 25.4 | 15.9 | 7.9 | 50.8 | | 11.1 | 75 | 5.6 | 8.3 | | |
| PHF | .625 | .650 | .375 | .458 | .597 | .500 | .500 | .375 | .375 | .484 | .667 | .625 | .417 | .533 | .630 | .667 | .587 | .500 | .500 | .643 | .601 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 1 | 0 | 2 | 4 | 0 | 4 | 0 | 4 | 8 | **1** | 1 | **1** | 1 | 4 | 2 | 7 | 1 | **2** | **12** | 28 |
| 05:15 PM | **2** | 2 | 0 | 2 | 6 | 0 | 4 | 1 | 0 | 5 | 1 | 2 | 1 | 6 | 10 | **3** | 6 | 1 | 0 | 10 | 31 |
| 05:30 PM | 1 | 1 | 0 | **6** | 8 | 0 | **6** | 0 | 0 | 6 | 1 | **3** | 1 | **9** | **14** | 1 | 7 | **2** | 0 | 10 | **38** |
| 05:45 PM | 0 | **3** | 0 | 6 | **9** | **1** | 4 | **3** | **5** | **13** | 0 | 1 | 0 | 5 | 6 | 0 | **8** | 0 | 2 | 10 | 38 |
| Total Volume | 4 | 7 | 0 | 16 | 27 | 1 | 18 | 4 | 9 | 32 | 3 | 7 | 3 | 21 | 34 | 6 | 28 | 4 | 4 | 42 | 135 |
| % App. Total | 14.8 | 25.9 | 0 | 59.3 | | 3.1 | 56.2 | 12.5 | 28.1 | | 8.8 | 20.6 | 8.8 | 61.8 | | 14.3 | 66.7 | 9.5 | 9.5 | | |
| PHF | .500 | .583 | .000 | .667 | .750 | .250 | .750 | .333 | .450 | .615 | .750 | .583 | .750 | .583 | .607 | .500 | .875 | .500 | .500 | .875 | .888 |

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N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844CC
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Harriet Street From North | | | | Sayles Street From East | | | | Harriet Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 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 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 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 |
| Grand Total | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 20 | 0 | 0 | 0 | 40 | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 02:45 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | **1** | 0 | 0 | **1** | 0 | **1** | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **3** |
| 04:45 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 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 50 | 50 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .250 | .250 | .250 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .333 |

**_Transportation Data Corporation_**
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N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844CC
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Harriet Street From North | | | | Sayles Street From East | | | | Harriet Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 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 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 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 | 1 | 0 | 0 | 1 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| Grand Total | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 12 |
| Apprch % | 0 | 0 | 100 | 0 | 0 | 20 | 80 | 0 | 50 | 25 | 25 | 0 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 0 | 16.7 | 0 | 0 | 8.3 | 33.3 | 0 | 16.7 | 8.3 | 8.3 | 0 | 0 | 8.3 | 0 | 0 | |

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 PM | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .250 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | **2** | 0 | **2** | 0 | **1** | **2** | 0 | **3** | **2** | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | **7** |
| Total Volume | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| % App. Total | 0 | 0 | 100 | 0 | | 0 | 33.3 | 66.7 | 0 | | 66.7 | 33.3 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .250 | .000 | .250 | .000 | .250 | .250 | .000 | .250 | .250 | .250 | .000 | .000 | .375 | .000 | .000 | .000 | .000 | .000 | .286 |

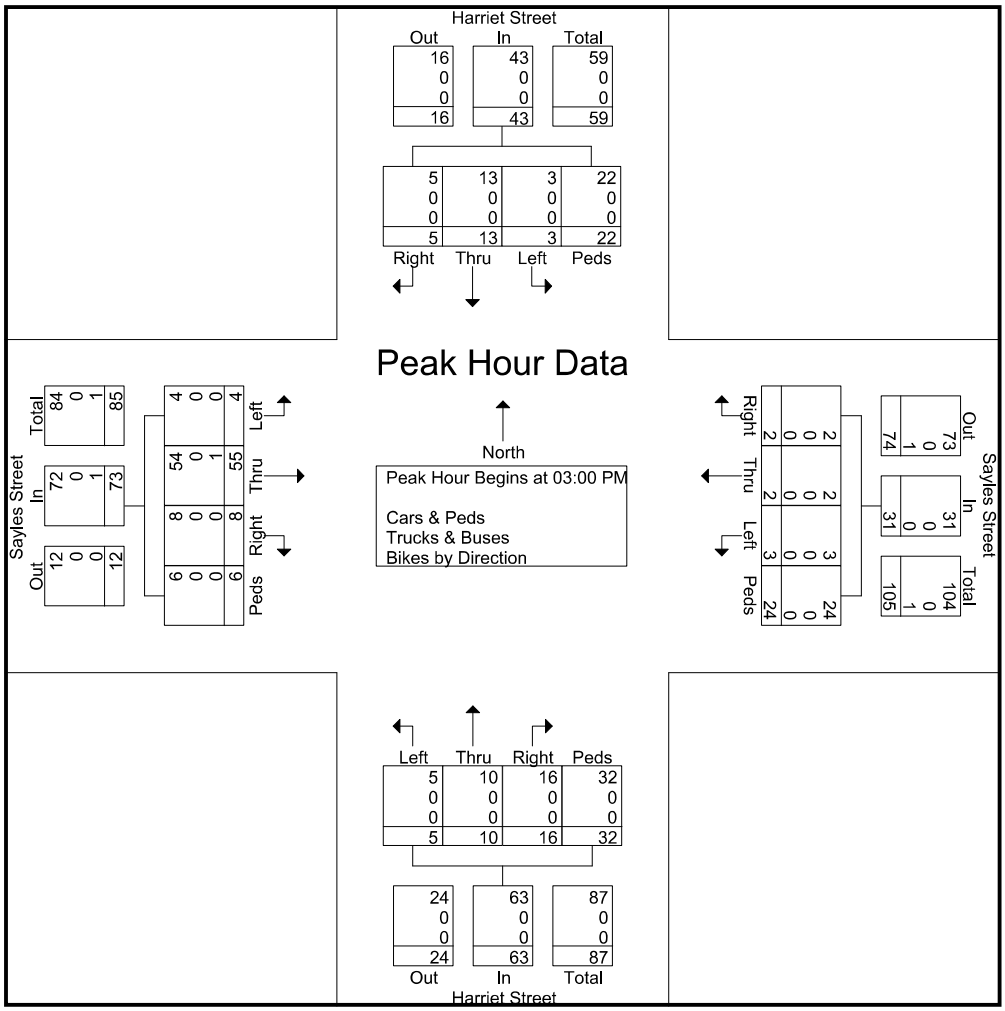
# *Transportation Data Corporation*

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


N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844CC
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | **2** | 3 | 1 | 3 | 9 | 0 | **1** | **2** | 5 | 8 | 1 | 2 | 0 | 10 | 13 | 2 | 10 | 0 | **3** | 15 | 45 |
| 03:15 PM | 1 | 1 | **2** | 4 | 8 | **1** | 1 | 1 | 3 | 6 | 3 | 1 | 1 | 0 | 5 | 2 | 8 | 1 | 1 | 12 | 31 |
| 03:30 PM | 1 | 4 | 0 | 3 | 8 | 1 | 0 | 0 | 0 | 1 | **6** | **4** | **3** | 7 | 20 | 1 | 14 | **2** | 1 | 18 | 47 |
| 03:45 PM | 1 | **5** | 0 | **12** | **18** | 0 | 0 | 0 | **16** | **16** | 6 | 3 | 1 | **15** | **25** | **3** | **23** | 1 | 1 | **28** | **87** |
| Total Volume | 5 | 13 | 3 | 22 | 43 | 2 | 2 | 3 | 24 | 31 | 16 | 10 | 5 | 32 | 63 | 8 | 55 | 4 | 6 | 73 | 210 |
| % App. Total | 11.6 | 30.2 | 7 | 51.2 | | 6.5 | 6.5 | 9.7 | 77.4 | | 25.4 | 15.9 | 7.9 | 50.8 | | 11 | 75.3 | 5.5 | 8.2 | | |
| PHF | .625 | .650 | .375 | .458 | .597 | .500 | .500 | .375 | .375 | .484 | .667 | .625 | .417 | .533 | .630 | .667 | .598 | .500 | .500 | .652 | .603 |
| Cars & Peds | 5 | 13 | 3 | 22 | 43 | 2 | 2 | 3 | 24 | 31 | 16 | 10 | 5 | 32 | 63 | 8 | 54 | 4 | 6 | 72 | 209 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 98.2 | 100 | 100 | 98.6 | 99.5 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0 | 0 | 1.4 | 0.5 |



# *Transportation Data Corporation*

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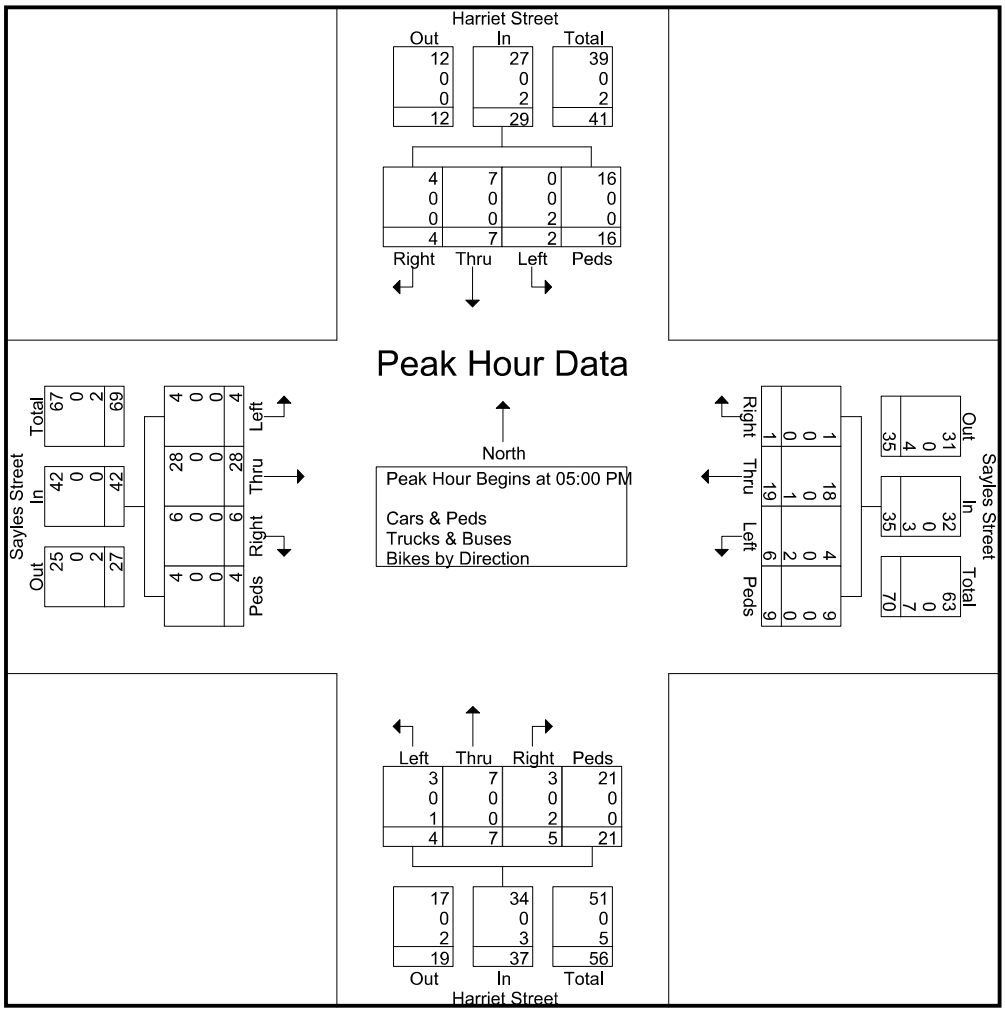
*tel (781)587-0086 cell (781)439-4999*


N/S: Harriet Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844CC
Site Code : 24078
Start Date : 5/21/2024
Page No : 2

| | Harriet Street From North | | | | | Sayles Street From East | | | | | Harriet Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 1 | 0 | 2 | 4 | 0 | 4 | 0 | 4 | 8 | 1 | 1 | 1 | 1 | 4 | 2 | 7 | 1 | **2** | **12** | 28 |
| 05:15 PM | **2** | 2 | **2** | 2 | 8 | 0 | 5 | **3** | 0 | 8 | **3** | 2 | 1 | 6 | 12 | **3** | 6 | 1 | 0 | 10 | 38 |
| 05:30 PM | 1 | 1 | 0 | **6** | 8 | 0 | **6** | 0 | 0 | 6 | 1 | **3** | **2** | **9** | **15** | 1 | 7 | **2** | 0 | 10 | **39** |
| 05:45 PM | 0 | **3** | 0 | 6 | **9** | **1** | 4 | 3 | **5** | **13** | 0 | 1 | 0 | 5 | 6 | 0 | **8** | 0 | 2 | 10 | 38 |
| Total Volume | 4 | 7 | 2 | 16 | 29 | 1 | 19 | 6 | 9 | 35 | 5 | 7 | 4 | 21 | 37 | 6 | 28 | 4 | 4 | 42 | 143 |
| % App. Total | 13.8 | 24.1 | 6.9 | 55.2 | | 2.9 | 54.3 | 17.1 | 25.7 | | 13.5 | 18.9 | 10.8 | 56.8 | | 14.3 | 66.7 | 9.5 | 9.5 | | |
| PHF | .500 | .583 | .250 | .667 | .806 | .250 | .792 | .500 | .450 | .673 | .417 | .583 | .500 | .583 | .617 | .500 | .875 | .500 | .500 | .875 | .917 |
| Cars & Peds | 4 | 7 | 0 | 16 | 27 | 1 | 18 | 4 | 9 | 32 | 3 | 7 | 3 | 21 | 34 | 6 | 28 | 4 | 4 | 42 | 135 |
| % Cars & Peds | 100 | 100 | 0 | 100 | 93.1 | 100 | 94.7 | 66.7 | 100 | 91.4 | 60.0 | 100 | 75.0 | 100 | 91.9 | 100 | 100 | 100 | 100 | 100 | 94.4 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bikes by Direction | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| % Bikes by Direction | 0 | 0 | 100 | 0 | 6.9 | 0 | 5.3 | 33.3 | 0 | 8.6 | 40.0 | 0 | 25.0 | 0 | 8.1 | 0 | 0 | 0 | 0 | 0 | 5.6 |



**_Transportation Data Corporation_**
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_tel (781)587-0086 cell (781)439-4999_

N/S: Ocean Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844DD
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

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

| | Ocean Street From North | | | | Sayles Street From East | | | | Ocean Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 12 | 5 | 0 | 3 | 0 | 3 | 1 | 1 | 9 | 0 | 1 | 1 | 3 | 2 | 2 | 43 |
| 02:15 PM | 1 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 9 | 0 | 1 | 0 | 2 | 1 | 0 | 24 |
| 02:30 PM | 1 | 8 | 1 | 0 | 2 | 1 | 1 | 1 | 2 | 5 | 0 | 0 | 5 | 3 | 4 | 0 | 34 |
| 02:45 PM | 1 | 16 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 14 | 0 | 2 | 3 | 5 | 1 | 3 | 52 |
| Total | 3 | 42 | 8 | 0 | 7 | 2 | 8 | 2 | 5 | 37 | 0 | 4 | 9 | 13 | 8 | 5 | 153 |
| 03:00 PM | 0 | 24 | 1 | 0 | 2 | 0 | 2 | 10 | 0 | 23 | 0 | 0 | 8 | 3 | 2 | 7 | 82 |
| 03:15 PM | 0 | 24 | 0 | 0 | 3 | 0 | 5 | 4 | 0 | 15 | 0 | 1 | 4 | 1 | 5 | 3 | 65 |
| 03:30 PM | 0 | 28 | 2 | 1 | 3 | 0 | 1 | 1 | 0 | 23 | 0 | 3 | 2 | 3 | 5 | 1 | 73 |
| 03:45 PM | 0 | 34 | 2 | 7 | 3 | 0 | 4 | 3 | 1 | 18 | 0 | 28 | 22 | 8 | 19 | 29 | 178 |
| Total | 0 | 110 | 5 | 8 | 11 | 0 | 12 | 18 | 1 | 79 | 0 | 32 | 36 | 15 | 31 | 40 | 398 |
| 04:00 PM | 0 | 31 | 3 | 0 | 4 | 0 | 6 | 0 | 0 | 31 | 2 | 6 | 13 | 6 | 13 | 8 | 123 |
| 04:15 PM | 1 | 27 | 5 | 2 | 4 | 1 | 4 | 0 | 2 | 16 | 5 | 0 | 3 | 4 | 2 | 3 | 79 |
| 04:30 PM | 1 | 37 | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 15 | 1 | 6 | 4 | 2 | 2 | 0 | 75 |
| 04:45 PM | 0 | 31 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 14 | 0 | 3 | 3 | 0 | 3 | 0 | 60 |
| Total | 2 | 126 | 13 | 2 | 8 | 3 | 13 | 2 | 3 | 76 | 8 | 15 | 23 | 12 | 20 | 11 | 337 |
| 05:00 PM | 2 | 21 | 4 | 0 | 3 | 3 | 1 | 0 | 1 | 10 | 0 | 0 | 2 | 4 | 2 | 0 | 53 |
| 05:15 PM | 4 | 9 | 3 | 0 | 1 | 4 | 3 | 0 | 1 | 9 | 0 | 5 | 3 | 3 | 1 | 0 | 46 |
| 05:30 PM | 0 | 14 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 11 | 2 | 0 | 5 | 2 | 0 | 4 | 44 |
| 05:45 PM | 0 | 10 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 17 | 2 | 5 | 1 | 5 | 4 | 1 | 51 |
| Total | 6 | 54 | 12 | 0 | 5 | 10 | 5 | 0 | 4 | 47 | 4 | 10 | 11 | 14 | 7 | 5 | 194 |
| Grand Total | 11 | 332 | 38 | 10 | 31 | 15 | 38 | 22 | 13 | 239 | 12 | 61 | 79 | 54 | 66 | 61 | 1082 |
| Apprch % | 2.8 | 84.9 | 9.7 | 2.6 | 29.2 | 14.2 | 35.8 | 20.8 | 4 | 73.5 | 3.7 | 18.8 | 30.4 | 20.8 | 25.4 | 23.5 | |
| Total % | 1 | 30.7 | 3.5 | 0.9 | 2.9 | 1.4 | 3.5 | 2 | 1.2 | 22.1 | 1.1 | 5.6 | 7.3 | 5 | 6.1 | 5.6 | |
| Cars & Peds | 9 | 314 | 35 | 10 | 31 | 15 | 36 | 22 | 13 | 231 | 10 | 61 | 78 | 51 | 66 | 61 | 1043 |
| % Cars & Peds | 81.8 | 94.6 | 92.1 | 100 | 100 | 100 | 94.7 | 100 | 100 | 96.7 | 83.3 | 100 | 98.7 | 94.4 | 100 | 100 | 96.4 |
| Trucks & Buses | 2 | 17 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 30 |
| % Trucks & Buses | 18.2 | 5.1 | 7.9 | 0 | 0 | 0 | 5.3 | 0 | 0 | 1.3 | 0 | 0 | 1.3 | 3.7 | 0 | 0 | 2.8 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 9 |
| % Bikes by Direction | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.1 | 16.7 | 0 | 0 | 1.9 | 0 | 0 | 0.8 |

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 24 | 1 | 0 | 25 | 2 | 0 | 2 | **10** | **14** | 0 | **23** | 0 | 0 | 23 | 8 | 3 | 2 | 7 | 20 | 82 |
| 03:15 PM | 0 | 24 | 0 | 0 | 24 | **3** | 0 | **5** | 4 | 12 | 0 | 15 | 0 | 1 | 16 | 4 | 1 | 5 | 3 | 13 | 65 |
| 03:30 PM | 0 | 28 | **2** | 1 | 31 | 3 | 0 | 1 | 1 | 5 | 0 | 23 | 0 | 3 | 26 | 2 | 3 | 5 | 1 | 11 | 73 |
| 03:45 PM | 0 | **34** | 2 | **7** | **43** | 3 | 0 | 4 | 3 | 10 | **1** | 18 | 0 | **28** | **47** | **22** | **8** | **19** | **29** | **78** | **178** |
| Total Volume | 0 | 110 | 5 | 8 | 123 | 11 | 0 | 12 | 18 | 41 | 1 | 79 | 0 | 32 | 112 | 36 | 15 | 31 | 40 | 122 | 398 |
| % App. Total | 0 | 89.4 | 4.1 | 6.5 | | 26.8 | 0 | 29.3 | 43.9 | | 0.9 | 70.5 | 0 | 28.6 | | 29.5 | 12.3 | 25.4 | 32.8 | | |
| PHF | .000 | .809 | .625 | .286 | .715 | .917 | .000 | .600 | .450 | .732 | .250 | .859 | .000 | .286 | .596 | .409 | .469 | .408 | .345 | .391 | .559 |
| Cars & Peds | 0 | 101 | 3 | 8 | 112 | 11 | 0 | 11 | 18 | 40 | 1 | 79 | 0 | 32 | 112 | 36 | 14 | 31 | 40 | 121 | 385 |
| % Cars & Peds | 0 | 91.8 | 60.0 | 100 | 91.1 | 100 | 0 | 91.7 | 100 | 97.6 | 100 | 100 | 0 | 100 | 100 | 100 | 93.3 | 100 | 100 | 99.2 | 96.7 |
| Trucks & Buses | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % Trucks & Buses | 0 | 8.2 | 40.0 | 0 | 8.9 | 0 | 0 | 8.3 | 0 | 2.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.7 | 0 | 0 | 0.8 | 0.3 |

# *Transportation Data Corporation*

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N/S: Ocean Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844DD
Site Code : 24078
Start Date : 5/21/2024


| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 31 | 3 | 0 | 34 | **4** | 0 | **6** | 0 | **10** | 0 | **31** | 2 | **6** | **39** | **13** | **6** | **13** | **8** | **40** | **123** |
| 04:15 PM | **1** | 27 | **5** | **2** | 35 | 4 | 1 | 4 | 0 | 9 | **2** | 16 | **5** | 0 | 23 | 3 | 4 | 2 | 3 | 12 | 79 |
| 04:30 PM | 1 | **37** | 3 | 0 | **41** | 0 | 0 | 2 | **2** | 4 | 0 | 15 | 1 | 6 | 22 | 4 | 2 | 2 | 0 | 8 | 75 |
| 04:45 PM | 0 | 31 | 2 | 0 | 33 | 0 | **2** | 1 | 0 | 3 | 1 | 14 | 0 | 3 | 18 | 3 | 0 | 3 | 0 | 6 | 60 |
| Total Volume | 2 | 126 | 13 | 2 | 143 | 8 | 3 | 13 | 2 | 26 | 3 | 76 | 8 | 15 | 102 | 23 | 12 | 20 | 11 | 66 | 337 |
| % App. Total | 1.4 | 88.1 | 9.1 | 1.4 | | 30.8 | 11.5 | 50 | 7.7 | | 2.9 | 74.5 | 7.8 | 14.7 | | 34.8 | 18.2 | 30.3 | 16.7 | | |
| PHF | .500 | .851 | .650 | .250 | .872 | .500 | .375 | .542 | .250 | .650 | .375 | .613 | .400 | .625 | .654 | .442 | .500 | .385 | .344 | .413 | .685 |
| Cars & Peds | 1 | 119 | 12 | 2 | 134 | 8 | 3 | 13 | 2 | 26 | 3 | 70 | 6 | 15 | 94 | 22 | 10 | 20 | 11 | 63 | 317 |
| % Cars & Peds | 50.0 | 94.4 | 92.3 | 100 | 93.7 | 100 | 100 | 100 | 100 | 100 | 100 | 92.1 | 75.0 | 100 | 92.2 | 95.7 | 83.3 | 100 | 100 | 95.5 | 94.1 |
| Trucks & Buses | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 14 |
| % Trucks & Buses | 50.0 | 5.6 | 7.7 | 0 | 6.3 | 0 | 0 | 0 | 0 | 0 | 0 | 2.6 | 0 | 0 | 2.0 | 4.3 | 16.7 | 0 | 0 | 4.5 | 4.2 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.3 | 25.0 | 0 | 5.9 | 0 | 0 | 0 | 0 | 0 | 1.8 |

# *Transportation Data Corporation*

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N/S: Ocean Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844DD
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Cars & Peds

| | Ocean Street From North | | | | Sayles Street From East | | | | Ocean Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 11 | 5 | 0 | 3 | 0 | 2 | 1 | 1 | 9 | 0 | 1 | 1 | 3 | 2 | 2 | 41 |
| 02:15 PM | 1 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 9 | 0 | 1 | 0 | 2 | 1 | 0 | 24 |
| 02:30 PM | 0 | 8 | 1 | 0 | 2 | 1 | 1 | 1 | 2 | 5 | 0 | 0 | 5 | 3 | 4 | 0 | 33 |
| 02:45 PM | 1 | 16 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 13 | 0 | 2 | 3 | 5 | 1 | 3 | 51 |
| Total | 2 | 41 | 8 | 0 | 7 | 2 | 7 | 2 | 5 | 36 | 0 | 4 | 9 | 13 | 8 | 5 | 149 |
| 03:00 PM | 0 | 24 | 0 | 0 | 2 | 0 | 2 | 10 | 0 | 23 | 0 | 0 | 8 | 2 | 2 | 7 | 80 |
| 03:15 PM | 0 | 22 | 0 | 0 | 3 | 0 | 4 | 4 | 0 | 15 | 0 | 1 | 4 | 1 | 5 | 3 | 62 |
| 03:30 PM | 0 | 25 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 23 | 0 | 3 | 2 | 3 | 5 | 1 | 69 |
| 03:45 PM | 0 | 30 | 2 | 7 | 3 | 0 | 4 | 3 | 1 | 18 | 0 | 28 | 22 | 8 | 19 | 29 | 174 |
| Total | 0 | 101 | 3 | 8 | 11 | 0 | 11 | 18 | 1 | 79 | 0 | 32 | 36 | 14 | 31 | 40 | 385 |
| 04:00 PM | 0 | 30 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 28 | 2 | 6 | 12 | 5 | 13 | 8 | 116 |
| 04:15 PM | 1 | 22 | 5 | 2 | 4 | 1 | 4 | 0 | 2 | 15 | 3 | 0 | 3 | 3 | 2 | 3 | 70 |
| 04:30 PM | 0 | 36 | 3 | 0 | 0 | 0 | 2 | 2 | 0 | 14 | 1 | 6 | 4 | 2 | 2 | 0 | 72 |
| 04:45 PM | 0 | 31 | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 13 | 0 | 3 | 3 | 0 | 3 | 0 | 59 |
| Total | 1 | 119 | 12 | 2 | 8 | 3 | 13 | 2 | 3 | 70 | 6 | 15 | 22 | 10 | 20 | 11 | 317 |
| 05:00 PM | 2 | 20 | 4 | 0 | 3 | 3 | 1 | 0 | 1 | 10 | 0 | 0 | 2 | 4 | 2 | 0 | 52 |
| 05:15 PM | 4 | 9 | 3 | 0 | 1 | 4 | 3 | 0 | 1 | 8 | 0 | 5 | 3 | 3 | 1 | 0 | 45 |
| 05:30 PM | 0 | 14 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 11 | 2 | 0 | 5 | 2 | 0 | 4 | 44 |
| 05:45 PM | 0 | 10 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 17 | 2 | 5 | 1 | 5 | 4 | 1 | 51 |
| Total | 6 | 53 | 12 | 0 | 5 | 10 | 5 | 0 | 4 | 46 | 4 | 10 | 11 | 14 | 7 | 5 | 192 |
| Grand Total | 9 | 314 | 35 | 10 | 31 | 15 | 36 | 22 | 13 | 231 | 10 | 61 | 78 | 51 | 66 | 61 | 1043 |
| Apprch % | 2.4 | 85.3 | 9.5 | 2.7 | 29.8 | 14.4 | 34.6 | 21.2 | 4.1 | 73.3 | 3.2 | 19.4 | 30.5 | 19.9 | 25.8 | 23.8 | |
| Total % | 0.9 | 30.1 | 3.4 | 1 | 3 | 1.4 | 3.5 | 2.1 | 1.2 | 22.1 | 1 | 5.8 | 7.5 | 4.9 | 6.3 | 5.8 | |

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 24 | 0 | 0 | 24 | 2 | 0 | 2 | **10** | **14** | 0 | **23** | 0 | 0 | 23 | 8 | 2 | 2 | 7 | 19 | 80 |
| 03:15 PM | 0 | 22 | 0 | 0 | 22 | **3** | 0 | **4** | 4 | 11 | 0 | 15 | 0 | 1 | 16 | 4 | 1 | 5 | 3 | 13 | 62 |
| 03:30 PM | 0 | 25 | 1 | 1 | 27 | 3 | 0 | 1 | 1 | 5 | 0 | 23 | 0 | 3 | 26 | 2 | 3 | 5 | 1 | 11 | 69 |
| 03:45 PM | 0 | **30** | **2** | **7** | **39** | 3 | 0 | 4 | 3 | 10 | **1** | 18 | 0 | **28** | **47** | **22** | **8** | **19** | **29** | **78** | **174** |
| Total Volume | 0 | 101 | 3 | 8 | 112 | 11 | 0 | 11 | 18 | 40 | 1 | 79 | 0 | 32 | 112 | 36 | 14 | 31 | 40 | 121 | 385 |
| % App. Total | 0 | 90.2 | 2.7 | 7.1 | | 27.5 | 0 | 27.5 | 45 | | 0.9 | 70.5 | 0 | 28.6 | | 29.8 | 11.6 | 25.6 | 33.1 | | |
| PHF | .000 | .842 | .375 | .286 | .718 | .917 | .000 | .688 | .450 | .714 | .250 | .859 | .000 | .286 | .596 | .409 | .438 | .408 | .345 | .388 | .553 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 30 | 2 | 0 | 32 | **4** | 0 | **6** | 0 | **10** | 0 | **28** | 2 | **6** | **36** | **12** | **5** | **13** | **8** | **38** | **116** |
| 04:15 PM | **1** | 22 | **5** | **2** | 30 | 4 | 1 | 4 | 0 | 9 | **2** | 15 | **3** | 0 | 20 | 3 | 3 | 2 | 3 | 11 | 70 |
| 04:30 PM | 0 | **36** | 3 | 0 | **39** | 0 | 0 | 2 | **2** | 4 | 0 | 14 | 1 | 6 | 21 | 4 | 2 | 2 | 0 | 8 | 72 |
| 04:45 PM | 0 | 31 | 2 | 0 | 33 | 0 | **2** | 1 | 0 | 3 | 1 | 13 | 0 | 3 | 17 | 3 | 0 | 3 | 0 | 6 | 59 |
| Total Volume | 1 | 119 | 12 | 2 | 134 | 8 | 3 | 13 | 2 | 26 | 3 | 70 | 6 | 15 | 94 | 22 | 10 | 20 | 11 | 63 | 317 |
| % App. Total | 0.7 | 88.8 | 9 | 1.5 | | 30.8 | 11.5 | 50 | 7.7 | | 3.2 | 74.5 | 6.4 | 16 | | 34.9 | 15.9 | 31.7 | 17.5 | | |
| PHF | .250 | .826 | .600 | .250 | .859 | .500 | .375 | .542 | .250 | .650 | .375 | .625 | .500 | .625 | .653 | .458 | .500 | .385 | .344 | .414 | .683 |

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*Mario Perone, mperone1@verizon.net*
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N/S: Ocean Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844DD
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Ocean Street From North | | | | Sayles Street From East | | | | Ocean Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:45 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 04:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 6 |
| 04:15 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 04:30 PM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 14 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 2 | 17 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 30 |
| Apprch % | 9.1 | 77.3 | 13.6 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 33.3 | 66.7 | 0 | 0 | |
| Total % | 6.7 | 56.7 | 10 | 0 | 0 | 0 | 6.7 | 0 | 0 | 10 | 0 | 0 | 3.3 | 6.7 | 0 | 0 | |

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 3 | 1 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 03:45 PM | 0 | **4** | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % App. Total | 0 | 81.8 | 18.2 | 0 | | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .563 | .500 | .000 | .688 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .750 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | **1** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | **1** | **1** | 0 | 0 | **2** | **6** |
| 04:15 PM | 0 | **5** | 0 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 04:30 PM | **1** | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 14 |
| % App. Total | 11.1 | 77.8 | 11.1 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 33.3 | 66.7 | 0 | 0 | | |
| PHF | .250 | .350 | .250 | .000 | .450 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .250 | .500 | .000 | .000 | .375 | .583 |

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N/S: Ocean Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844DD
Site Code : 24078
Start Date : 5/21/2024


Groups Printed- Bikes by Direction

| | Ocean Street From North | | | | Sayles Street From East | | | | Ocean Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 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 | 1 | 0 | 0 | 1 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 9 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71.4 | 28.6 | 0 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 11.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55.6 | 22.2 | 0 | 0 | 11.1 | 0 | 0 | |

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:00 PM | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **3** |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 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 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | 1.00 | .250 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .500 |

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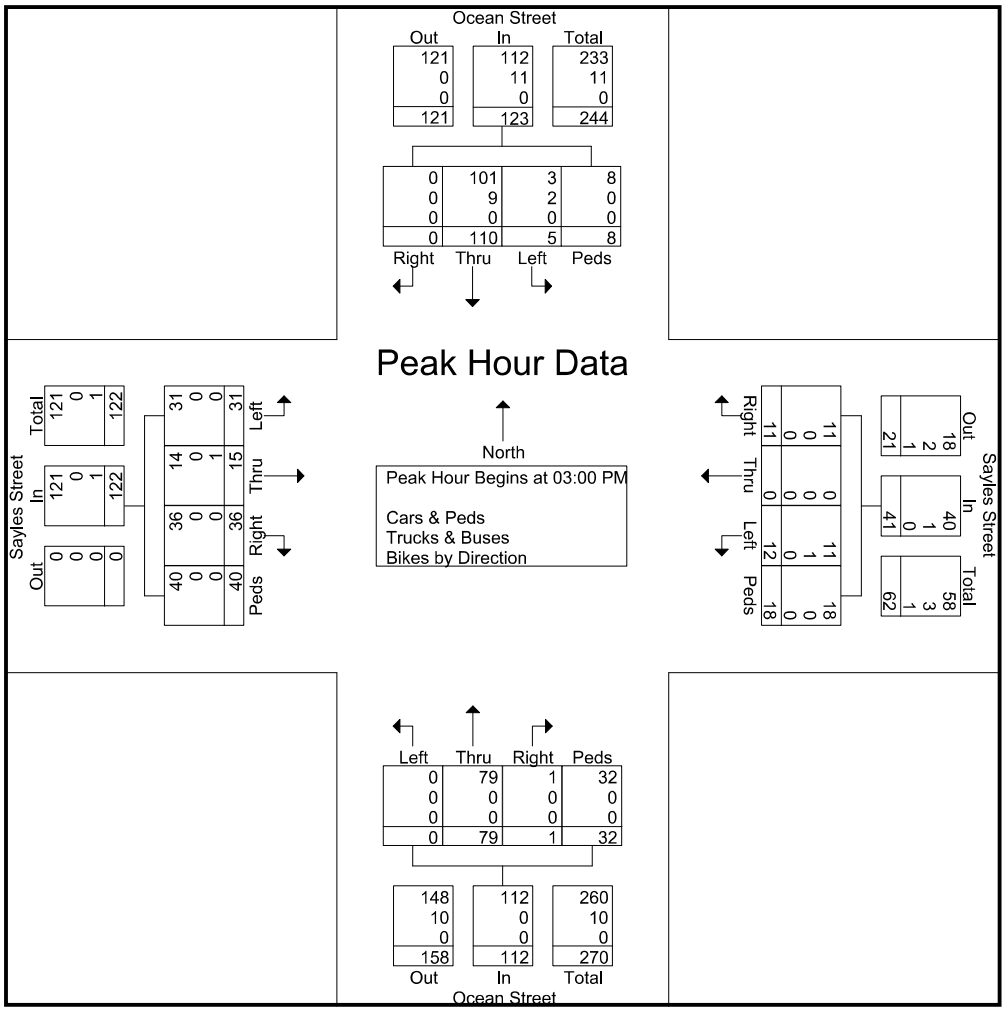
N/S: Ocean Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844DD
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 24 | 1 | 0 | 25 | 2 | 0 | 2 | **10** | **14** | 0 | **23** | 0 | 0 | 23 | 8 | 3 | 2 | 7 | 20 | 82 |
| 03:15 PM | 0 | 24 | 0 | 0 | 24 | **3** | 0 | **5** | 4 | 12 | 0 | 15 | 0 | 1 | 16 | 4 | 1 | 5 | 3 | 13 | 65 |
| 03:30 PM | 0 | 28 | **2** | 1 | 31 | 3 | 0 | 1 | 1 | 5 | 0 | 23 | 0 | 3 | 26 | 2 | 3 | 5 | 1 | 11 | 73 |
| 03:45 PM | 0 | **34** | 2 | **7** | **43** | 3 | 0 | 4 | 3 | 10 | **1** | 18 | 0 | **28** | **47** | **22** | **8** | **19** | **29** | **78** | **178** |
| Total Volume | 0 | 110 | 5 | 8 | 123 | 11 | 0 | 12 | 18 | 41 | 1 | 79 | 0 | 32 | 112 | 36 | 15 | 31 | 40 | 122 | 398 |
| % App. Total | 0 | 89.4 | 4.1 | 6.5 | | 26.8 | 0 | 29.3 | 43.9 | | 0.9 | 70.5 | 0 | 28.6 | | 29.5 | 12.3 | 25.4 | 32.8 | | |
| PHF | .000 | .809 | .625 | .286 | .715 | .917 | .000 | .600 | .450 | .732 | .250 | .859 | .000 | .286 | .596 | .409 | .469 | .408 | .345 | .391 | .559 |
| Cars & Peds | 0 | 101 | 3 | 8 | 112 | 11 | 0 | 11 | 18 | 40 | 1 | 79 | 0 | 32 | 112 | 36 | 14 | 31 | 40 | 121 | 385 |
| % Cars & Peds | 0 | 91.8 | 60.0 | 100 | 91.1 | 100 | 0 | 91.7 | 100 | 97.6 | 100 | 100 | 0 | 100 | 100 | 100 | 93.3 | 100 | 100 | 99.2 | 96.7 |
| Trucks & Buses | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % Trucks & Buses | 0 | 8.2 | 40.0 | 0 | 8.9 | 0 | 0 | 8.3 | 0 | 2.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6.7 | 0 | 0 | 0.8 | 0.3 |



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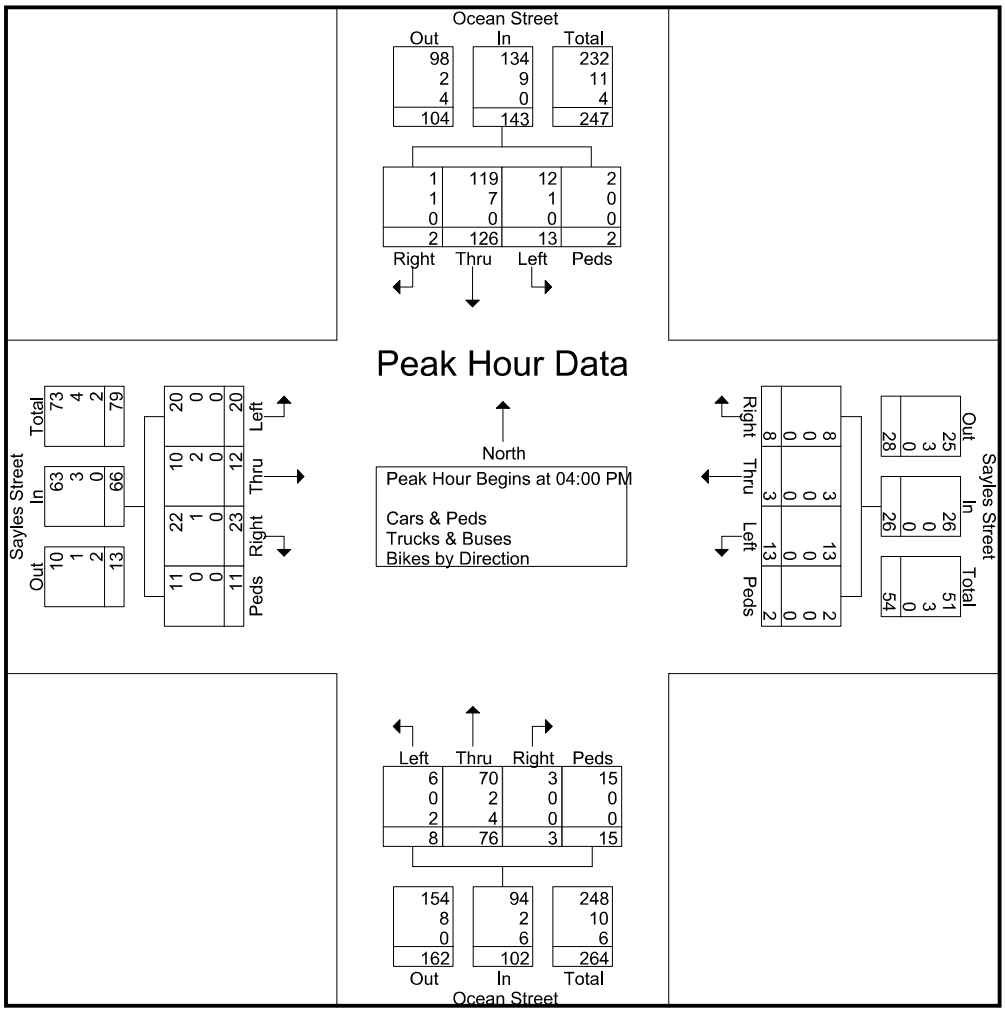
N/S: Ocean Street
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844DD
Site Code : 24078
Start Date : 5/21/2024
Page No : 2

| | Ocean Street From North | | | | | Sayles Street From East | | | | | Ocean Street From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 31 | 3 | 0 | 34 | **4** | 0 | **6** | 0 | **10** | 0 | **31** | 2 | **6** | **39** | **13** | **6** | **13** | **8** | **40** | **123** |
| 04:15 PM | **1** | 27 | **5** | **2** | 35 | 4 | 1 | 4 | 0 | 9 | **2** | 16 | **5** | 0 | 23 | 3 | 4 | 2 | 3 | 12 | 79 |
| 04:30 PM | 1 | **37** | 3 | 0 | **41** | 0 | 0 | 2 | **2** | 4 | 0 | 15 | 1 | 6 | 22 | 4 | 2 | 2 | 0 | 8 | 75 |
| 04:45 PM | 0 | 31 | 2 | 0 | 33 | 0 | **2** | 1 | 0 | 3 | 1 | 14 | 0 | 3 | 18 | 3 | 0 | 3 | 0 | 6 | 60 |
| Total Volume | 2 | 126 | 13 | 2 | 143 | 8 | 3 | 13 | 2 | 26 | 3 | 76 | 8 | 15 | 102 | 23 | 12 | 20 | 11 | 66 | 337 |
| % App. Total | 1.4 | 88.1 | 9.1 | 1.4 | | 30.8 | 11.5 | 50 | 7.7 | | 2.9 | 74.5 | 7.8 | 14.7 | | 34.8 | 18.2 | 30.3 | 16.7 | | |
| PHF | .500 | .851 | .650 | .250 | .872 | .500 | .375 | .542 | .250 | .650 | .375 | .613 | .400 | .625 | .654 | .442 | .500 | .385 | .344 | .413 | .685 |
| Cars & Peds | 1 | 119 | 12 | 2 | 134 | 8 | 3 | 13 | 2 | 26 | 3 | 70 | 6 | 15 | 94 | 22 | 10 | 20 | 11 | 63 | 317 |
| % Cars & Peds | 50.0 | 94.4 | 92.3 | 100 | 93.7 | 100 | 100 | 100 | 100 | 100 | 100 | 92.1 | 75.0 | 100 | 92.2 | 95.7 | 83.3 | 100 | 100 | 95.5 | 94.1 |
| Trucks & Buses | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 14 |
| % Trucks & Buses | 50.0 | 5.6 | 7.7 | 0 | 6.3 | 0 | 0 | 0 | 0 | 0 | 0 | 2.6 | 0 | 0 | 2.0 | 4.3 | 16.7 | 0 | 0 | 4.5 | 4.2 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.3 | 25.0 | 0 | 5.9 | 0 | 0 | 0 | 0 | 0 | 1.8 |



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*tel (781)587-0086 cell (781)439-4999*

N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844EE
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

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

| | Mary Fogarty Elementary School Driveway From North | | | Oxford Street From East | | | Oxford Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 02:00 PM | 2 | 0 | 1 | 0 | 28 | 0 | 14 | 1 | 0 | 46 |
| 02:15 PM | 2 | 1 | 1 | 0 | 27 | 0 | 13 | 0 | 0 | 44 |
| 02:30 PM | 0 | 0 | 2 | 0 | 30 | 1 | 18 | 0 | 0 | 51 |
| 02:45 PM | 0 | 0 | 2 | 0 | 29 | 0 | 18 | 0 | 0 | 49 |
| Total | 4 | 1 | 6 | 0 | 114 | 1 | 63 | 1 | 0 | 190 |
| 03:00 PM | 1 | 0 | 2 | 1 | 43 | 3 | 21 | 0 | 0 | 71 |
| 03:15 PM | 1 | 2 | 4 | 1 | 35 | 1 | 14 | 1 | 0 | 59 |
| 03:30 PM | 3 | 0 | 3 | 0 | 25 | 1 | 20 | 0 | 0 | 52 |
| 03:45 PM | 1 | 0 | 23 | 2 | 31 | 4 | 22 | 1 | 0 | 84 |
| Total | 6 | 2 | 32 | 4 | 134 | 9 | 77 | 2 | 0 | 266 |
| 04:00 PM | 4 | 5 | 2 | 1 | 35 | 5 | 23 | 0 | 1 | 76 |
| 04:15 PM | 1 | 1 | 2 | 0 | 31 | 0 | 24 | 0 | 0 | 59 |
| 04:30 PM | 0 | 0 | 1 | 0 | 22 | 6 | 18 | 1 | 0 | 48 |
| 04:45 PM | 0 | 0 | 1 | 0 | 26 | 0 | 26 | 0 | 1 | 54 |
| Total | 5 | 6 | 6 | 1 | 114 | 11 | 91 | 1 | 2 | 237 |
| 05:00 PM | 0 | 1 | 4 | 0 | 16 | 0 | 14 | 2 | 0 | 37 |
| 05:15 PM | 0 | 2 | 5 | 0 | 25 | 1 | 12 | 1 | 0 | 46 |
| 05:30 PM | 3 | 4 | 4 | 0 | 24 | 1 | 20 | 0 | 0 | 56 |
| 05:45 PM | 1 | 3 | 0 | 3 | 17 | 0 | 21 | 3 | 1 | 49 |
| Total | 4 | 10 | 13 | 3 | 82 | 2 | 67 | 6 | 1 | 188 |
| Grand Total | 19 | 19 | 57 | 8 | 444 | 23 | 298 | 10 | 3 | 881 |
| Apprch % | 20 | 20 | 60 | 1.7 | 93.5 | 4.8 | 95.8 | 3.2 | 1 | |
| Total % | 2.2 | 2.2 | 6.5 | 0.9 | 50.4 | 2.6 | 33.8 | 1.1 | 0.3 | |
| Cars & Peds | 18 | 19 | 57 | 8 | 429 | 22 | 294 | 10 | 3 | 860 |
| % Cars & Peds | 94.7 | 100 | 100 | 100 | 96.6 | 95.7 | 98.7 | 100 | 100 | 97.6 |
| Trucks & Buses | 1 | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 17 |
| % Trucks & Buses | 5.3 | 0 | 0 | 0 | 2.7 | 0 | 1.3 | 0 | 0 | 1.9 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0.7 | 4.3 | 0 | 0 | 0 | 0.5 |

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | |
| 03:00 PM | 1 | 0 | 2 | 3 | 1 | **43** | 3 | **47** | 21 | 0 | 0 | 21 | 71 |
| 03:15 PM | 1 | **2** | 4 | 7 | 1 | 35 | 1 | 37 | 14 | **1** | 0 | 15 | 59 |
| 03:30 PM | **3** | 0 | 3 | 6 | 0 | 25 | 1 | 26 | 20 | 0 | 0 | 20 | 52 |
| 03:45 PM | 1 | 0 | **23** | **24** | **2** | 31 | **4** | 37 | **22** | 1 | 0 | **23** | **84** |
| Total Volume | 6 | 2 | 32 | 40 | 4 | 134 | 9 | 147 | 77 | 2 | 0 | 79 | 266 |
| % App. Total | 15 | 5 | 80 | | 2.7 | 91.2 | 6.1 | | 97.5 | 2.5 | 0 | | |
| PHF | .500 | .250 | .348 | .417 | .500 | .779 | .563 | .782 | .875 | .500 | .000 | .859 | .792 |
| Cars & Peds | 6 | 2 | 32 | 40 | 4 | 131 | 9 | 144 | 75 | 2 | 0 | 77 | 261 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 97.8 | 100 | 98.0 | 97.4 | 100 | 0 | 97.5 | 98.1 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 5 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 2.2 | 0 | 2.0 | 2.6 | 0 | 0 | 2.5 | 1.9 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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*tel (781)587-0086 cell (781)439-4999*

N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844EE
Site Code : 24078
Start Date : 5/21/2024


| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | **4** | **5** | **2** | **11** | **1** | **35** | 5 | **41** | 23 | 0 | **1** | 24 | **76** |
| 04:15 PM | 1 | 1 | 2 | 4 | 0 | 31 | 0 | 31 | 24 | 0 | 0 | 24 | 59 |
| 04:30 PM | 0 | 0 | 1 | 1 | 0 | 22 | **6** | 28 | 18 | **1** | 0 | 19 | 48 |
| 04:45 PM | 0 | 0 | 1 | 1 | 0 | 26 | 0 | 26 | **26** | 0 | 1 | **27** | 54 |
| Total Volume | 5 | 6 | 6 | 17 | 1 | 114 | 11 | 126 | 91 | 1 | 2 | 94 | 237 |
| % App. Total | 29.4 | 35.3 | 35.3 | | 0.8 | 90.5 | 8.7 | | 96.8 | 1.1 | 2.1 | | |
| PHF | .313 | .300 | .750 | .386 | .250 | .814 | .458 | .768 | .875 | .250 | .500 | .870 | .780 |
| Cars & Peds | 4 | 6 | 6 | 16 | 1 | 108 | 10 | 119 | 89 | 1 | 2 | 92 | 227 |
| % Cars & Peds | 80.0 | 100 | 100 | 94.1 | 100 | 94.7 | 90.9 | 94.4 | 97.8 | 100 | 100 | 97.9 | 95.8 |
| Trucks & Buses | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 2 | 0 | 0 | 2 | 9 |
| % Trucks & Buses | 20.0 | 0 | 0 | 5.9 | 0 | 5.3 | 0 | 4.8 | 2.2 | 0 | 0 | 2.1 | 3.8 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 9.1 | 0.8 | 0 | 0 | 0 | 0 | 0.4 |

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E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844EE
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Cars & Peds

| | Mary Fogarty Elementary School Driveway From North | | | Oxford Street From East | | | Oxford Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 02:00 PM | 2 | 0 | 1 | 0 | 27 | 0 | 14 | 1 | 0 | 45 |
| 02:15 PM | 2 | 1 | 1 | 0 | 25 | 0 | 13 | 0 | 0 | 42 |
| 02:30 PM | 0 | 0 | 2 | 0 | 30 | 1 | 18 | 0 | 0 | 51 |
| 02:45 PM | 0 | 0 | 2 | 0 | 28 | 0 | 18 | 0 | 0 | 48 |
| Total | 4 | 1 | 6 | 0 | 110 | 1 | 63 | 1 | 0 | 186 |
| 03:00 PM | 1 | 0 | 2 | 1 | 43 | 3 | 21 | 0 | 0 | 71 |
| 03:15 PM | 1 | 2 | 4 | 1 | 35 | 1 | 14 | 1 | 0 | 59 |
| 03:30 PM | 3 | 0 | 3 | 0 | 24 | 1 | 19 | 0 | 0 | 50 |
| 03:45 PM | 1 | 0 | 23 | 2 | 29 | 4 | 21 | 1 | 0 | 81 |
| Total | 6 | 2 | 32 | 4 | 131 | 9 | 75 | 2 | 0 | 261 |
| 04:00 PM | 3 | 5 | 2 | 1 | 32 | 4 | 23 | 0 | 1 | 71 |
| 04:15 PM | 1 | 1 | 2 | 0 | 29 | 0 | 22 | 0 | 0 | 55 |
| 04:30 PM | 0 | 0 | 1 | 0 | 21 | 6 | 18 | 1 | 0 | 47 |
| 04:45 PM | 0 | 0 | 1 | 0 | 26 | 0 | 26 | 0 | 1 | 54 |
| Total | 4 | 6 | 6 | 1 | 108 | 10 | 89 | 1 | 2 | 227 |
| 05:00 PM | 0 | 1 | 4 | 0 | 15 | 0 | 14 | 2 | 0 | 36 |
| 05:15 PM | 0 | 2 | 5 | 0 | 25 | 1 | 12 | 1 | 0 | 46 |
| 05:30 PM | 3 | 4 | 4 | 0 | 23 | 1 | 20 | 0 | 0 | 55 |
| 05:45 PM | 1 | 3 | 0 | 3 | 17 | 0 | 21 | 3 | 1 | 49 |
| Total | 4 | 10 | 13 | 3 | 80 | 2 | 67 | 6 | 1 | 186 |
| Grand Total | 18 | 19 | 57 | 8 | 429 | 22 | 294 | 10 | 3 | 860 |
| Apprch % | 19.1 | 20.2 | 60.6 | 1.7 | 93.5 | 4.8 | 95.8 | 3.3 | 1 | |
| Total % | 2.1 | 2.2 | 6.6 | 0.9 | 49.9 | 2.6 | 34.2 | 1.2 | 0.3 | |

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | |
| 03:00 PM | 1 | 0 | 2 | 3 | 1 | **43** | 3 | **47** | **21** | 0 | 0 | 21 | 71 |
| 03:15 PM | 1 | **2** | 4 | 7 | 1 | 35 | 1 | 37 | 14 | **1** | 0 | 15 | 59 |
| 03:30 PM | **3** | 0 | 3 | 6 | 0 | 24 | 1 | 25 | 19 | 0 | 0 | 19 | 50 |
| 03:45 PM | 1 | 0 | **23** | **24** | **2** | 29 | **4** | 35 | 21 | 1 | 0 | **22** | **81** |
| Total Volume | 6 | 2 | 32 | 40 | 4 | 131 | 9 | 144 | 75 | 2 | 0 | 77 | 261 |
| % App. Total | 15 | 5 | 80 | | 2.8 | 91 | 6.2 | | 97.4 | 2.6 | 0 | | |
| PHF | .500 | .250 | .348 | .417 | .500 | .762 | .563 | .766 | .893 | .500 | .000 | .875 | .806 |

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N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844EE
Site Code : 24078
Start Date : 5/21/2024


| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | **3** | **5** | **2** | **10** | **1** | **32** | 4 | **37** | 23 | 0 | **1** | 24 | **71** |
| 04:15 PM | 1 | 1 | 2 | 4 | 0 | 29 | 0 | 29 | 22 | 0 | 0 | 22 | 55 |
| 04:30 PM | 0 | 0 | 1 | 1 | 0 | 21 | **6** | 27 | 18 | **1** | 0 | 19 | 47 |
| 04:45 PM | 0 | 0 | 1 | 1 | 0 | 26 | 0 | 26 | **26** | 0 | 1 | **27** | 54 |
| Total Volume | 4 | 6 | 6 | 16 | 1 | 108 | 10 | 119 | 89 | 1 | 2 | 92 | 227 |
| % App. Total | 25 | 37.5 | 37.5 | | 0.8 | 90.8 | 8.4 | | 96.7 | 1.1 | 2.2 | | |
| PHF | .333 | .300 | .750 | .400 | .250 | .844 | .417 | .804 | .856 | .250 | .500 | .852 | .799 |

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E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844EE
Site Code : 24078
Start Date : 5/21/2024


Groups Printed- Trucks & Buses

| | Mary Fogarty Elementary School Driveway From North | | | Oxford Street From East | | | Oxford Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 5 |
| 04:00 PM | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 4 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 9 |
| 05:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 1 | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 17 |
| Apprch % | 100 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | |
| Total % | 5.9 | 0 | 0 | 0 | 70.6 | 0 | 23.5 | 0 | 0 | |

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | **1** | 0 | 0 | **1** | 2 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | 1 | 0 | 0 | 1 | **3** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 5 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .375 | .500 | .000 | .000 | .500 | .417 |

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N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844EE
Site Code : 24078
Start Date : 5/21/2024


| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | **1** | 0 | 0 | **1** | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | **4** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | **2** | 0 | 0 | **2** | 4 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 2 | 0 | 0 | 2 | 9 |
| % App. Total | 100 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .500 | .000 | .500 | .250 | .000 | .000 | .250 | .563 |

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N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844EE
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Mary Fogarty Elementary School Driveway From North | | | Oxford Street From East | | | Oxford Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | Right | Thru | Peds | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 |
| Apprch % | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | |

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | **1** |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .500 |

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City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844EE
Site Code : 24078
Start Date : 5/21/2024


| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | **1** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .250 |

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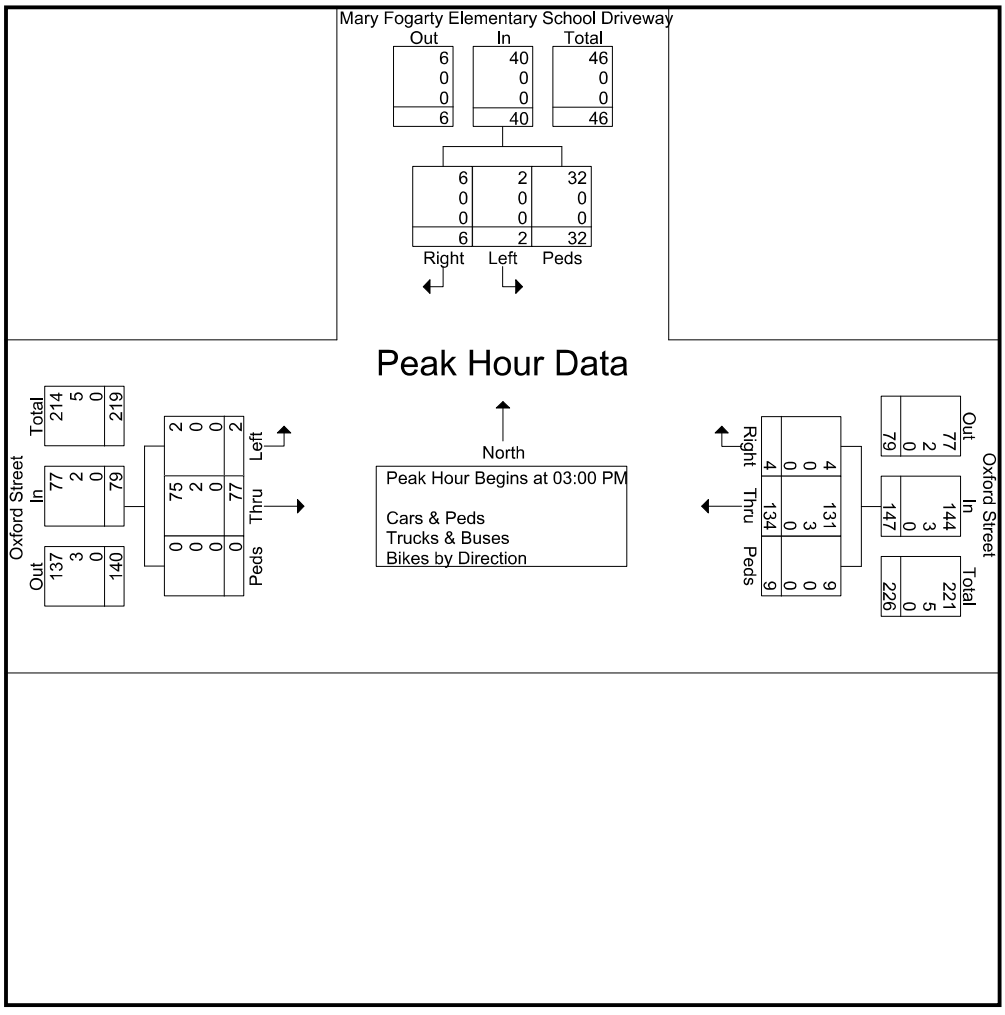
Client: Pare/A. Bennett

File Name : 05844EE
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | |
| 03:00 PM | 1 | 0 | 2 | 3 | 1 | **43** | 3 | **47** | 21 | 0 | 0 | 21 | 71 |
| 03:15 PM | 1 | **2** | 4 | 7 | 1 | 35 | 1 | 37 | 14 | **1** | 0 | 15 | 59 |
| 03:30 PM | **3** | 0 | 3 | 6 | 0 | 25 | 1 | 26 | 20 | 0 | 0 | 20 | 52 |
| 03:45 PM | 1 | 0 | **23** | **24** | **2** | 31 | **4** | 37 | **22** | 1 | 0 | **23** | **84** |
| Total Volume | 6 | 2 | 32 | 40 | 4 | 134 | 9 | 147 | 77 | 2 | 0 | 79 | 266 |
| % App. Total | 15 | 5 | 80 | | 2.7 | 91.2 | 6.1 | | 97.5 | 2.5 | 0 | | |
| PHF | .500 | .250 | .348 | .417 | .500 | .779 | .563 | .782 | .875 | .500 | .000 | .859 | .792 |
| Cars & Peds | 6 | 2 | 32 | 40 | 4 | 131 | 9 | 144 | 75 | 2 | 0 | 77 | 261 |
| % Cars & Peds | 100 | 100 | 100 | 100 | 100 | 97.8 | 100 | 98.0 | 97.4 | 100 | 0 | 97.5 | 98.1 |
| Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 5 |
| % Trucks & Buses | 0 | 0 | 0 | 0 | 0 | 2.2 | 0 | 2.0 | 2.6 | 0 | 0 | 2.5 | 1.9 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

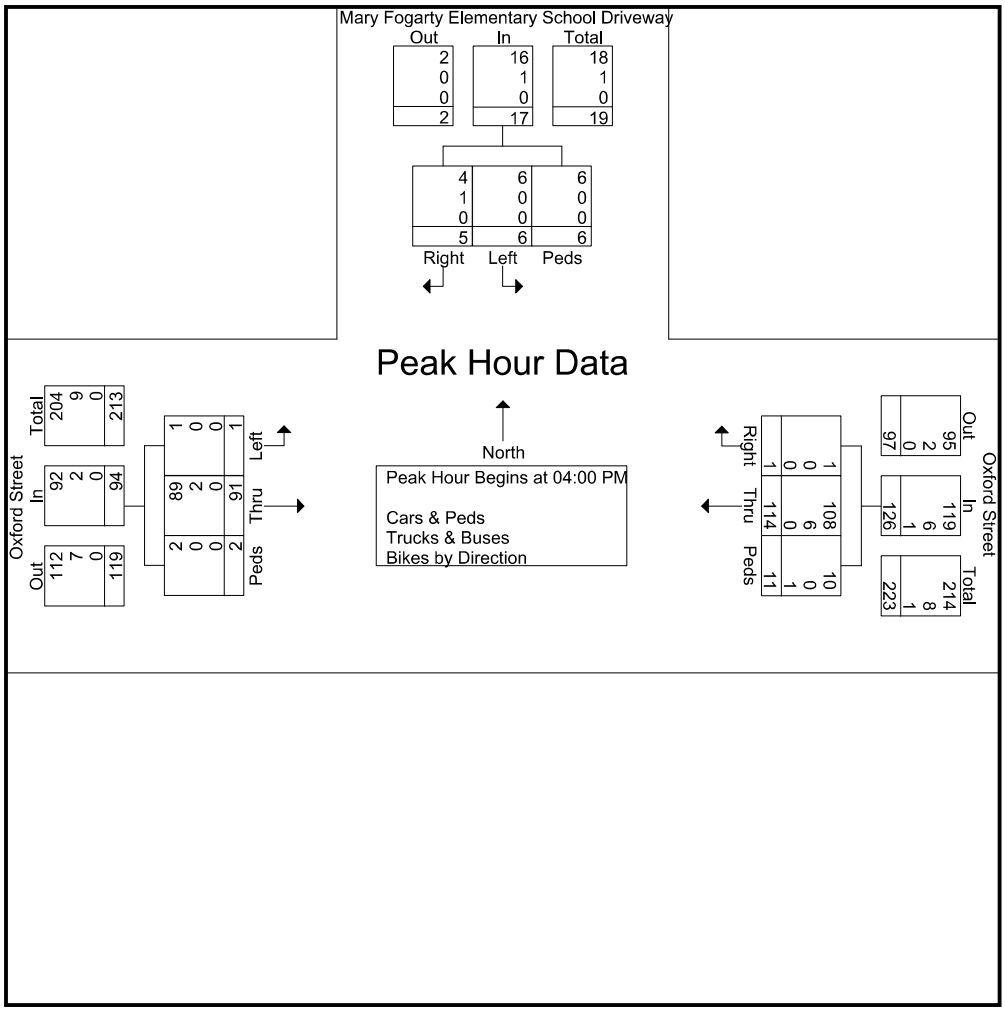


***Transportation Data Corporation***
*Mario Perone, mperone1@verizon.net*
*tel (781)587-0086 cell (781)439-4999*

N: Mary Fogarty Elementary School Drives
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844EE
Site Code : 24078
Start Date : 5/21/2024
Page No : 2

| | Mary Fogarty Elementary School Driveway From North | | | | Oxford Street From East | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | **4** | **5** | **2** | **11** | **1** | **35** | 5 | **41** | 23 | 0 | **1** | 24 | **76** |
| 04:15 PM | 1 | 1 | 2 | 4 | 0 | 31 | 0 | 31 | 24 | 0 | 0 | 24 | 59 |
| 04:30 PM | 0 | 0 | 1 | 1 | 0 | 22 | **6** | 28 | 18 | **1** | 0 | 19 | 48 |
| 04:45 PM | 0 | 0 | 1 | 1 | 0 | 26 | 0 | 26 | **26** | 0 | 1 | **27** | 54 |
| Total Volume | 5 | 6 | 6 | 17 | 1 | 114 | 11 | 126 | 91 | 1 | 2 | 94 | 237 |
| % App. Total | 29.4 | 35.3 | 35.3 | | 0.8 | 90.5 | 8.7 | | 96.8 | 1.1 | 2.1 | | |
| PHF | .313 | .300 | .750 | .386 | .250 | .814 | .458 | .768 | .875 | .250 | .500 | .870 | .780 |
| Cars & Peds | 4 | 6 | 6 | 16 | 1 | 108 | 10 | 119 | 89 | 1 | 2 | 92 | 227 |
| % Cars & Peds | 80.0 | 100 | 100 | 94.1 | 100 | 94.7 | 90.9 | 94.4 | 97.8 | 100 | 100 | 97.9 | 95.8 |
| Trucks & Buses | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 6 | 2 | 0 | 0 | 2 | 9 |
| % Trucks & Buses | 20.0 | 0 | 0 | 5.9 | 0 | 5.3 | 0 | 4.8 | 2.2 | 0 | 0 | 2.1 | 3.8 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 9.1 | 0.8 | 0 | 0 | 0 | 0 | 0.4 |



**_Transportation Data Corporation_**
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N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844FF
Site Code : 24078
Start Date : 5/21/2024


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

| | Ocean Street From North | | | Ocean Street From South | | | Mary Fogarty Elementary School Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 02:00 PM | 0 | 17 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 27 |
| 02:15 PM | 0 | 4 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 17 |
| 02:30 PM | 0 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 02:45 PM | 0 | 22 | 0 | 12 | 0 | 0 | 0 | 1 | 3 | 38 |
| Total | 0 | 58 | 0 | 38 | 1 | 0 | 0 | 1 | 3 | 101 |
| 03:00 PM | 0 | 33 | 2 | 25 | 1 | 0 | 1 | 0 | 7 | 69 |
| 03:15 PM | 0 | 36 | 0 | 15 | 0 | 0 | 0 | 0 | 2 | 53 |
| 03:30 PM | 0 | 32 | 0 | 27 | 0 | 0 | 1 | 0 | 4 | 64 |
| 03:45 PM | 1 | 60 | 0 | 16 | 0 | 0 | 0 | 1 | 5 | 83 |
| Total | 1 | 161 | 2 | 83 | 1 | 0 | 2 | 1 | 18 | 269 |
| 04:00 PM | 1 | 54 | 0 | 24 | 0 | 0 | 15 | 6 | 0 | 100 |
| 04:15 PM | 0 | 36 | 0 | 25 | 0 | 1 | 1 | 1 | 1 | 65 |
| 04:30 PM | 0 | 41 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 59 |
| 04:45 PM | 1 | 32 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 43 |
| Total | 2 | 163 | 0 | 76 | 0 | 1 | 17 | 7 | 1 | 267 |
| 05:00 PM | 0 | 23 | 0 | 9 | 0 | 0 | 2 | 2 | 0 | 36 |
| 05:15 PM | 0 | 17 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 28 |
| 05:30 PM | 0 | 18 | 0 | 10 | 0 | 0 | 3 | 1 | 0 | 32 |
| 05:45 PM | 0 | 13 | 0 | 18 | 0 | 0 | 1 | 0 | 1 | 33 |
| Total | 0 | 71 | 0 | 48 | 0 | 0 | 6 | 3 | 1 | 129 |
| Grand Total | 3 | 453 | 2 | 245 | 2 | 1 | 25 | 12 | 23 | 766 |
| Apprch % | 0.7 | 98.9 | 0.4 | 98.8 | 0.8 | 0.4 | 41.7 | 20 | 38.3 | |
| Total % | 0.4 | 59.1 | 0.3 | 32 | 0.3 | 0.1 | 3.3 | 1.6 | 3 | |
| Cars & Peds | 3 | 433 | 2 | 238 | 2 | 1 | 25 | 12 | 23 | 739 |
| % Cars & Peds | 100 | 95.6 | 100 | 97.1 | 100 | 100 | 100 | 100 | 100 | 96.5 |
| Trucks & Buses | 0 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| % Trucks & Buses | 0 | 4.4 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Bikes by Direction | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| % Bikes by Direction | 0 | 0 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0.5 |

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | |
| 03:00 PM | 0 | 33 | **2** | 35 | 25 | **1** | 0 | 26 | **1** | 0 | **7** | **8** | 69 |
| 03:15 PM | 0 | 36 | 0 | 36 | 15 | 0 | 0 | 15 | 0 | 0 | 2 | 2 | 53 |
| 03:30 PM | 0 | 32 | 0 | 32 | **27** | 0 | 0 | **27** | 1 | 0 | 4 | 5 | 64 |
| 03:45 PM | **1** | **60** | 0 | **61** | 16 | 0 | 0 | 16 | 0 | **1** | 5 | 6 | **83** |
| Total Volume | 1 | 161 | 2 | 164 | 83 | 1 | 0 | 84 | 2 | 1 | 18 | 21 | 269 |
| % App. Total | 0.6 | 98.2 | 1.2 | | 98.8 | 1.2 | 0 | | 9.5 | 4.8 | 85.7 | | |
| PHF | .250 | .671 | .250 | .672 | .769 | .250 | .000 | .778 | .500 | .250 | .643 | .656 | .810 |
| Cars & Peds | 1 | 151 | 2 | 154 | 83 | 1 | 0 | 84 | 2 | 1 | 18 | 21 | 259 |
| % Cars & Peds | 100 | 93.8 | 100 | 93.9 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 96.3 |
| Trucks & Buses | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| % Trucks & Buses | 0 | 6.2 | 0 | 6.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.7 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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*tel (781)587-0086 cell (781)439-4999*

N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844FF
Site Code : 24078
Start Date : 5/21/2024


| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | **1** | **54** | 0 | **55** | 24 | 0 | 0 | 24 | **15** | **6** | 0 | **21** | **100** |
| 04:15 PM | 0 | 36 | 0 | 36 | **25** | 0 | **1** | **26** | 1 | 1 | **1** | 3 | 65 |
| 04:30 PM | 0 | 41 | 0 | 41 | 17 | 0 | 0 | 17 | 1 | 0 | 0 | 1 | 59 |
| 04:45 PM | 1 | 32 | 0 | 33 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 43 |
| Total Volume | 2 | 163 | 0 | 165 | 76 | 0 | 1 | 77 | 17 | 7 | 1 | 25 | 267 |
| % App. Total | 1.2 | 98.8 | 0 | | 98.7 | 0 | 1.3 | | 68 | 28 | 4 | | |
| PHF | .500 | .755 | .000 | .750 | .760 | .000 | .250 | .740 | .283 | .292 | .250 | .298 | .668 |
| Cars & Peds | 2 | 155 | 0 | 157 | 70 | 0 | 1 | 71 | 17 | 7 | 1 | 25 | 253 |
| % Cars & Peds | 100 | 95.1 | 0 | 95.2 | 92.1 | 0 | 100 | 92.2 | 100 | 100 | 100 | 100 | 94.8 |
| Trucks & Buses | 0 | 8 | 0 | 8 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| % Trucks & Buses | 0 | 4.9 | 0 | 4.8 | 2.6 | 0 | 0 | 2.6 | 0 | 0 | 0 | 0 | 3.7 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 5.3 | 0 | 0 | 5.2 | 0 | 0 | 0 | 0 | 1.5 |

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N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844FF
Site Code : 24078
Start Date : 5/21/2024


Groups Printed- Cars & Peds

| | Ocean Street From North | | | Ocean Street From South | | | Mary Fogarty Elementary School Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 02:00 PM | 0 | 16 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 26 |
| 02:15 PM | 0 | 4 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 17 |
| 02:30 PM | 0 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 02:45 PM | 0 | 22 | 0 | 11 | 0 | 0 | 0 | 1 | 3 | 37 |
| Total | 0 | 57 | 0 | 37 | 1 | 0 | 0 | 1 | 3 | 99 |
| 03:00 PM | 0 | 33 | 2 | 25 | 1 | 0 | 1 | 0 | 7 | 69 |
| 03:15 PM | 0 | 33 | 0 | 15 | 0 | 0 | 0 | 0 | 2 | 50 |
| 03:30 PM | 0 | 29 | 0 | 27 | 0 | 0 | 1 | 0 | 4 | 61 |
| 03:45 PM | 1 | 56 | 0 | 16 | 0 | 0 | 0 | 1 | 5 | 79 |
| Total | 1 | 151 | 2 | 83 | 1 | 0 | 2 | 1 | 18 | 259 |
| 04:00 PM | 1 | 52 | 0 | 22 | 0 | 0 | 15 | 6 | 0 | 96 |
| 04:15 PM | 0 | 31 | 0 | 23 | 0 | 1 | 1 | 1 | 1 | 58 |
| 04:30 PM | 0 | 40 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 57 |
| 04:45 PM | 1 | 32 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 42 |
| Total | 2 | 155 | 0 | 70 | 0 | 1 | 17 | 7 | 1 | 253 |
| 05:00 PM | 0 | 22 | 0 | 9 | 0 | 0 | 2 | 2 | 0 | 35 |
| 05:15 PM | 0 | 17 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 28 |
| 05:30 PM | 0 | 18 | 0 | 10 | 0 | 0 | 3 | 1 | 0 | 32 |
| 05:45 PM | 0 | 13 | 0 | 18 | 0 | 0 | 1 | 0 | 1 | 33 |
| Total | 0 | 70 | 0 | 48 | 0 | 0 | 6 | 3 | 1 | 128 |
| Grand Total | 3 | 433 | 2 | 238 | 2 | 1 | 25 | 12 | 23 | 739 |
| Apprch % | 0.7 | 98.9 | 0.5 | 98.8 | 0.8 | 0.4 | 41.7 | 20 | 38.3 | |
| Total % | 0.4 | 58.6 | 0.3 | 32.2 | 0.3 | 0.1 | 3.4 | 1.6 | 3.1 | |

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | |
| 03:00 PM | 0 | 33 | **2** | 35 | 25 | **1** | 0 | 26 | **1** | 0 | **7** | **8** | 69 |
| 03:15 PM | 0 | 33 | 0 | 33 | 15 | 0 | 0 | 15 | 0 | 0 | 2 | 2 | 50 |
| 03:30 PM | 0 | 29 | 0 | 29 | **27** | 0 | 0 | **27** | 1 | 0 | 4 | 5 | 61 |
| 03:45 PM | **1** | **56** | 0 | **57** | 16 | 0 | 0 | 16 | 0 | **1** | 5 | 6 | **79** |
| Total Volume | 1 | 151 | 2 | 154 | 83 | 1 | 0 | 84 | 2 | 1 | 18 | 21 | 259 |
| % App. Total | 0.6 | 98.1 | 1.3 | | 98.8 | 1.2 | 0 | | 9.5 | 4.8 | 85.7 | | |
| PHF | .250 | .674 | .250 | .675 | .769 | .250 | .000 | .778 | .500 | .250 | .643 | .656 | .820 |

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N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844FF
Site Code : 24078
Start Date : 5/21/2024


| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | **1** | **52** | 0 | **53** | 22 | 0 | 0 | 22 | **15** | **6** | 0 | **21** | **96** |
| 04:15 PM | 0 | 31 | 0 | 31 | **23** | 0 | **1** | **24** | 1 | 1 | **1** | 3 | 58 |
| 04:30 PM | 0 | 40 | 0 | 40 | 16 | 0 | 0 | 16 | 1 | 0 | 0 | 1 | 57 |
| 04:45 PM | 1 | 32 | 0 | 33 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 42 |
| Total Volume | 2 | 155 | 0 | 157 | 70 | 0 | 1 | 71 | 17 | 7 | 1 | 25 | 253 |
| % App. Total | 1.3 | 98.7 | 0 | | 98.6 | 0 | 1.4 | | 68 | 28 | 4 | | |
| PHF | .500 | .745 | .000 | .741 | .761 | .000 | .250 | .740 | .283 | .292 | .250 | .298 | .659 |

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N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844FF
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Ocean Street From North | | | Ocean Street From South | | | Mary Fogarty Elementary School Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 02:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 PM | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:00 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 20 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 23 |
| Apprch % | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 87 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | |

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 PM | 0 | **4** | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| Total Volume | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .625 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .625 |

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N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844FF
Site Code : 24078
Start Date : 5/21/2024


| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | 0 | 2 | 0 | 2 | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | **5** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 8 | 0 | 8 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .400 | .000 | .400 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .500 |

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N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844FF
Site Code : 24078
Start Date : 5/21/2024


Groups Printed- Bikes by Direction

| | Ocean Street From North | | | Ocean Street From South | | | Mary Fogarty Elementary School Driveway From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Apprch % | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | | | | |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

***Transportation Data Corporation***
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*tel (781)587-0086 cell (781)439-4999*

N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844FF
Site Code : 24078
Start Date : 5/21/2024


| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | **2** |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| % App. Total | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .500 |

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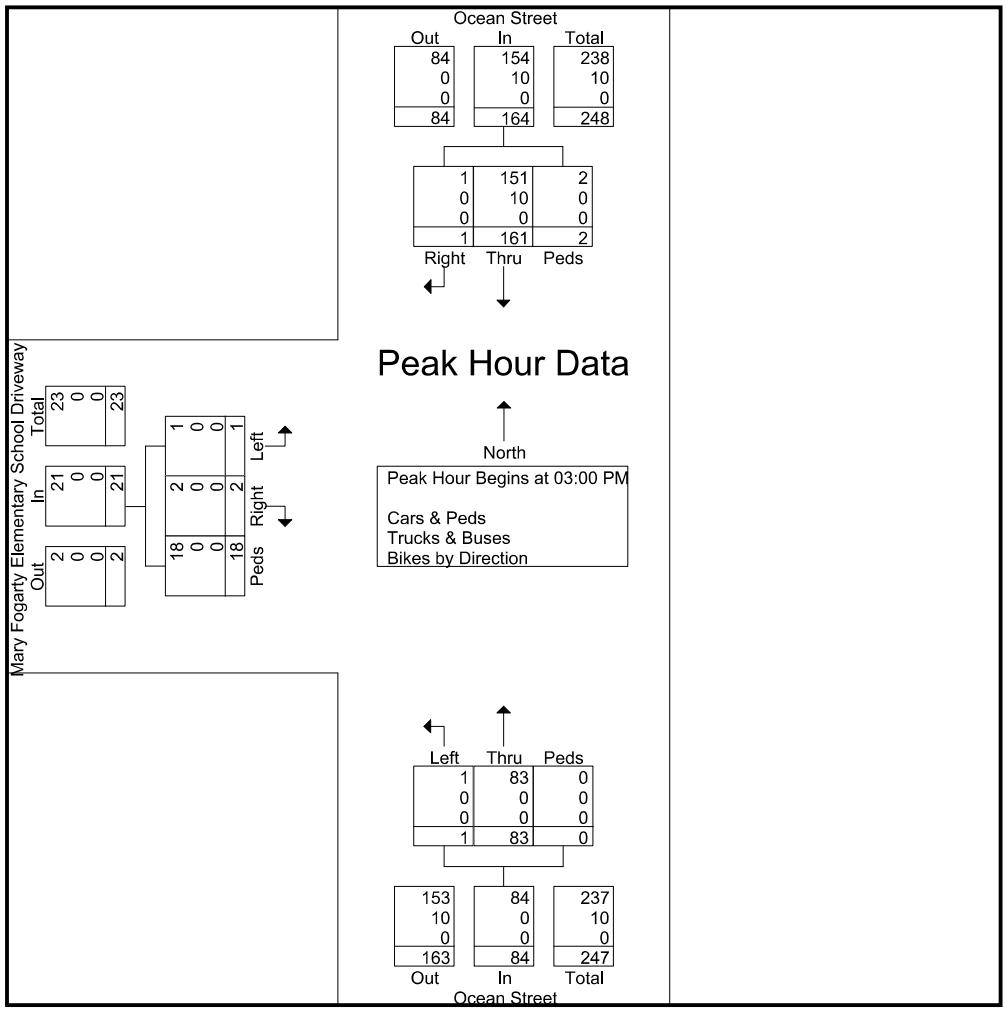
N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844FF
Site Code : 24078
Start Date : 5/21/2024
Page No : 1

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | |
| 03:00 PM | 0 | 33 | **2** | 35 | 25 | **1** | 0 | 26 | **1** | 0 | **7** | **8** | 69 |
| 03:15 PM | 0 | 36 | 0 | 36 | 15 | 0 | 0 | 15 | 0 | 0 | 2 | 2 | 53 |
| 03:30 PM | 0 | 32 | 0 | 32 | **27** | 0 | 0 | **27** | 1 | 0 | 4 | 5 | 64 |
| 03:45 PM | **1** | **60** | 0 | **61** | 16 | 0 | 0 | 16 | 0 | **1** | 5 | 6 | **83** |
| Total Volume | 1 | 161 | 2 | 164 | 83 | 1 | 0 | 84 | 2 | 1 | 18 | 21 | 269 |
| % App. Total | 0.6 | 98.2 | 1.2 | | 98.8 | 1.2 | 0 | | 9.5 | 4.8 | 85.7 | | |
| PHF | .250 | .671 | .250 | .672 | .769 | .250 | .000 | .778 | .500 | .250 | .643 | .656 | .810 |
| Cars & Peds | 1 | 151 | 2 | 154 | 83 | 1 | 0 | 84 | 2 | 1 | 18 | 21 | 259 |
| % Cars & Peds | 100 | 93.8 | 100 | 93.9 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 96.3 |
| Trucks & Buses | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| % Trucks & Buses | 0 | 6.2 | 0 | 6.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.7 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



# *Transportation Data Corporation*

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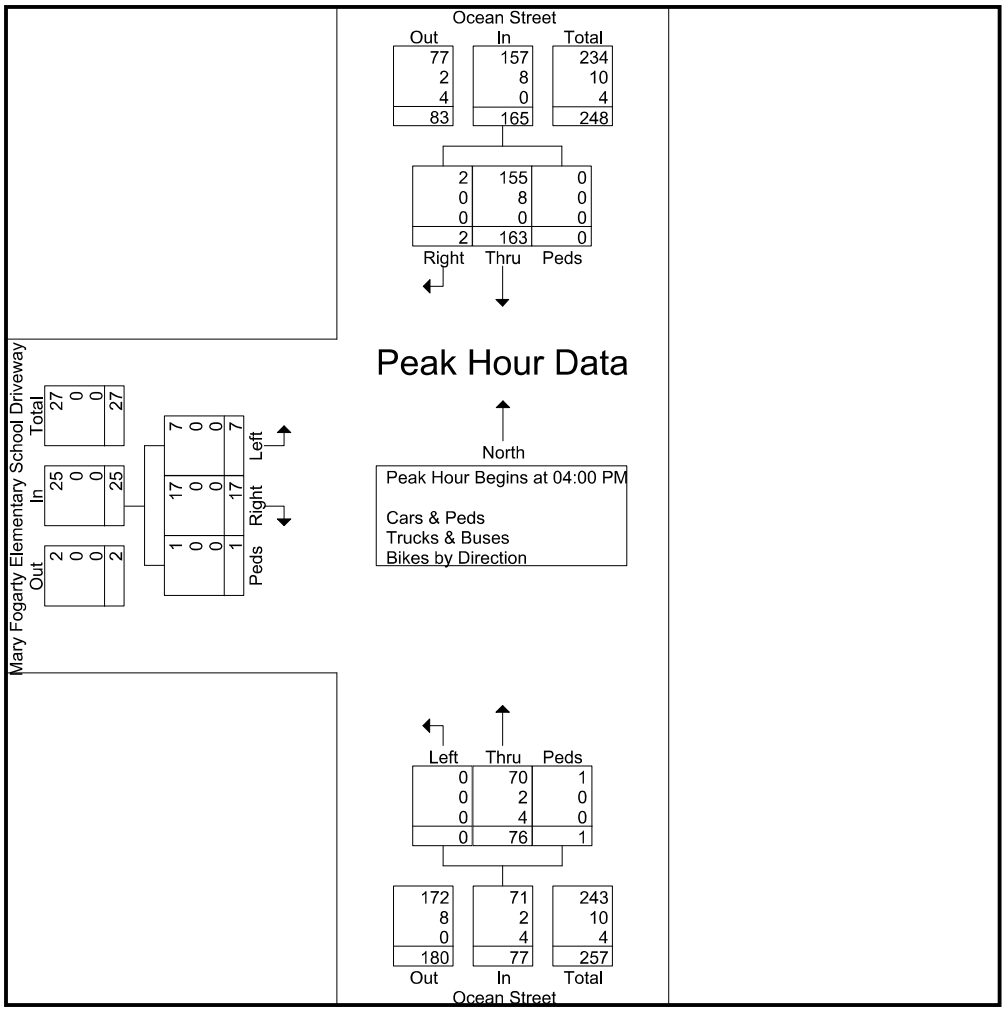
N/S: Ocean Street
W: Mary Fogarty Elementary School Drive
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844FF
Site Code : 24078
Start Date : 5/21/2024
Page No : 2

| | Ocean Street From North | | | | Ocean Street From South | | | | Mary Fogarty Elementary School Driveway From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | |
| 04:00 PM | **1** | **54** | 0 | **55** | 24 | 0 | 0 | 24 | **15** | **6** | 0 | **21** | **100** |
| 04:15 PM | 0 | 36 | 0 | 36 | **25** | 0 | **1** | **26** | 1 | 1 | **1** | 3 | 65 |
| 04:30 PM | 0 | 41 | 0 | 41 | 17 | 0 | 0 | 17 | 1 | 0 | 0 | 1 | 59 |
| 04:45 PM | 1 | 32 | 0 | 33 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 43 |
| Total Volume | 2 | 163 | 0 | 165 | 76 | 0 | 1 | 77 | 17 | 7 | 1 | 25 | 267 |
| % App. Total | 1.2 | 98.8 | 0 | | 98.7 | 0 | 1.3 | | 68 | 28 | 4 | | |
| PHF | .500 | .755 | .000 | .750 | .760 | .000 | .250 | .740 | .283 | .292 | .250 | .298 | .668 |
| Cars & Peds | 2 | 155 | 0 | 157 | 70 | 0 | 1 | 71 | 17 | 7 | 1 | 25 | 253 |
| % Cars & Peds | 100 | 95.1 | 0 | 95.2 | 92.1 | 0 | 100 | 92.2 | 100 | 100 | 100 | 100 | 94.8 |
| Trucks & Buses | 0 | 8 | 0 | 8 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| % Trucks & Buses | 0 | 4.9 | 0 | 4.8 | 2.6 | 0 | 0 | 2.6 | 0 | 0 | 0 | 0 | 3.7 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 5.3 | 0 | 0 | 5.2 | 0 | 0 | 0 | 0 | 1.5 |



**_Transportation Data Corporation_**
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_tel (781)587-0086 cell (781)439-4999_

N/S: Prairie Avenue
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844GG
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

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

| | Prairie Avenue From North | | | | Oxford Street From East | | | | Prairie Avenue From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 6 | 46 | 5 | 2 | 1 | 1 | 0 | 1 | 2 | 53 | 11 | 1 | 7 | 0 | 9 | 4 | 149 |
| 02:15 PM | 6 | 45 | 7 | 0 | 1 | 2 | 0 | 2 | 2 | 62 | 10 | 0 | 9 | 1 | 12 | 1 | 160 |
| 02:30 PM | 5 | 41 | 3 | 3 | 3 | 0 | 1 | 1 | 3 | 64 | 10 | 0 | 9 | 2 | 11 | 2 | 158 |
| 02:45 PM | 6 | 67 | 7 | 0 | 0 | 1 | 3 | 1 | 2 | 77 | 8 | 0 | 13 | 6 | 14 | 0 | 205 |
| Total | 23 | 199 | 22 | 5 | 5 | 4 | 4 | 5 | 9 | 256 | 39 | 1 | 38 | 9 | 46 | 7 | 672 |
| 03:00 PM | 5 | 64 | 4 | 7 | 0 | 4 | 0 | 25 | 1 | 72 | 16 | 5 | 15 | 8 | 16 | 2 | 244 |
| 03:15 PM | 10 | 75 | 8 | 1 | 2 | 1 | 1 | 6 | 6 | 82 | 16 | 0 | 8 | 7 | 18 | 3 | 244 |
| 03:30 PM | 7 | 59 | 5 | 4 | 1 | 1 | 0 | 6 | 4 | 56 | 11 | 5 | 16 | 8 | 16 | 4 | 203 |
| 03:45 PM | 6 | 63 | 7 | 11 | 1 | 3 | 0 | 2 | 3 | 69 | 19 | 9 | 18 | 3 | 15 | 5 | 234 |
| Total | 28 | 261 | 24 | 23 | 4 | 9 | 1 | 39 | 14 | 279 | 62 | 19 | 57 | 26 | 65 | 14 | 925 |
| 04:00 PM | 5 | 68 | 4 | 4 | 2 | 6 | 1 | 6 | 7 | 72 | 10 | 3 | 12 | 7 | 12 | 2 | 221 |
| 04:15 PM | 11 | 64 | 10 | 1 | 1 | 3 | 1 | 1 | 6 | 50 | 17 | 0 | 13 | 3 | 15 | 5 | 201 |
| 04:30 PM | 7 | 66 | 2 | 4 | 2 | 2 | 4 | 1 | 2 | 78 | 11 | 0 | 7 | 4 | 16 | 3 | 209 |
| 04:45 PM | 12 | 75 | 3 | 3 | 1 | 3 | 3 | 1 | 3 | 67 | 10 | 1 | 10 | 3 | 12 | 3 | 210 |
| Total | 35 | 273 | 19 | 12 | 6 | 14 | 9 | 9 | 18 | 267 | 48 | 4 | 42 | 17 | 55 | 13 | 841 |
| 05:00 PM | 8 | 64 | 2 | 0 | 2 | 1 | 1 | 3 | 5 | 79 | 17 | 0 | 9 | 6 | 16 | 9 | 222 |
| 05:15 PM | 16 | 55 | 8 | 2 | 1 | 2 | 2 | 0 | 6 | 68 | 10 | 0 | 15 | 8 | 13 | 2 | 208 |
| 05:30 PM | 6 | 57 | 4 | 6 | 1 | 3 | 2 | 2 | 5 | 58 | 9 | 0 | 11 | 7 | 10 | 1 | 182 |
| 05:45 PM | 11 | 43 | 3 | 3 | 3 | 5 | 4 | 7 | 2 | 60 | 18 | 2 | 7 | 9 | 12 | 2 | 191 |
| Total | 41 | 219 | 17 | 11 | 7 | 11 | 9 | 12 | 18 | 265 | 54 | 2 | 42 | 30 | 51 | 14 | 803 |
| Grand Total | 127 | 952 | 82 | 51 | 22 | 38 | 23 | 65 | 59 | 1067 | 203 | 26 | 179 | 82 | 217 | 48 | 3241 |
| Apprch % | 10.5 | 78.5 | 6.8 | 4.2 | 14.9 | 25.7 | 15.5 | 43.9 | 4.4 | 78.7 | 15 | 1.9 | 34 | 15.6 | 41.3 | 9.1 | |
| Total % | 3.9 | 29.4 | 2.5 | 1.6 | 0.7 | 1.2 | 0.7 | 2 | 1.8 | 32.9 | 6.3 | 0.8 | 5.5 | 2.5 | 6.7 | 1.5 | |
| Cars & Peds | 123 | 936 | 81 | 51 | 21 | 32 | 22 | 65 | 58 | 1043 | 200 | 26 | 176 | 78 | 215 | 48 | 3175 |
| % Cars & Peds | 96.9 | 98.3 | 98.8 | 100 | 95.5 | 84.2 | 95.7 | 100 | 98.3 | 97.8 | 98.5 | 100 | 98.3 | 95.1 | 99.1 | 100 | 98 |
| Trucks & Buses | 3 | 11 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 18 | 2 | 0 | 3 | 0 | 2 | 0 | 43 |
| % Trucks & Buses | 2.4 | 1.2 | 1.2 | 0 | 4.5 | 2.6 | 4.3 | 0 | 0 | 1.7 | 1 | 0 | 1.7 | 0 | 0.9 | 0 | 1.3 |
| Bikes by Direction | 1 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 4 | 0 | 0 | 23 |
| % Bikes by Direction | 0.8 | 0.5 | 0 | 0 | 0 | 13.2 | 0 | 0 | 1.7 | 0.6 | 0.5 | 0 | 0 | 4.9 | 0 | 0 | 0.7 |

| | Prairie Avenue From North | | | | | Oxford Street From East | | | | | Prairie Avenue From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 5 | 64 | 4 | 7 | 80 | 0 | **4** | 0 | **25** | **29** | 1 | 72 | 16 | 5 | 94 | 15 | **8** | 16 | 2 | 41 | **244** |
| 03:15 PM | **10** | **75** | **8** | 1 | **94** | **2** | 1 | **1** | 6 | 10 | **6** | **82** | 16 | 0 | **104** | 8 | 7 | **18** | 3 | 36 | 244 |
| 03:30 PM | 7 | 59 | 5 | 4 | 75 | 1 | 1 | 0 | 6 | 8 | 4 | 56 | 11 | 5 | 76 | 16 | 8 | 16 | 4 | **44** | 203 |
| 03:45 PM | 6 | 63 | 7 | **11** | 87 | 1 | 3 | 0 | 2 | 6 | 3 | 69 | **19** | **9** | 100 | **18** | 3 | 15 | **5** | 41 | 234 |
| Total Volume | 28 | 261 | 24 | 23 | 336 | 4 | 9 | 1 | 39 | 53 | 14 | 279 | 62 | 19 | 374 | 57 | 26 | 65 | 14 | 162 | 925 |
| % App. Total | 8.3 | 77.7 | 7.1 | 6.8 | | 7.5 | 17 | 1.9 | 73.6 | | 3.7 | 74.6 | 16.6 | 5.1 | | 35.2 | 16 | 40.1 | 8.6 | | |
| PHF | .700 | .870 | .750 | .523 | .894 | .500 | .563 | .250 | .390 | .457 | .583 | .851 | .816 | .528 | .899 | .792 | .813 | .903 | .700 | .920 | .948 |
| Cars & Peds | 26 | 256 | 23 | 23 | 328 | 3 | 6 | 1 | 39 | 49 | 14 | 273 | 60 | 19 | 366 | 55 | 24 | 65 | 14 | 158 | 901 |
| % Cars & Peds | 92.9 | 98.1 | 95.8 | 100 | 97.6 | 75.0 | 66.7 | 100 | 100 | 92.5 | 100 | 97.8 | 96.8 | 100 | 97.9 | 96.5 | 92.3 | 100 | 100 | 97.5 | 97.4 |
| Trucks & Buses | 1 | 4 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 16 |
| % Trucks & Buses | 3.6 | 1.5 | 4.2 | 0 | 1.8 | 25.0 | 0 | 0 | 0 | 1.9 | 0 | 1.8 | 3.2 | 0 | 1.9 | 3.5 | 0 | 0 | 0 | 1.2 | 1.7 |
| Bikes by Direction | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 8 |
| % Bikes by Direction | 3.6 | 0.4 | 0 | 0 | 0.6 | 0 | 33.3 | 0 | 0 | 5.7 | 0 | 0.4 | 0 | 0 | 0.3 | 0 | 7.7 | 0 | 0 | 1.2 | 0.9 |

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N/S: Prairie Avenue
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844GG
Site Code : 24078
Start Date : 6/11/2024


Groups Printed- Cars & Peds

| | Prairie Avenue From North | | | | Oxford Street From East | | | | Prairie Avenue From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 6 | 46 | 5 | 2 | 1 | 0 | 0 | 1 | 2 | 53 | 11 | 1 | 7 | 0 | 8 | 4 | 147 |
| 02:15 PM | 6 | 43 | 7 | 0 | 1 | 1 | 0 | 2 | 2 | 60 | 10 | 0 | 9 | 1 | 12 | 1 | 155 |
| 02:30 PM | 5 | 41 | 3 | 3 | 3 | 0 | 1 | 1 | 3 | 62 | 10 | 0 | 8 | 2 | 10 | 2 | 154 |
| 02:45 PM | 6 | 66 | 7 | 0 | 0 | 1 | 3 | 1 | 2 | 75 | 8 | 0 | 13 | 6 | 14 | 0 | 202 |
| Total | 23 | 196 | 22 | 5 | 5 | 2 | 4 | 5 | 9 | 250 | 39 | 1 | 37 | 9 | 44 | 7 | 658 |
| 03:00 PM | 5 | 63 | 4 | 7 | 0 | 2 | 0 | 25 | 1 | 70 | 16 | 5 | 14 | 8 | 16 | 2 | 238 |
| 03:15 PM | 9 | 73 | 8 | 1 | 2 | 1 | 1 | 6 | 6 | 79 | 15 | 0 | 8 | 6 | 18 | 3 | 236 |
| 03:30 PM | 6 | 58 | 4 | 4 | 1 | 1 | 0 | 6 | 4 | 56 | 10 | 5 | 16 | 7 | 16 | 4 | 198 |
| 03:45 PM | 6 | 62 | 7 | 11 | 0 | 2 | 0 | 2 | 3 | 68 | 19 | 9 | 17 | 3 | 15 | 5 | 229 |
| Total | 26 | 256 | 23 | 23 | 3 | 6 | 1 | 39 | 14 | 273 | 60 | 19 | 55 | 24 | 65 | 14 | 901 |
| 04:00 PM | 5 | 66 | 4 | 4 | 2 | 6 | 1 | 6 | 6 | 69 | 10 | 3 | 12 | 7 | 12 | 2 | 215 |
| 04:15 PM | 11 | 63 | 10 | 1 | 1 | 3 | 1 | 1 | 6 | 49 | 17 | 0 | 13 | 3 | 15 | 5 | 199 |
| 04:30 PM | 7 | 65 | 2 | 4 | 2 | 1 | 4 | 1 | 2 | 77 | 11 | 0 | 7 | 3 | 16 | 3 | 205 |
| 04:45 PM | 12 | 74 | 3 | 3 | 1 | 3 | 3 | 1 | 3 | 65 | 10 | 1 | 10 | 3 | 12 | 3 | 207 |
| Total | 35 | 268 | 19 | 12 | 6 | 13 | 9 | 9 | 17 | 260 | 48 | 4 | 42 | 16 | 55 | 13 | 826 |
| 05:00 PM | 8 | 64 | 2 | 0 | 2 | 1 | 1 | 3 | 5 | 78 | 17 | 0 | 9 | 6 | 16 | 9 | 221 |
| 05:15 PM | 14 | 54 | 8 | 2 | 1 | 2 | 2 | 0 | 6 | 66 | 10 | 0 | 15 | 8 | 13 | 2 | 203 |
| 05:30 PM | 6 | 56 | 4 | 6 | 1 | 3 | 2 | 2 | 5 | 58 | 8 | 0 | 11 | 6 | 10 | 1 | 179 |
| 05:45 PM | 11 | 42 | 3 | 3 | 3 | 5 | 3 | 7 | 2 | 58 | 18 | 2 | 7 | 9 | 12 | 2 | 187 |
| Total | 39 | 216 | 17 | 11 | 7 | 11 | 8 | 12 | 18 | 260 | 53 | 2 | 42 | 29 | 51 | 14 | 790 |
| Grand Total | 123 | 936 | 81 | 51 | 21 | 32 | 22 | 65 | 58 | 1043 | 200 | 26 | 176 | 78 | 215 | 48 | 3175 |
| Apprch % | 10.3 | 78.6 | 6.8 | 4.3 | 15 | 22.9 | 15.7 | 46.4 | 4.4 | 78.6 | 15.1 | 2 | 34 | 15.1 | 41.6 | 9.3 | |
| Total % | 3.9 | 29.5 | 2.6 | 1.6 | 0.7 | 1 | 0.7 | 2 | 1.8 | 32.9 | 6.3 | 0.8 | 5.5 | 2.5 | 6.8 | 1.5 | |

| | Prairie Avenue From North | | | | | Oxford Street From East | | | | | Prairie Avenue From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 5 | 63 | 4 | 7 | 79 | 0 | **2** | 0 | **25** | **27** | 1 | 70 | 16 | 5 | 92 | 14 | **8** | 16 | 2 | 40 | **238** |
| 03:15 PM | **9** | **73** | **8** | 1 | **91** | **2** | 1 | **1** | 6 | 10 | **6** | **79** | 15 | 0 | **100** | 8 | 6 | **18** | 3 | 35 | 236 |
| 03:30 PM | 6 | 58 | 4 | 4 | 72 | 1 | 1 | 0 | 6 | 8 | 4 | 56 | 10 | 5 | 75 | 16 | 7 | 16 | 4 | **43** | 198 |
| 03:45 PM | 6 | 62 | 7 | **11** | 86 | 0 | 2 | 0 | 2 | 4 | 3 | 68 | **19** | **9** | 99 | **17** | 3 | 15 | **5** | 40 | 229 |
| Total Volume | 26 | 256 | 23 | 23 | 328 | 3 | 6 | 1 | 39 | 49 | 14 | 273 | 60 | 19 | 366 | 55 | 24 | 65 | 14 | 158 | 901 |
| % App. Total | 7.9 | 78 | 7 | 7 | | 6.1 | 12.2 | 2 | 79.6 | | 3.8 | 74.6 | 16.4 | 5.2 | | 34.8 | 15.2 | 41.1 | 8.9 | | |
| PHF | .722 | .877 | .719 | .523 | .901 | .375 | .750 | .250 | .390 | .454 | .583 | .864 | .789 | .528 | .915 | .809 | .750 | .903 | .700 | .919 | .946 |

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N/S: Prairie Avenue
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844GG
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Prairie Avenue From North | | | | Oxford Street From East | | | | Prairie Avenue From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 02:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 4 |
| 02:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 2 | 0 | 12 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 03:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:30 PM | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| Total | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 16 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Grand Total | 3 | 11 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 18 | 2 | 0 | 3 | 0 | 2 | 0 | 43 |
| Apprch % | 20 | 73.3 | 6.7 | 0 | 33.3 | 33.3 | 33.3 | 0 | 0 | 90 | 10 | 0 | 60 | 0 | 40 | 0 | |
| Total % | 7 | 25.6 | 2.3 | 0 | 2.3 | 2.3 | 2.3 | 0 | 0 | 41.9 | 4.7 | 0 | 7 | 0 | 4.7 | 0 | |

| | Prairie Avenue From North | | | | | Oxford Street From East | | | | | Prairie Avenue From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 2 | **1** | 0 | 0 | 0 | **1** | 3 |
| 03:15 PM | 0 | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **1** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **5** |
| 03:30 PM | **1** | 1 | **1** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:45 PM | 0 | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 4 |
| Total Volume | 1 | 4 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 16 |
| % App. Total | 16.7 | 66.7 | 16.7 | 0 | | 100 | 0 | 0 | 0 | | 0 | 71.4 | 28.6 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .250 | .500 | .250 | .000 | .500 | .250 | .000 | .000 | .000 | .250 | .000 | .625 | .500 | .000 | .583 | .500 | .000 | .000 | .000 | .500 | .800 |

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N/S: Prairie Avenue
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844GG
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Prairie Avenue From North | | | | Oxford Street From East | | | | Prairie Avenue From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| Grand Total | 1 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 4 | 0 | 0 | 23 |
| Apprch % | 16.7 | 83.3 | 0 | 0 | 0 | 100 | 0 | 0 | 12.5 | 75 | 12.5 | 0 | 0 | 100 | 0 | 0 | |
| Total % | 4.3 | 21.7 | 0 | 0 | 0 | 21.7 | 0 | 0 | 4.3 | 26.1 | 4.3 | 0 | 0 | 17.4 | 0 | 0 | |

| | Prairie Avenue From North | | | | | Oxford Street From East | | | | | Prairie Avenue From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:15 PM | **1** | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | **1** | 0 | 0 | **1** | 3 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 PM | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | **2** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **4** |
| Total Volume | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 9 |
| % App. Total | 50 | 50 | 0 | 0 | | 0 | 100 | 0 | 0 | | 25 | 75 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .250 | .250 | .000 | .000 | .500 | .000 | .250 | .000 | .000 | .250 | .250 | .375 | .000 | .000 | .333 | .000 | .500 | .000 | .000 | .500 | .563 |

# *Transportation Data Corporation*

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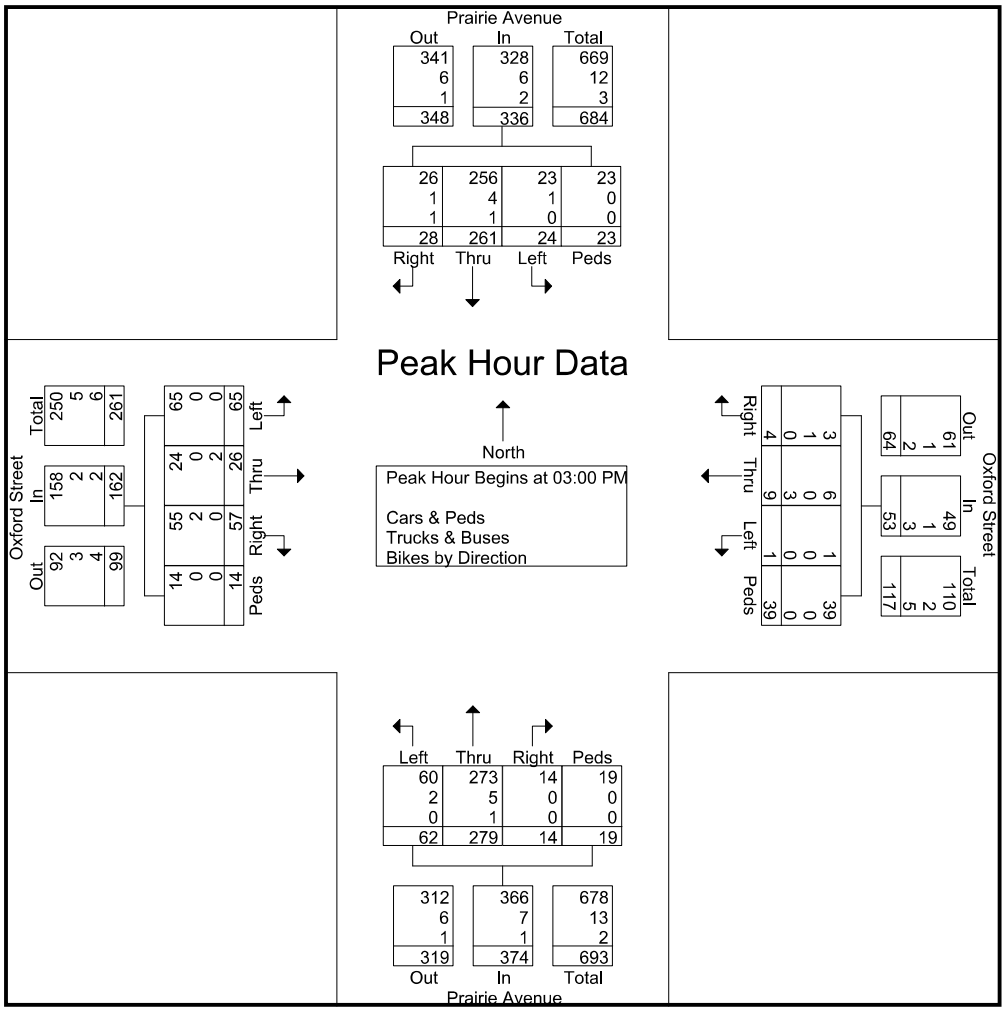
N/S: Prairie Avenue
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844GG
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

| | Prairie Avenue From North | | | | | Oxford Street From East | | | | | Prairie Avenue From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 5 | 64 | 4 | 7 | 80 | 0 | **4** | 0 | **25** | **29** | 1 | 72 | 16 | 5 | 94 | 15 | **8** | 16 | 2 | 41 | **244** |
| 03:15 PM | **10** | **75** | **8** | 1 | **94** | **2** | 1 | **1** | 6 | 10 | **6** | **82** | 16 | 0 | **104** | 8 | 7 | **18** | 3 | 36 | 244 |
| 03:30 PM | 7 | 59 | 5 | 4 | 75 | 1 | 1 | 0 | 6 | 8 | 4 | 56 | 11 | 5 | 76 | 16 | 8 | 16 | 4 | **44** | 203 |
| 03:45 PM | 6 | 63 | 7 | **11** | 87 | 1 | 3 | 0 | 2 | 6 | 3 | 69 | **19** | **9** | 100 | **18** | 3 | 15 | **5** | 41 | 234 |
| Total Volume | 28 | 261 | 24 | 23 | 336 | 4 | 9 | 1 | 39 | 53 | 14 | 279 | 62 | 19 | 374 | 57 | 26 | 65 | 14 | 162 | 925 |
| % App. Total | 8.3 | 77.7 | 7.1 | 6.8 | | 7.5 | 17 | 1.9 | 73.6 | | 3.7 | 74.6 | 16.6 | 5.1 | | 35.2 | 16 | 40.1 | 8.6 | | |
| PHF | .700 | .870 | .750 | .523 | .894 | .500 | .563 | .250 | .390 | .457 | .583 | .851 | .816 | .528 | .899 | .792 | .813 | .903 | .700 | .920 | .948 |
| Cars & Peds | 26 | 256 | 23 | 23 | 328 | 3 | 6 | 1 | 39 | 49 | 14 | 273 | 60 | 19 | 366 | 55 | 24 | 65 | 14 | 158 | 901 |
| % Cars & Peds | 92.9 | 98.1 | 95.8 | 100 | 97.6 | 75.0 | 66.7 | 100 | 100 | 92.5 | 100 | 97.8 | 96.8 | 100 | 97.9 | 96.5 | 92.3 | 100 | 100 | 97.5 | 97.4 |
| Trucks & Buses | 1 | 4 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 2 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 16 |
| % Trucks & Buses | 3.6 | 1.5 | 4.2 | 0 | 1.8 | 25.0 | 0 | 0 | 0 | 1.9 | 0 | 1.8 | 3.2 | 0 | 1.9 | 3.5 | 0 | 0 | 0 | 1.2 | 1.7 |
| Bikes by Direction | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 8 |
| % Bikes by Direction | 3.6 | 0.4 | 0 | 0 | 0.6 | 0 | 33.3 | 0 | 0 | 5.7 | 0 | 0.4 | 0 | 0 | 0.3 | 0 | 7.7 | 0 | 0 | 1.2 | 0.9 |



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N/S: Prairie Avenue
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844HH
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

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

| | Prairie Avenue From North | | | | Sayles Street From East | | | | Prairie Avenue From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 3 | 57 | 7 | 11 | 7 | 2 | 0 | 1 | 4 | 55 | 4 | 0 | 1 | 2 | 3 | 6 | 163 |
| 02:15 PM | 6 | 57 | 5 | 1 | 0 | 3 | 0 | 0 | 6 | 64 | 4 | 0 | 1 | 0 | 8 | 1 | 156 |
| 02:30 PM | 4 | 44 | 1 | 3 | 3 | 3 | 1 | 0 | 4 | 71 | 0 | 2 | 3 | 2 | 3 | 7 | 151 |
| 02:45 PM | 3 | 76 | 6 | 1 | 1 | 0 | 3 | 1 | 5 | 81 | 3 | 5 | 0 | 1 | 2 | 15 | 203 |
| Total | 16 | 234 | 19 | 16 | 11 | 8 | 4 | 2 | 19 | 271 | 11 | 7 | 5 | 5 | 16 | 29 | 673 |
| 03:00 PM | 4 | 68 | 5 | 2 | 2 | 3 | 3 | 9 | 6 | 81 | 2 | 8 | 3 | 0 | 4 | 12 | 212 |
| 03:15 PM | 5 | 90 | 9 | 3 | 1 | 0 | 1 | 7 | 7 | 88 | 5 | 0 | 3 | 1 | 2 | 2 | 224 |
| 03:30 PM | 4 | 64 | 10 | 5 | 2 | 2 | 3 | 6 | 8 | 61 | 3 | 1 | 3 | 1 | 0 | 7 | 180 |
| 03:45 PM | 6 | 76 | 9 | 22 | 3 | 0 | 0 | 3 | 7 | 77 | 2 | 8 | 2 | 5 | 4 | 3 | 227 |
| Total | 19 | 298 | 33 | 32 | 8 | 5 | 7 | 25 | 28 | 307 | 12 | 17 | 11 | 7 | 10 | 24 | 843 |
| 04:00 PM | 3 | 73 | 7 | 6 | 6 | 1 | 4 | 3 | 10 | 71 | 10 | 3 | 2 | 5 | 6 | 1 | 211 |
| 04:15 PM | 1 | 86 | 7 | 2 | 3 | 3 | 1 | 1 | 4 | 63 | 2 | 0 | 2 | 1 | 2 | 8 | 186 |
| 04:30 PM | 2 | 73 | 7 | 3 | 7 | 3 | 2 | 2 | 7 | 82 | 5 | 1 | 3 | 1 | 2 | 5 | 205 |
| 04:45 PM | 2 | 83 | 5 | 4 | 4 | 1 | 6 | 1 | 5 | 74 | 2 | 1 | 1 | 2 | 2 | 7 | 200 |
| Total | 8 | 315 | 26 | 15 | 20 | 8 | 13 | 7 | 26 | 290 | 19 | 5 | 8 | 9 | 12 | 21 | 802 |
| 05:00 PM | 5 | 70 | 5 | 4 | 2 | 5 | 3 | 5 | 8 | 84 | 4 | 1 | 0 | 2 | 3 | 11 | 212 |
| 05:15 PM | 6 | 71 | 3 | 0 | 1 | 3 | 6 | 0 | 7 | 71 | 5 | 1 | 3 | 1 | 3 | 7 | 188 |
| 05:30 PM | 4 | 60 | 10 | 1 | 7 | 1 | 2 | 1 | 6 | 64 | 2 | 0 | 4 | 0 | 3 | 3 | 168 |
| 05:45 PM | 1 | 52 | 2 | 5 | 3 | 3 | 3 | 6 | 7 | 65 | 2 | 0 | 1 | 4 | 2 | 3 | 159 |
| Total | 16 | 253 | 20 | 10 | 13 | 12 | 14 | 12 | 28 | 284 | 13 | 2 | 8 | 7 | 11 | 24 | 727 |
| Grand Total | 59 | 1100 | 98 | 73 | 52 | 33 | 38 | 46 | 101 | 1152 | 55 | 31 | 32 | 28 | 49 | 98 | 3045 |
| Apprch % | 4.4 | 82.7 | 7.4 | 5.5 | 30.8 | 19.5 | 22.5 | 27.2 | 7.5 | 86 | 4.1 | 2.3 | 15.5 | 13.5 | 23.7 | 47.3 | |
| Total % | 1.9 | 36.1 | 3.2 | 2.4 | 1.7 | 1.1 | 1.2 | 1.5 | 3.3 | 37.8 | 1.8 | 1 | 1.1 | 0.9 | 1.6 | 3.2 | |
| Cars & Peds | 58 | 1077 | 98 | 73 | 50 | 30 | 38 | 46 | 99 | 1124 | 54 | 31 | 32 | 26 | 49 | 98 | 2983 |
| % Cars & Peds | 98.3 | 97.9 | 100 | 100 | 96.2 | 90.9 | 100 | 100 | 98 | 97.6 | 98.2 | 100 | 100 | 92.9 | 100 | 100 | 98 |
| Trucks & Buses | 1 | 15 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| % Trucks & Buses | 1.7 | 1.4 | 0 | 0 | 3.8 | 3 | 0 | 0 | 2 | 1.6 | 1.8 | 0 | 0 | 0 | 0 | 0 | 1.3 |
| Bikes by Direction | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 21 |
| % Bikes by Direction | 0 | 0.7 | 0 | 0 | 0 | 6.1 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0 | 7.1 | 0 | 0 | 0.7 |

| | Prairie Avenue From North | | | | | Sayles Street From East | | | | | Prairie Avenue From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 4 | 68 | 5 | 2 | 79 | 2 | **3** | **3** | **9** | **17** | 6 | 81 | 2 | **8** | 97 | **3** | 0 | **4** | **12** | **19** | 212 |
| 03:15 PM | 5 | **90** | 9 | 3 | 107 | 1 | 0 | 1 | 7 | 9 | 7 | **88** | **5** | 0 | **100** | 3 | 1 | 2 | 2 | 8 | 224 |
| 03:30 PM | 4 | 64 | **10** | 5 | 83 | 2 | 2 | 3 | 6 | 13 | **8** | 61 | 3 | 1 | 73 | 3 | 1 | 0 | 7 | 11 | 180 |
| 03:45 PM | **6** | 76 | 9 | **22** | **113** | **3** | 0 | 0 | 3 | 6 | 7 | 77 | 2 | 8 | 94 | 2 | **5** | 4 | 3 | 14 | **227** |
| Total Volume | 19 | 298 | 33 | 32 | 382 | 8 | 5 | 7 | 25 | 45 | 28 | 307 | 12 | 17 | 364 | 11 | 7 | 10 | 24 | 52 | 843 |
| % App. Total | 5 | 78 | 8.6 | 8.4 | | 17.8 | 11.1 | 15.6 | 55.6 | | 7.7 | 84.3 | 3.3 | 4.7 | | 21.2 | 13.5 | 19.2 | 46.2 | | |
| PHF | .792 | .828 | .825 | .364 | .845 | .667 | .417 | .583 | .694 | .662 | .875 | .872 | .600 | .531 | .910 | .917 | .350 | .625 | .500 | .684 | .928 |
| Cars & Peds | 18 | 290 | 33 | 32 | 373 | 8 | 5 | 7 | 25 | 45 | 28 | 300 | 12 | 17 | 357 | 11 | 7 | 10 | 24 | 52 | 827 |
| % Cars & Peds | 94.7 | 97.3 | 100 | 100 | 97.6 | 100 | 100 | 100 | 100 | 100 | 100 | 97.7 | 100 | 100 | 98.1 | 100 | 100 | 100 | 100 | 100 | 98.1 |
| Trucks & Buses | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| % Trucks & Buses | 5.3 | 2.0 | 0 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 0 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 1.5 |
| Bikes by Direction | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Bikes by Direction | 0 | 0.7 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.4 |

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N/S: Prairie Avenue
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844HH
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Cars & Peds

| | Prairie Avenue From North | | | | Sayles Street From East | | | | Prairie Avenue From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 3 | 57 | 7 | 11 | 7 | 2 | 0 | 1 | 3 | 55 | 4 | 0 | 1 | 2 | 3 | 6 | 162 |
| 02:15 PM | 6 | 55 | 5 | 1 | 0 | 2 | 0 | 0 | 6 | 62 | 4 | 0 | 1 | 0 | 8 | 1 | 151 |
| 02:30 PM | 4 | 44 | 1 | 3 | 3 | 3 | 1 | 0 | 4 | 68 | 0 | 2 | 3 | 2 | 3 | 7 | 148 |
| 02:45 PM | 3 | 75 | 6 | 1 | 1 | 0 | 3 | 1 | 5 | 80 | 3 | 5 | 0 | 1 | 2 | 15 | 201 |
| Total | 16 | 231 | 19 | 16 | 11 | 7 | 4 | 2 | 18 | 265 | 11 | 7 | 5 | 5 | 16 | 29 | 662 |
| 03:00 PM | 3 | 67 | 5 | 2 | 2 | 3 | 3 | 9 | 6 | 78 | 2 | 8 | 3 | 0 | 4 | 12 | 207 |
| 03:15 PM | 5 | 88 | 9 | 3 | 1 | 0 | 1 | 7 | 7 | 85 | 5 | 0 | 3 | 1 | 2 | 2 | 219 |
| 03:30 PM | 4 | 61 | 10 | 5 | 2 | 2 | 3 | 6 | 8 | 61 | 3 | 1 | 3 | 1 | 0 | 7 | 177 |
| 03:45 PM | 6 | 74 | 9 | 22 | 3 | 0 | 0 | 3 | 7 | 76 | 2 | 8 | 2 | 5 | 4 | 3 | 224 |
| Total | 18 | 290 | 33 | 32 | 8 | 5 | 7 | 25 | 28 | 300 | 12 | 17 | 11 | 7 | 10 | 24 | 827 |
| 04:00 PM | 3 | 72 | 7 | 6 | 6 | 1 | 4 | 3 | 9 | 69 | 10 | 3 | 2 | 5 | 6 | 1 | 207 |
| 04:15 PM | 1 | 82 | 7 | 2 | 3 | 3 | 1 | 1 | 4 | 60 | 2 | 0 | 2 | 1 | 2 | 8 | 179 |
| 04:30 PM | 2 | 72 | 7 | 3 | 6 | 3 | 2 | 2 | 7 | 82 | 4 | 1 | 3 | 1 | 2 | 5 | 202 |
| 04:45 PM | 2 | 82 | 5 | 4 | 3 | 1 | 6 | 1 | 5 | 71 | 2 | 1 | 1 | 1 | 2 | 7 | 194 |
| Total | 8 | 308 | 26 | 15 | 18 | 8 | 13 | 7 | 25 | 282 | 18 | 5 | 8 | 8 | 12 | 21 | 782 |
| 05:00 PM | 5 | 70 | 5 | 4 | 2 | 4 | 3 | 5 | 8 | 82 | 4 | 1 | 0 | 2 | 3 | 11 | 209 |
| 05:15 PM | 6 | 69 | 3 | 0 | 1 | 3 | 6 | 0 | 7 | 70 | 5 | 1 | 3 | 0 | 3 | 7 | 184 |
| 05:30 PM | 4 | 58 | 10 | 1 | 7 | 1 | 2 | 1 | 6 | 62 | 2 | 0 | 4 | 0 | 3 | 3 | 164 |
| 05:45 PM | 1 | 51 | 2 | 5 | 3 | 2 | 3 | 6 | 7 | 63 | 2 | 0 | 1 | 4 | 2 | 3 | 155 |
| Total | 16 | 248 | 20 | 10 | 13 | 10 | 14 | 12 | 28 | 277 | 13 | 2 | 8 | 6 | 11 | 24 | 712 |
| Grand Total | 58 | 1077 | 98 | 73 | 50 | 30 | 38 | 46 | 99 | 1124 | 54 | 31 | 32 | 26 | 49 | 98 | 2983 |
| Apprch % | 4.4 | 82.5 | 7.5 | 5.6 | 30.5 | 18.3 | 23.2 | 28 | 7.6 | 85.9 | 4.1 | 2.4 | 15.6 | 12.7 | 23.9 | 47.8 | |
| Total % | 1.9 | 36.1 | 3.3 | 2.4 | 1.7 | 1 | 1.3 | 1.5 | 3.3 | 37.7 | 1.8 | 1 | 1.1 | 0.9 | 1.6 | 3.3 | |

| | Prairie Avenue From North | | | | | Sayles Street From East | | | | | Prairie Avenue From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 3 | 67 | 5 | 2 | 77 | 2 | **3** | **3** | **9** | **17** | 6 | 78 | 2 | **8** | 94 | **3** | 0 | **4** | **12** | **19** | 207 |
| 03:15 PM | 5 | **88** | 9 | 3 | 105 | 1 | 0 | 1 | 7 | 9 | 7 | **85** | **5** | 0 | **97** | 3 | 1 | 2 | 2 | 8 | 219 |
| 03:30 PM | 4 | 61 | **10** | 5 | 80 | 2 | 2 | 3 | 6 | 13 | **8** | 61 | 3 | 1 | 73 | 3 | 1 | 0 | 7 | 11 | 177 |
| 03:45 PM | **6** | 74 | 9 | **22** | **111** | **3** | 0 | 0 | 3 | 6 | 7 | 76 | 2 | 8 | 93 | 2 | **5** | 4 | 3 | 14 | **224** |
| Total Volume | 18 | 290 | 33 | 32 | 373 | 8 | 5 | 7 | 25 | 45 | 28 | 300 | 12 | 17 | 357 | 11 | 7 | 10 | 24 | 52 | 827 |
| % App. Total | 4.8 | 77.7 | 8.8 | 8.6 | | 17.8 | 11.1 | 15.6 | 55.6 | | 7.8 | 84 | 3.4 | 4.8 | | 21.2 | 13.5 | 19.2 | 46.2 | | |
| PHF | .750 | .824 | .825 | .364 | .840 | .667 | .417 | .583 | .694 | .662 | .875 | .882 | .600 | .531 | .920 | .917 | .350 | .625 | .500 | .684 | .923 |

# *Transportation Data Corporation*

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*tel (781)587-0086 cell (781)439-4999*


N/S: Prairie Avenue
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844HH
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Prairie Avenue From North | | | | Sayles Street From East | | | | Prairie Avenue From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 03:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Grand Total | 1 | 15 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| Apprch % | 6.2 | 93.8 | 0 | 0 | 66.7 | 33.3 | 0 | 0 | 9.1 | 86.4 | 4.5 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 2.4 | 36.6 | 0 | 0 | 4.9 | 2.4 | 0 | 0 | 4.9 | 46.3 | 2.4 | 0 | 0 | 0 | 0 | 0 | |

| | Prairie Avenue From North | | | | | Sayles Street From East | | | | | Prairie Avenue From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:15 PM | 0 | **2** | 0 | 0 | **2** | 0 | **1** | 0 | 0 | **1** | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **5** |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 PM | **1** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 14 |
| % App. Total | 25 | 75 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .250 | .375 | .000 | .000 | .500 | .000 | .250 | .000 | .000 | .250 | .000 | .750 | .000 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .700 |

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N/S: Prairie Avenue
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844HH
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Prairie Avenue From North | | | | Sayles Street From East | | | | Prairie Avenue From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 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 |
| 03:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| Total | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 05:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 9 |
| Grand Total | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 21 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 38.1 | 0 | 0 | 0 | 9.5 | 0 | 0 | 0 | 42.9 | 0 | 0 | 0 | 9.5 | 0 | 0 | |

| | Prairie Avenue From North | | | | | Sayles Street From East | | | | | Prairie Avenue From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | **4** |
| 04:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | **1** | 0 | 0 | **1** | 3 |
| Total Volume | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 9 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .375 | .000 | .000 | .375 | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .000 | .625 | .000 | .250 | .000 | .000 | .250 | .563 |

# *Transportation Data Corporation*

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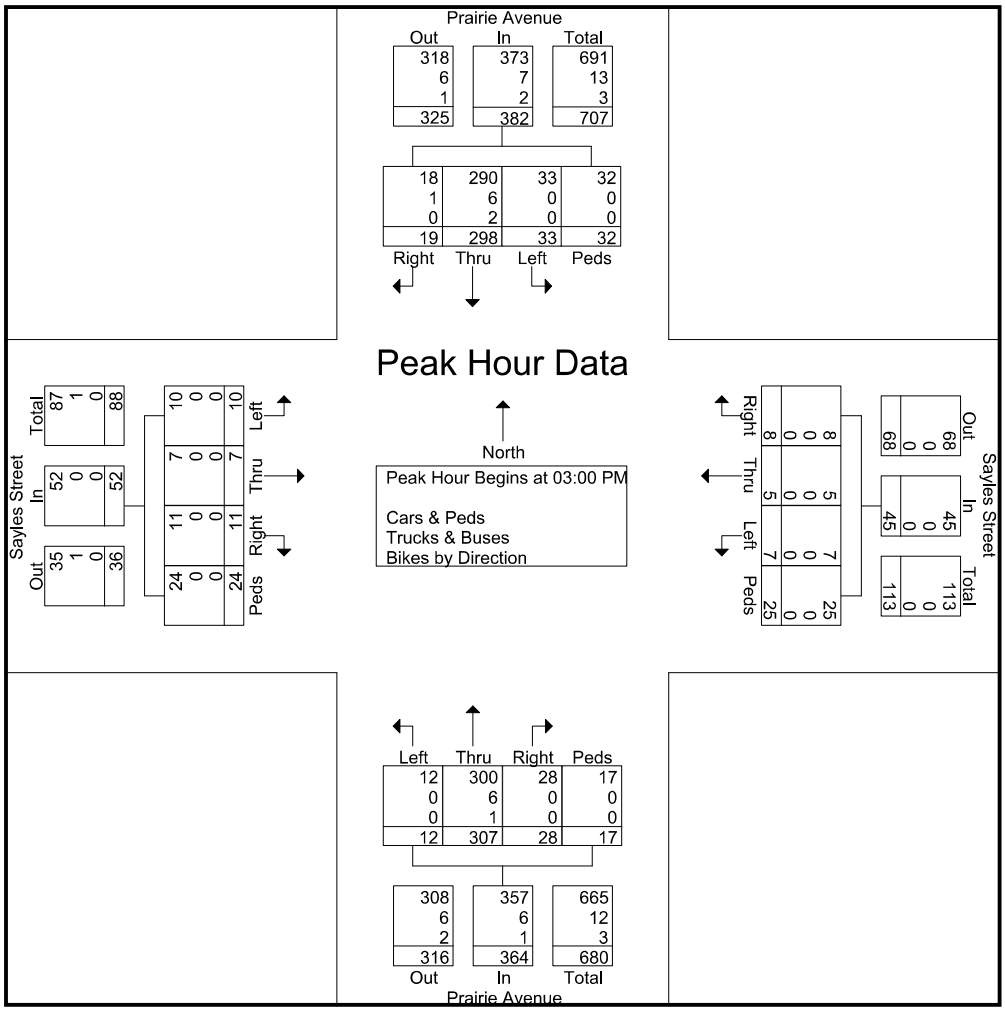
N/S: Prairie Avenue
E/W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844HH
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

| | Prairie Avenue From North | | | | | Sayles Street From East | | | | | Prairie Avenue From South | | | | | Sayles Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 4 | 68 | 5 | 2 | 79 | 2 | **3** | **3** | **9** | **17** | 6 | 81 | 2 | **8** | 97 | **3** | 0 | **4** | **12** | **19** | 212 |
| 03:15 PM | 5 | **90** | 9 | 3 | 107 | 1 | 0 | 1 | 7 | 9 | 7 | **88** | **5** | 0 | **100** | 3 | 1 | 2 | 2 | 8 | 224 |
| 03:30 PM | 4 | 64 | **10** | 5 | 83 | 2 | 2 | 3 | 6 | 13 | **8** | 61 | 3 | 1 | 73 | 3 | 1 | 0 | 7 | 11 | 180 |
| 03:45 PM | **6** | 76 | 9 | **22** | **113** | **3** | 0 | 0 | 3 | 6 | 7 | 77 | 2 | 8 | 94 | 2 | **5** | 4 | 3 | 14 | **227** |
| Total Volume | 19 | 298 | 33 | 32 | 382 | 8 | 5 | 7 | 25 | 45 | 28 | 307 | 12 | 17 | 364 | 11 | 7 | 10 | 24 | 52 | 843 |
| % App. Total | 5 | 78 | 8.6 | 8.4 | | 17.8 | 11.1 | 15.6 | 55.6 | | 7.7 | 84.3 | 3.3 | 4.7 | | 21.2 | 13.5 | 19.2 | 46.2 | | |
| PHF | .792 | .828 | .825 | .364 | .845 | .667 | .417 | .583 | .694 | .662 | .875 | .872 | .600 | .531 | .910 | .917 | .350 | .625 | .500 | .684 | .928 |
| Cars & Peds | 18 | 290 | 33 | 32 | 373 | 8 | 5 | 7 | 25 | 45 | 28 | 300 | 12 | 17 | 357 | 11 | 7 | 10 | 24 | 52 | 827 |
| % Cars & Peds | 94.7 | 97.3 | 100 | 100 | 97.6 | 100 | 100 | 100 | 100 | 100 | 100 | 97.7 | 100 | 100 | 98.1 | 100 | 100 | 100 | 100 | 100 | 98.1 |
| Trucks & Buses | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| % Trucks & Buses | 5.3 | 2.0 | 0 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 0 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 1.5 |
| Bikes by Direction | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Bikes by Direction | 0 | 0.7 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.4 |



***Transportation Data Corporation***
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*tel (781)587-0086 cell (781)439-4999*

N/S: Eddy Street
W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844JJ
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

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

| | Eddy Street From North | | | Eddy Street From South | | | Sayles Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 02:00 PM | 1 | 95 | 0 | 73 | 4 | 0 | 7 | 2 | 1 | 183 |
| 02:15 PM | 4 | 104 | 0 | 100 | 3 | 0 | 3 | 4 | 1 | 219 |
| 02:30 PM | 2 | 135 | 0 | 92 | 7 | 0 | 6 | 3 | 1 | 246 |
| 02:45 PM | 4 | 115 | 0 | 92 | 3 | 0 | 7 | 6 | 2 | 229 |
| Total | 11 | 449 | 0 | 357 | 17 | 0 | 23 | 15 | 5 | 877 |
| 03:00 PM | 0 | 122 | 0 | 80 | 4 | 0 | 3 | 5 | 2 | 216 |
| 03:15 PM | 5 | 97 | 1 | 85 | 2 | 0 | 2 | 3 | 6 | 201 |
| 03:30 PM | 1 | 117 | 0 | 76 | 2 | 0 | 2 | 4 | 0 | 202 |
| 03:45 PM | 1 | 111 | 2 | 68 | 1 | 0 | 1 | 5 | 6 | 195 |
| Total | 7 | 447 | 3 | 309 | 9 | 0 | 8 | 17 | 14 | 814 |
| 04:00 PM | 3 | 127 | 0 | 52 | 2 | 0 | 4 | 7 | 0 | 195 |
| 04:15 PM | 4 | 112 | 0 | 68 | 3 | 0 | 0 | 2 | 1 | 190 |
| 04:30 PM | 1 | 95 | 1 | 54 | 2 | 0 | 0 | 2 | 1 | 156 |
| 04:45 PM | 6 | 95 | 0 | 87 | 2 | 0 | 1 | 6 | 1 | 198 |
| Total | 14 | 429 | 1 | 261 | 9 | 0 | 5 | 17 | 3 | 739 |
| 05:00 PM | 4 | 121 | 0 | 68 | 2 | 0 | 4 | 3 | 1 | 203 |
| 05:15 PM | 5 | 101 | 0 | 62 | 2 | 0 | 10 | 5 | 0 | 185 |
| 05:30 PM | 0 | 100 | 0 | 43 | 4 | 0 | 6 | 4 | 1 | 158 |
| 05:45 PM | 1 | 97 | 0 | 70 | 4 | 0 | 8 | 0 | 2 | 182 |
| Total | 10 | 419 | 0 | 243 | 12 | 0 | 28 | 12 | 4 | 728 |
| Grand Total | 42 | 1744 | 4 | 1170 | 47 | 0 | 64 | 61 | 26 | 3158 |
| Apprch % | 2.3 | 97.4 | 0.2 | 96.1 | 3.9 | 0 | 42.4 | 40.4 | 17.2 | |
| Total % | 1.3 | 55.2 | 0.1 | 37 | 1.5 | 0 | 2 | 1.9 | 0.8 | |
| Cars & Peds | 40 | 1701 | 4 | 1126 | 47 | 0 | 64 | 59 | 26 | 3067 |
| % Cars & Peds | 95.2 | 97.5 | 100 | 96.2 | 100 | 0 | 100 | 96.7 | 100 | 97.1 |
| Trucks & Buses | 2 | 35 | 0 | 32 | 0 | 0 | 0 | 2 | 0 | 71 |
| % Trucks & Buses | 4.8 | 2 | 0 | 2.7 | 0 | 0 | 0 | 3.3 | 0 | 2.2 |
| Bikes by Direction | 0 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 20 |
| % Bikes by Direction | 0 | 0.5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.6 |

| | Eddy Street From North | | | | Eddy Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | | | | |
| 02:15 PM | **4** | 104 | 0 | 108 | **100** | 3 | 0 | **103** | 3 | 4 | 1 | 8 | 219 |
| 02:30 PM | 2 | **135** | 0 | **137** | 92 | **7** | 0 | 99 | 6 | 3 | 1 | 10 | **246** |
| 02:45 PM | 4 | 115 | 0 | 119 | 92 | 3 | 0 | 95 | **7** | **6** | **2** | **15** | 229 |
| 03:00 PM | 0 | 122 | 0 | 122 | 80 | 4 | 0 | 84 | 3 | 5 | 2 | 10 | 216 |
| Total Volume | 10 | 476 | 0 | 486 | 364 | 17 | 0 | 381 | 19 | 18 | 6 | 43 | 910 |
| % App. Total | 2.1 | 97.9 | 0 | | 95.5 | 4.5 | 0 | | 44.2 | 41.9 | 14 | | |
| PHF | .625 | .881 | .000 | .887 | .910 | .607 | .000 | .925 | .679 | .750 | .750 | .717 | .925 |
| Cars & Peds | 9 | 461 | 0 | 470 | 353 | 17 | 0 | 370 | 19 | 17 | 6 | 42 | 882 |
| % Cars & Peds | 90.0 | 96.8 | 0 | 96.7 | 97.0 | 100 | 0 | 97.1 | 100 | 94.4 | 100 | 97.7 | 96.9 |
| Trucks & Buses | 1 | 15 | 0 | 16 | 10 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 27 |
| % Trucks & Buses | 10.0 | 3.2 | 0 | 3.3 | 2.7 | 0 | 0 | 2.6 | 0 | 5.6 | 0 | 2.3 | 3.0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0.1 |

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N/S: Eddy Street
W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844JJ
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Cars & Peds

| | Eddy Street From North | | | Eddy Street From South | | | Sayles Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 02:00 PM | 1 | 92 | 0 | 70 | 4 | 0 | 7 | 2 | 1 | 177 |
| 02:15 PM | 3 | 101 | 0 | 95 | 3 | 0 | 3 | 4 | 1 | 210 |
| 02:30 PM | 2 | 133 | 0 | 90 | 7 | 0 | 6 | 3 | 1 | 242 |
| 02:45 PM | 4 | 110 | 0 | 91 | 3 | 0 | 7 | 6 | 2 | 223 |
| Total | 10 | 436 | 0 | 346 | 17 | 0 | 23 | 15 | 5 | 852 |
| | | | | | | | | | | |
| 03:00 PM | 0 | 117 | 0 | 77 | 4 | 0 | 3 | 4 | 2 | 207 |
| 03:15 PM | 5 | 93 | 1 | 80 | 2 | 0 | 2 | 3 | 6 | 192 |
| 03:30 PM | 1 | 115 | 0 | 71 | 2 | 0 | 2 | 4 | 0 | 195 |
| 03:45 PM | 1 | 108 | 2 | 67 | 1 | 0 | 1 | 5 | 6 | 191 |
| Total | 7 | 433 | 3 | 295 | 9 | 0 | 8 | 16 | 14 | 785 |
| | | | | | | | | | | |
| 04:00 PM | 3 | 125 | 0 | 52 | 2 | 0 | 4 | 6 | 0 | 192 |
| 04:15 PM | 4 | 109 | 0 | 64 | 3 | 0 | 0 | 2 | 1 | 183 |
| 04:30 PM | 1 | 93 | 1 | 51 | 2 | 0 | 0 | 2 | 1 | 151 |
| 04:45 PM | 5 | 92 | 0 | 85 | 2 | 0 | 1 | 6 | 1 | 192 |
| Total | 13 | 419 | 1 | 252 | 9 | 0 | 5 | 16 | 3 | 718 |
| | | | | | | | | | | |
| 05:00 PM | 4 | 119 | 0 | 63 | 2 | 0 | 4 | 3 | 1 | 196 |
| 05:15 PM | 5 | 98 | 0 | 60 | 2 | 0 | 10 | 5 | 0 | 180 |
| 05:30 PM | 0 | 99 | 0 | 42 | 4 | 0 | 6 | 4 | 1 | 156 |
| 05:45 PM | 1 | 97 | 0 | 68 | 4 | 0 | 8 | 0 | 2 | 180 |
| Total | 10 | 413 | 0 | 233 | 12 | 0 | 28 | 12 | 4 | 712 |
| | | | | | | | | | | |
| Grand Total | 40 | 1701 | 4 | 1126 | 47 | 0 | 64 | 59 | 26 | 3067 |
| Apprch % | 2.3 | 97.5 | 0.2 | 96 | 4 | 0 | 43 | 39.6 | 17.4 | |
| Total % | 1.3 | 55.5 | 0.1 | 36.7 | 1.5 | 0 | 2.1 | 1.9 | 0.8 | |

| | Eddy Street From North | | | | Eddy Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | | | | |
| 02:15 PM | 3 | 101 | 0 | 104 | **95** | 3 | 0 | **98** | 3 | 4 | 1 | 8 | 210 |
| 02:30 PM | 2 | **133** | 0 | **135** | 90 | **7** | 0 | 97 | 6 | 3 | 1 | 10 | **242** |
| 02:45 PM | **4** | 110 | 0 | 114 | 91 | 3 | 0 | 94 | **7** | **6** | **2** | **15** | 223 |
| 03:00 PM | 0 | 117 | 0 | 117 | 77 | 4 | 0 | 81 | 3 | 4 | 2 | 9 | 207 |
| Total Volume | 9 | 461 | 0 | 470 | 353 | 17 | 0 | 370 | 19 | 17 | 6 | 42 | 882 |
| % App. Total | 1.9 | 98.1 | 0 | | 95.4 | 4.6 | 0 | | 45.2 | 40.5 | 14.3 | | |
| PHF | .563 | .867 | .000 | .870 | .929 | .607 | .000 | .944 | .679 | .708 | .750 | .700 | .911 |

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N/S: Eddy Street
W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844JJ
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Eddy Street From North | | | Eddy Street From South | | | Sayles Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 02:00 PM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:15 PM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| 02:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:45 PM | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 1 | 13 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 24 |
| 03:00 PM | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 9 |
| 03:15 PM | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:30 PM | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 11 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 24 |
| 04:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 04:15 PM | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:30 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 1 | 7 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 14 |
| 05:00 PM | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:15 PM | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| Grand Total | 2 | 35 | 0 | 32 | 0 | 0 | 0 | 2 | 0 | 71 |
| Apprch % | 5.4 | 94.6 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | |
| Total % | 2.8 | 49.3 | 0 | 45.1 | 0 | 0 | 0 | 2.8 | 0 | |

| | Eddy Street From North | | | | Eddy Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | | | | |
| 02:15 PM | **1** | 3 | 0 | 4 | **4** | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 8 |
| 02:30 PM | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 02:45 PM | 0 | **5** | 0 | **5** | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 03:00 PM | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | **1** | 0 | **1** | **9** |
| Total Volume | 1 | 15 | 0 | 16 | 10 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 27 |
| % App. Total | 6.2 | 93.8 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .250 | .750 | .000 | .800 | .625 | .000 | .000 | .625 | .000 | .250 | .000 | .250 | .750 |

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N/S: Eddy Street
W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844JJ
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Eddy Street From North | | | Eddy Street From South | | | Sayles Street From West | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | Thru | Left | Peds | Right | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:00 PM | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| Grand Total | 0 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 20 |
| Apprch % | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| Total % | 0 | 40 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | |

| | Eddy Street From North | | | | Eddy Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | |
| 04:15 PM | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 05:00 PM | 0 | 1 | 0 | 1 | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | **4** |
| Total Volume | 0 | 4 | 0 | 4 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 11 |
| % App. Total | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .583 | .000 | .000 | .583 | .000 | .000 | .000 | .000 | .688 |

# *Transportation Data Corporation*

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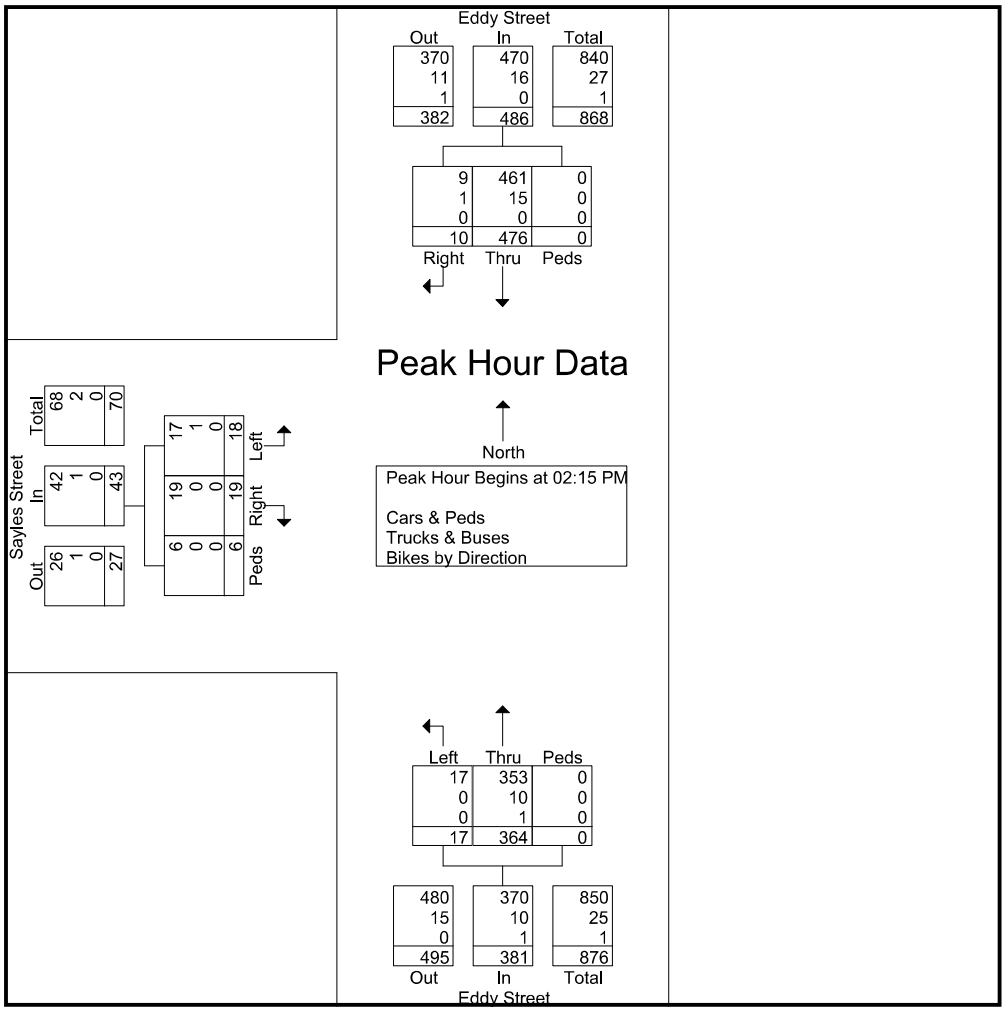
N/S: Eddy Street
W: Sayles Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844JJ
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

| | Eddy Street From North | | | | Eddy Street From South | | | | Sayles Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | | | | |
| 02:15 PM | **4** | 104 | 0 | 108 | **100** | 3 | 0 | **103** | 3 | 4 | 1 | 8 | 219 |
| 02:30 PM | 2 | **135** | 0 | **137** | 92 | **7** | 0 | 99 | 6 | 3 | 1 | 10 | **246** |
| 02:45 PM | 4 | 115 | 0 | 119 | 92 | 3 | 0 | 95 | **7** | **6** | **2** | **15** | 229 |
| 03:00 PM | 0 | 122 | 0 | 122 | 80 | 4 | 0 | 84 | 3 | 5 | 2 | 10 | 216 |
| Total Volume | 10 | 476 | 0 | 486 | 364 | 17 | 0 | 381 | 19 | 18 | 6 | 43 | 910 |
| % App. Total | 2.1 | 97.9 | 0 | | 95.5 | 4.5 | 0 | | 44.2 | 41.9 | 14 | | |
| PHF | .625 | .881 | .000 | .887 | .910 | .607 | .000 | .925 | .679 | .750 | .750 | .717 | .925 |
| Cars & Peds | 9 | 461 | 0 | 470 | 353 | 17 | 0 | 370 | 19 | 17 | 6 | 42 | 882 |
| % Cars & Peds | 90.0 | 96.8 | 0 | 96.7 | 97.0 | 100 | 0 | 97.1 | 100 | 94.4 | 100 | 97.7 | 96.9 |
| Trucks & Buses | 1 | 15 | 0 | 16 | 10 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 27 |
| % Trucks & Buses | 10.0 | 3.2 | 0 | 3.3 | 2.7 | 0 | 0 | 2.6 | 0 | 5.6 | 0 | 2.3 | 3.0 |
| Bikes by Direction | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| % Bikes by Direction | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0.1 |



# *Transportation Data Corporation*

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N/S: Eddy Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844KK
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

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

| | Eddy Street From North | | | | Oxford Street From East | | | | Eddy Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 7 | 94 | 3 | 0 | 2 | 2 | 14 | 7 | 2 | 75 | 7 | 7 | 1 | 4 | 1 | 1 | 227 |
| 02:15 PM | 4 | 102 | 3 | 0 | 7 | 2 | 23 | 2 | 3 | 96 | 9 | 0 | 2 | 2 | 3 | 1 | 259 |
| 02:30 PM | 3 | 130 | 3 | 0 | 1 | 3 | 15 | 1 | 3 | 89 | 3 | 0 | 2 | 3 | 1 | 0 | 257 |
| 02:45 PM | 5 | 110 | 5 | 0 | 0 | 2 | 15 | 0 | 2 | 94 | 8 | 1 | 5 | 0 | 0 | 2 | 249 |
| Total | 19 | 436 | 14 | 0 | 10 | 9 | 67 | 10 | 10 | 354 | 27 | 8 | 10 | 9 | 5 | 4 | 992 |
| 03:00 PM | 0 | 119 | 6 | 0 | 8 | 5 | 22 | 2 | 3 | 72 | 7 | 0 | 2 | 2 | 2 | 2 | 252 |
| 03:15 PM | 5 | 86 | 10 | 0 | 2 | 4 | 21 | 4 | 8 | 78 | 10 | 0 | 4 | 4 | 4 | 8 | 248 |
| 03:30 PM | 2 | 98 | 1 | 0 | 5 | 6 | 17 | 2 | 7 | 68 | 11 | 1 | 2 | 3 | 5 | 0 | 228 |
| 03:45 PM | 4 | 109 | 3 | 0 | 0 | 6 | 21 | 0 | 6 | 60 | 1 | 1 | 5 | 3 | 1 | 5 | 225 |
| Total | 11 | 412 | 20 | 0 | 15 | 21 | 81 | 8 | 24 | 278 | 29 | 2 | 13 | 12 | 12 | 15 | 953 |
| 04:00 PM | 8 | 112 | 5 | 1 | 6 | 5 | 22 | 0 | 2 | 50 | 6 | 0 | 1 | 6 | 1 | 1 | 226 |
| 04:15 PM | 1 | 107 | 7 | 1 | 4 | 4 | 23 | 0 | 1 | 59 | 6 | 0 | 1 | 6 | 2 | 1 | 223 |
| 04:30 PM | 4 | 88 | 5 | 0 | 4 | 9 | 15 | 1 | 4 | 51 | 6 | 0 | 4 | 3 | 6 | 2 | 202 |
| 04:45 PM | 0 | 85 | 2 | 0 | 8 | 8 | 17 | 0 | 4 | 77 | 6 | 0 | 7 | 3 | 4 | 0 | 221 |
| Total | 13 | 392 | 19 | 2 | 22 | 26 | 77 | 1 | 11 | 237 | 24 | 0 | 13 | 18 | 13 | 4 | 872 |
| 05:00 PM | 5 | 117 | 8 | 0 | 4 | 10 | 7 | 0 | 2 | 69 | 9 | 1 | 1 | 4 | 2 | 1 | 240 |
| 05:15 PM | 3 | 102 | 7 | 0 | 4 | 7 | 16 | 0 | 3 | 55 | 6 | 2 | 11 | 1 | 0 | 0 | 217 |
| 05:30 PM | 4 | 95 | 2 | 0 | 2 | 1 | 8 | 0 | 2 | 51 | 6 | 0 | 1 | 1 | 1 | 1 | 175 |
| 05:45 PM | 8 | 89 | 6 | 0 | 0 | 2 | 9 | 0 | 3 | 69 | 7 | 0 | 5 | 2 | 2 | 2 | 204 |
| Total | 20 | 403 | 23 | 0 | 10 | 20 | 40 | 0 | 10 | 244 | 28 | 3 | 18 | 8 | 5 | 4 | 836 |
| Grand Total | 63 | 1643 | 76 | 2 | 57 | 76 | 265 | 19 | 55 | 1113 | 108 | 13 | 54 | 47 | 35 | 27 | 3653 |
| Apprch % | 3.5 | 92.1 | 4.3 | 0.1 | 13.7 | 18.2 | 63.5 | 4.6 | 4.3 | 86.3 | 8.4 | 1 | 33.1 | 28.8 | 21.5 | 16.6 | |
| Total % | 1.7 | 45 | 2.1 | 0.1 | 1.6 | 2.1 | 7.3 | 0.5 | 1.5 | 30.5 | 3 | 0.4 | 1.5 | 1.3 | 1 | 0.7 | |
| Cars & Peds | 63 | 1599 | 75 | 2 | 56 | 72 | 241 | 19 | 52 | 1068 | 108 | 12 | 53 | 46 | 35 | 27 | 3528 |
| % Cars & Peds | 100 | 97.3 | 98.7 | 100 | 98.2 | 94.7 | 90.9 | 100 | 94.5 | 96 | 100 | 92.3 | 98.1 | 97.9 | 100 | 100 | 96.6 |
| Trucks & Buses | 0 | 35 | 1 | 0 | 1 | 2 | 22 | 0 | 1 | 32 | 0 | 0 | 1 | 0 | 0 | 0 | 95 |
| % Trucks & Buses | 0 | 2.1 | 1.3 | 0 | 1.8 | 2.6 | 8.3 | 0 | 1.8 | 2.9 | 0 | 0 | 1.9 | 0 | 0 | 0 | 2.6 |
| Bikes by Direction | 0 | 9 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 13 | 0 | 1 | 0 | 1 | 0 | 0 | 30 |
| % Bikes by Direction | 0 | 0.5 | 0 | 0 | 0 | 2.6 | 0.8 | 0 | 3.6 | 1.2 | 0 | 7.7 | 0 | 2.1 | 0 | 0 | 0.8 |

| | Eddy Street From North | | | | | Oxford Street From East | | | | | Eddy Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:15 PM | 4 | 102 | 3 | 0 | 109 | 7 | 2 | **23** | **2** | 34 | **3** | **96** | **9** | 0 | **108** | 2 | 2 | **3** | 1 | **8** | **259** |
| 02:30 PM | 3 | **130** | 3 | 0 | **136** | 1 | 3 | 15 | 1 | 20 | 3 | 89 | 3 | 0 | 95 | 2 | **3** | 1 | 0 | 6 | 257 |
| 02:45 PM | **5** | 110 | 5 | 0 | 120 | 0 | 2 | 15 | 0 | 17 | 2 | 94 | 8 | **1** | 105 | **5** | 0 | 0 | **2** | 7 | 249 |
| 03:00 PM | 0 | 119 | **6** | 0 | 125 | **8** | **5** | 22 | 2 | **37** | 3 | 72 | 7 | 0 | 82 | 2 | 2 | 2 | 2 | 8 | 252 |
| Total Volume | 12 | 461 | 17 | 0 | 490 | 16 | 12 | 75 | 5 | 108 | 11 | 351 | 27 | 1 | 390 | 11 | 7 | 6 | 5 | 29 | 1017 |
| % App. Total | 2.4 | 94.1 | 3.5 | 0 | | 14.8 | 11.1 | 69.4 | 4.6 | | 2.8 | 90 | 6.9 | 0.3 | | 37.9 | 24.1 | 20.7 | 17.2 | | |
| PHF | .600 | .887 | .708 | .000 | .901 | .500 | .600 | .815 | .625 | .730 | .917 | .914 | .750 | .250 | .903 | .550 | .583 | .500 | .625 | .906 | .982 |
| Cars & Peds | 12 | 446 | 16 | 0 | 474 | 16 | 11 | 65 | 5 | 97 | 10 | 341 | 27 | 1 | 379 | 11 | 7 | 6 | 5 | 29 | 979 |
| % Cars & Peds | 100 | 96.7 | 94.1 | 0 | 96.7 | 100 | 91.7 | 86.7 | 100 | 89.8 | 90.9 | 97.2 | 100 | 100 | 97.2 | 100 | 100 | 100 | 100 | 100 | 96.3 |
| Trucks & Buses | 0 | 14 | 1 | 0 | 15 | 0 | 1 | 9 | 0 | 10 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 33 |
| % Trucks & Buses | 0 | 3.0 | 5.9 | 0 | 3.1 | 0 | 8.3 | 12.0 | 0 | 9.3 | 0 | 2.3 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 3.2 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| % Bikes by Direction | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 1.3 | 0 | 0.9 | 9.1 | 0.6 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0.5 |

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N/S: Eddy Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844KK
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Cars & Peds

| | Eddy Street From North | | | | Oxford Street From East | | | | Eddy Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 7 | 91 | 3 | 0 | 1 | 2 | 10 | 7 | 2 | 73 | 7 | 7 | 1 | 4 | 1 | 1 | 217 |
| 02:15 PM | 4 | 99 | 2 | 0 | 7 | 2 | 17 | 2 | 3 | 92 | 9 | 0 | 2 | 2 | 3 | 1 | 245 |
| 02:30 PM | 3 | 127 | 3 | 0 | 1 | 2 | 13 | 1 | 3 | 87 | 3 | 0 | 2 | 3 | 1 | 0 | 249 |
| 02:45 PM | 5 | 106 | 5 | 0 | 0 | 2 | 14 | 0 | 1 | 92 | 8 | 1 | 5 | 0 | 0 | 2 | 241 |
| Total | 19 | 423 | 13 | 0 | 9 | 8 | 54 | 10 | 9 | 344 | 27 | 8 | 10 | 9 | 5 | 4 | 952 |
| 03:00 PM | 0 | 114 | 6 | 0 | 8 | 5 | 21 | 2 | 3 | 70 | 7 | 0 | 2 | 2 | 2 | 2 | 244 |
| 03:15 PM | 5 | 82 | 10 | 0 | 2 | 4 | 20 | 4 | 8 | 72 | 10 | 0 | 4 | 4 | 4 | 8 | 237 |
| 03:30 PM | 2 | 95 | 1 | 0 | 5 | 5 | 17 | 2 | 6 | 64 | 11 | 0 | 2 | 3 | 5 | 0 | 218 |
| 03:45 PM | 4 | 106 | 3 | 0 | 0 | 6 | 19 | 0 | 6 | 59 | 1 | 1 | 4 | 3 | 1 | 5 | 218 |
| Total | 11 | 397 | 20 | 0 | 15 | 20 | 77 | 8 | 23 | 265 | 29 | 1 | 12 | 12 | 12 | 15 | 917 |
| 04:00 PM | 8 | 110 | 5 | 1 | 6 | 5 | 22 | 0 | 2 | 50 | 6 | 0 | 1 | 5 | 1 | 1 | 223 |
| 04:15 PM | 1 | 103 | 7 | 1 | 4 | 4 | 21 | 0 | 1 | 55 | 6 | 0 | 1 | 6 | 2 | 1 | 213 |
| 04:30 PM | 4 | 86 | 5 | 0 | 4 | 9 | 15 | 1 | 4 | 47 | 6 | 0 | 4 | 3 | 6 | 2 | 196 |
| 04:45 PM | 0 | 84 | 2 | 0 | 8 | 8 | 17 | 0 | 4 | 75 | 6 | 0 | 7 | 3 | 4 | 0 | 218 |
| Total | 13 | 383 | 19 | 2 | 22 | 26 | 75 | 1 | 11 | 227 | 24 | 0 | 13 | 17 | 13 | 4 | 850 |
| 05:00 PM | 5 | 114 | 8 | 0 | 4 | 9 | 6 | 0 | 2 | 64 | 9 | 1 | 1 | 4 | 2 | 1 | 230 |
| 05:15 PM | 3 | 99 | 7 | 0 | 4 | 7 | 12 | 0 | 2 | 53 | 6 | 2 | 11 | 1 | 0 | 0 | 207 |
| 05:30 PM | 4 | 94 | 2 | 0 | 2 | 0 | 8 | 0 | 2 | 48 | 6 | 0 | 1 | 1 | 1 | 1 | 170 |
| 05:45 PM | 8 | 89 | 6 | 0 | 0 | 2 | 9 | 0 | 3 | 67 | 7 | 0 | 5 | 2 | 2 | 2 | 202 |
| Total | 20 | 396 | 23 | 0 | 10 | 18 | 35 | 0 | 9 | 232 | 28 | 3 | 18 | 8 | 5 | 4 | 809 |
| Grand Total | 63 | 1599 | 75 | 2 | 56 | 72 | 241 | 19 | 52 | 1068 | 108 | 12 | 53 | 46 | 35 | 27 | 3528 |
| Apprch % | 3.6 | 91.9 | 4.3 | 0.1 | 14.4 | 18.6 | 62.1 | 4.9 | 4.2 | 86.1 | 8.7 | 1 | 32.9 | 28.6 | 21.7 | 16.8 | |
| Total % | 1.8 | 45.3 | 2.1 | 0.1 | 1.6 | 2 | 6.8 | 0.5 | 1.5 | 30.3 | 3.1 | 0.3 | 1.5 | 1.3 | 1 | 0.8 | |

| | Eddy Street From North | | | | | Oxford Street From East | | | | | Eddy Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:15 PM | 4 | 99 | 2 | 0 | 105 | 7 | 2 | 17 | **2** | 28 | **3** | **92** | **9** | 0 | **104** | 2 | 2 | **3** | 1 | **8** | 245 |
| 02:30 PM | 3 | **127** | 3 | 0 | **133** | 1 | 2 | 13 | 1 | 17 | 3 | 87 | 3 | 0 | 93 | 2 | **3** | 1 | 0 | 6 | **249** |
| 02:45 PM | **5** | 106 | 5 | 0 | 116 | 0 | 2 | 14 | 0 | 16 | 1 | 92 | 8 | **1** | 102 | **5** | 0 | 0 | **2** | 7 | 241 |
| 03:00 PM | 0 | 114 | **6** | 0 | 120 | **8** | **5** | **21** | 2 | **36** | 3 | 70 | 7 | 0 | 80 | 2 | 2 | 2 | 2 | 8 | 244 |
| Total Volume | 12 | 446 | 16 | 0 | 474 | 16 | 11 | 65 | 5 | 97 | 10 | 341 | 27 | 1 | 379 | 11 | 7 | 6 | 5 | 29 | 979 |
| % App. Total | 2.5 | 94.1 | 3.4 | 0 | | 16.5 | 11.3 | 67 | 5.2 | | 2.6 | 90 | 7.1 | 0.3 | | 37.9 | 24.1 | 20.7 | 17.2 | | |
| PHF | .600 | .878 | .667 | .000 | .891 | .500 | .550 | .774 | .625 | .674 | .833 | .927 | .750 | .250 | .911 | .550 | .583 | .500 | .625 | .906 | .983 |

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N/S: Eddy Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844KK
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Trucks & Buses

| | Eddy Street From North | | | | Oxford Street From East | | | | Eddy Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 3 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:15 PM | 0 | 3 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:30 PM | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:45 PM | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 13 | 1 | 0 | 1 | 1 | 12 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 03:00 PM | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 |
| Total | 0 | 11 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 28 |
| 04:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 5 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Grand Total | 0 | 35 | 1 | 0 | 1 | 2 | 22 | 0 | 1 | 32 | 0 | 0 | 1 | 0 | 0 | 0 | 95 |
| Apprch % | 0 | 97.2 | 2.8 | 0 | 4 | 8 | 88 | 0 | 3 | 97 | 0 | 0 | 100 | 0 | 0 | 0 | |
| Total % | 0 | 36.8 | 1.1 | 0 | 1.1 | 2.1 | 23.2 | 0 | 1.1 | 33.7 | 0 | 0 | 1.1 | 0 | 0 | 0 | |

| | Eddy Street From North | | | | | Oxford Street From East | | | | | Eddy Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:00 PM | 0 | 3 | 0 | 0 | 3 | **1** | 0 | 4 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:15 PM | 0 | 3 | **1** | 0 | **4** | 0 | 0 | **6** | 0 | **6** | 0 | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **13** |
| 02:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | **1** | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 02:45 PM | 0 | **4** | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 13 | 1 | 0 | 14 | 1 | 1 | 12 | 0 | 14 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 36 |
| % App. Total | 0 | 92.9 | 7.1 | 0 | | 7.1 | 7.1 | 85.7 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .813 | .250 | .000 | .875 | .250 | .250 | .500 | .000 | .583 | .000 | .667 | .000 | .000 | .667 | .000 | .000 | .000 | .000 | .000 | .692 |

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N/S: Eddy Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844KK
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

Groups Printed- Bikes by Direction

| | Eddy Street From North | | | | Oxford Street From East | | | | Eddy Street From South | | | | Oxford Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Int. Total |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 04:15 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 8 |
| 05:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Grand Total | 0 | 9 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 13 | 0 | 1 | 0 | 1 | 0 | 0 | 30 |
| Apprch % | 0 | 100 | 0 | 0 | 0 | 50 | 50 | 0 | 12.5 | 81.2 | 0 | 6.2 | 0 | 100 | 0 | 0 | |
| Total % | 0 | 30 | 0 | 0 | 0 | 6.7 | 6.7 | 0 | 6.7 | 43.3 | 0 | 3.3 | 0 | 3.3 | 0 | 0 | |

| | Eddy Street From North | | | | | Oxford Street From East | | | | | Eddy Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 PM | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **4** |
| 05:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | **1** | 0 | **1** | **1** | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 12 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 100 | 0 | | 11.1 | 88.9 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .250 | .000 | .250 | .250 | .667 | .000 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .750 |

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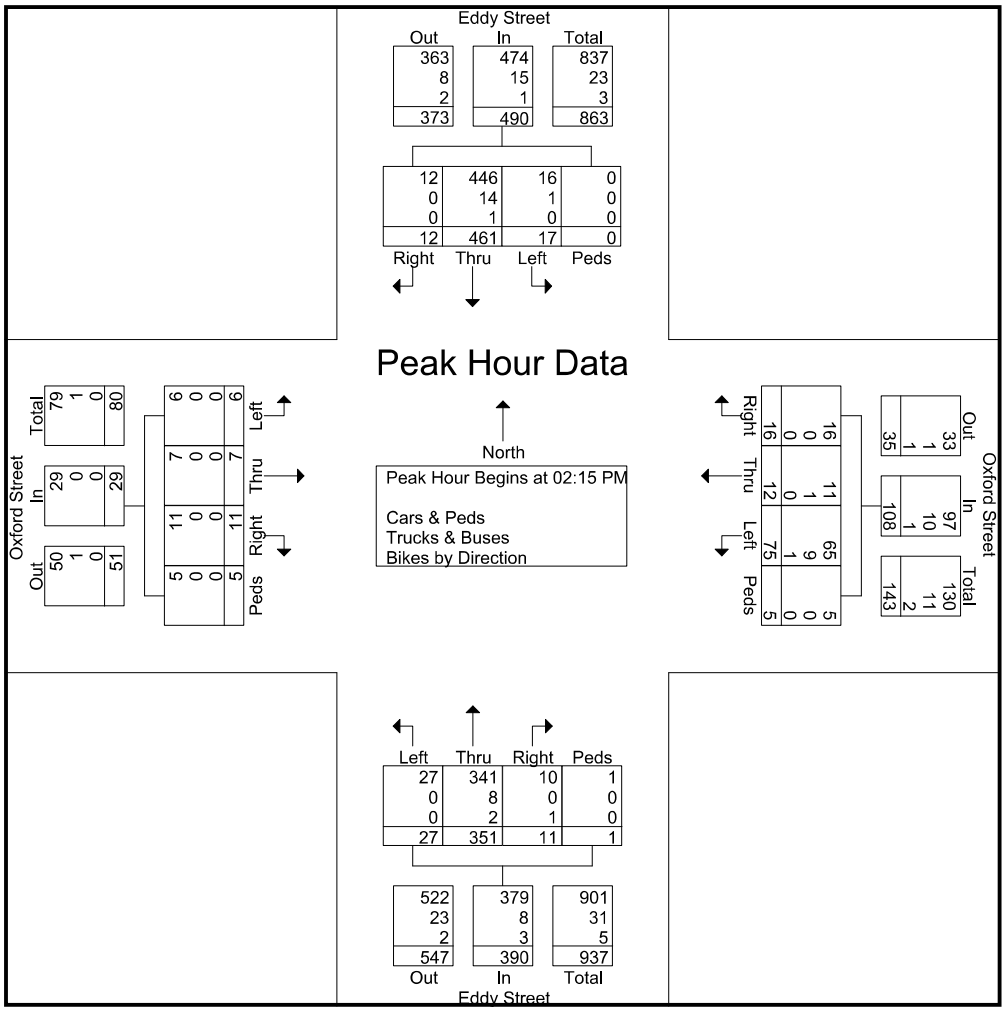
N/S: Eddy Street
E/W: Oxford Street
City, State: Providence, RI
Client: Pare/A. Bennett

File Name : 05844KK
Site Code : 24078
Start Date : 6/11/2024
Page No : 1

| | Eddy Street From North | | | | | Oxford Street From East | | | | | Eddy Street From South | | | | | Oxford Street From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 02:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 02:15 PM | 4 | 102 | 3 | 0 | 109 | 7 | 2 | **23** | **2** | 34 | **3** | **96** | **9** | 0 | **108** | 2 | 2 | **3** | 1 | **8** | **259** |
| 02:30 PM | 3 | **130** | 3 | 0 | **136** | 1 | 3 | 15 | 1 | 20 | 3 | 89 | 3 | 0 | 95 | 2 | **3** | 1 | 0 | 6 | 257 |
| 02:45 PM | **5** | 110 | 5 | 0 | 120 | 0 | 2 | 15 | 0 | 17 | 2 | 94 | 8 | **1** | 105 | **5** | 0 | 0 | **2** | 7 | 249 |
| 03:00 PM | 0 | 119 | **6** | 0 | 125 | **8** | **5** | 22 | 2 | **37** | 3 | 72 | 7 | 0 | 82 | 2 | 2 | 2 | 2 | 8 | 252 |
| Total Volume | 12 | 461 | 17 | 0 | 490 | 16 | 12 | 75 | 5 | 108 | 11 | 351 | 27 | 1 | 390 | 11 | 7 | 6 | 5 | 29 | 1017 |
| % App. Total | 2.4 | 94.1 | 3.5 | 0 | | 14.8 | 11.1 | 69.4 | 4.6 | | 2.8 | 90 | 6.9 | 0.3 | | 37.9 | 24.1 | 20.7 | 17.2 | | |
| PHF | .600 | .887 | .708 | .000 | .901 | .500 | .600 | .815 | .625 | .730 | .917 | .914 | .750 | .250 | .903 | .550 | .583 | .500 | .625 | .906 | .982 |
| Cars & Peds | 12 | 446 | 16 | 0 | 474 | 16 | 11 | 65 | 5 | 97 | 10 | 341 | 27 | 1 | 379 | 11 | 7 | 6 | 5 | 29 | 979 |
| % Cars & Peds | 100 | 96.7 | 94.1 | 0 | 96.7 | 100 | 91.7 | 86.7 | 100 | 89.8 | 90.9 | 97.2 | 100 | 100 | 97.2 | 100 | 100 | 100 | 100 | 100 | 96.3 |
| Trucks & Buses | 0 | 14 | 1 | 0 | 15 | 0 | 1 | 9 | 0 | 10 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 33 |
| % Trucks & Buses | 0 | 3.0 | 5.9 | 0 | 3.1 | 0 | 8.3 | 12.0 | 0 | 9.3 | 0 | 2.3 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 3.2 |
| Bikes by Direction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| % Bikes by Direction | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 1.3 | 0 | 0.9 | 9.1 | 0.6 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0.5 |



Torrado Architects

Mary E. Fogarty Pre-K Through 8 School

# APPENDIX D

# Census Data

New Mary E. Fogarty Pre-K through 8 School
Providence, RI
Background Growth Calculation
PARE Project No. 24078.00
July 15, 2024

**US Census Data**
**City of Providence**

| | Population |
|---|---|
| 2020 | 190934 |
| 2010 | 178042 |
| Years | 10 |
| ANNUAL GROWTH RATE | 0.70% |
| **SAY** | **1.00%** |

Source:
https://www.census.gov/quickfacts/fact/table/providencecityrhodeisland


Computations by: AMB
Checked by: DH

John Flatley Company

Wampanoag Meadows-Commercial Development

# APPENDIX E

# Trip Generation & Distribution

New Mary E. Fogarty Pre-K through 8 School
Providence, RI
Existing and Proposed Traffic Volumes
PARE Project No. 24078.00
July 15, 2024

PARE CORPORATION

2024-2029
TRAFFIC VOLUME SUMMARY
Future No-Build Growth Factor = 1.0%

Weekday AM Peak Hour
8:15 - 9:15 AM

**Oxford Street at Harriet Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 17 | 0 | 18 | 8 | 26 |
| EB - T | 94 | 0 | 99 | 45 | 144 |
| EB - R | 3 | 0 | 4 | 0 | 4 |
| WB - L | 1 | 0 | 2 | 1 | 3 |
| WB - T | 98 | 0 | 103 | 48 | 151 |
| WB - R | 24 | 0 | 26 | 7 | 33 |
| NB - L | 0 | 0 | 0 | 0 | 0 |
| NB - T | 1 | 0 | 2 | 0 | 2 |
| NB - R | 3 | 0 | 4 | 2 | 6 |
| SB - L | 6 | 0 | 7 | 5 | 12 |
| SB - T | 2 | 0 | 3 | 0 | 3 |
| SB - R | 6 | 0 | 7 | 0 | 7 |

Weekday School PM Peak Hour
3:00 - 4:00 PM

**Oxford Street at Harriet Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 13 | 0 | 14 | 4 | 18 |
| EB - T | 56 | 0 | 59 | 24 | 83 |
| EB - R | 4 | 0 | 5 | 0 | 5 |
| WB - L | 4 | 0 | 5 | 1 | 6 |
| WB - T | 117 | 0 | 123 | 34 | 157 |
| WB - R | 14 | 0 | 15 | 5 | 20 |
| NB - L | 3 | 0 | 4 | 0 | 4 |
| NB - T | 5 | 0 | 6 | 0 | 6 |
| NB - R | 1 | 0 | 2 | 1 | 3 |
| SB - L | 10 | 0 | 11 | 3 | 14 |
| SB - T | 4 | 0 | 5 | 0 | 5 |
| SB - R | 7 | 0 | 8 | 0 | 8 |

Weekday PM Peak Hour
4:00 - 5:00 PM

**Oxford Street at Harriet Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 6 | 0 | 7 | 2 | 9 |
| EB - T | 79 | 0 | 84 | 8 | 92 |
| EB - R | 3 | 0 | 4 | 0 | 4 |
| WB - L | 5 | 0 | 6 | 1 | 7 |
| WB - T | 100 | 0 | 106 | 12 | 118 |
| WB - R | 8 | 0 | 9 | 2 | 11 |
| NB - L | 2 | 0 | 3 | 0 | 3 |
| NB - T | 1 | 0 | 2 | 0 | 2 |
| NB - R | 5 | 0 | 6 | 1 | 7 |
| SB - L | 6 | 0 | 7 | 1 | 8 |
| SB - T | 2 | 0 | 3 | 0 | 3 |
| SB - R | 10 | 0 | 11 | 0 | 11 |

Weekday AM Peak Hour
8:15 - 9:15 AM

**Oxford Street at Ocean Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 28 | 0 | 30 | 11 | 41 |
| EB - T | 58 | 0 | 61 | 25 | 86 |
| EB - R | 19 | 0 | 20 | 8 | 28 |
| WB - L | 18 | 0 | 19 | 0 | 19 |
| WB - T | 52 | 0 | 55 | 39 | 94 |
| WB - R | 7 | 0 | 8 | 5 | 13 |
| NB - L | 17 | 0 | 18 | 6 | 24 |
| NB - T | 62 | 0 | 66 | 0 | 66 |
| NB - R | 8 | 0 | 9 | 0 | 9 |
| SB - L | 2 | 0 | 3 | 1 | 4 |
| SB - T | 74 | 0 | 78 | 15 | 93 |
| SB - R | 41 | 0 | 44 | 21 | 65 |

Weekday School PM Peak Hour
3:00 - 4:00 PM

**Oxford Street at Ocean Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 16 | 0 | 17 | 8 | 25 |
| EB - T | 44 | 0 | 47 | 18 | 65 |
| EB - R | 13 | 0 | 14 | 6 | 20 |
| WB - L | 47 | 0 | 50 | 0 | 50 |
| WB - T | 74 | 0 | 78 | 20 | 98 |
| WB - R | 10 | 0 | 11 | 2 | 13 |
| NB - L | 14 | 0 | 15 | 3 | 18 |
| NB - T | 58 | 0 | 61 | 0 | 61 |
| NB - R | 11 | 0 | 12 | 0 | 12 |
| SB - L | 6 | 0 | 7 | 1 | 8 |
| SB - T | 118 | 0 | 125 | 11 | 136 |
| SB - R | 40 | 0 | 43 | 11 | 54 |

Weekday PM Peak Hour
4:00 - 5:00 PM

**Oxford Street at Ocean Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 25 | 0 | 27 | 3 | 30 |
| EB - T | 57 | 0 | 60 | 6 | 66 |
| EB - R | 17 | 0 | 18 | 2 | 20 |
| WB - L | 27 | 0 | 29 | 0 | 29 |
| WB - T | 65 | 0 | 69 | 7 | 76 |
| WB - R | 6 | 0 | 7 | 1 | 8 |
| NB - L | 7 | 0 | 8 | 1 | 9 |
| NB - T | 46 | 0 | 49 | 0 | 49 |
| NB - R | 13 | 0 | 14 | 0 | 14 |
| SB - L | 9 | 0 | 10 | 1 | 11 |
| SB - T | 142 | 0 | 150 | 4 | 154 |
| SB - R | 29 | 0 | 31 | 3 | 34 |

Weekday AM Peak Hour
8:15 - 9:15 AM

**Oxford Street at Prairie Avenue**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 59 | 0 | 63 | 0 | 63 |
| EB - T | 57 | 0 | 60 | 27 | 87 |
| EB - R | 31 | 0 | 33 | 0 | 33 |
| WB - L | 7 | 0 | 8 | 8 | 16 |
| WB - T | 38 | 0 | 40 | 25 | 65 |
| WB - R | 26 | 0 | 28 | 15 | 43 |
| NB - L | 9 | 0 | 10 | 0 | 10 |
| NB - T | 260 | 0 | 274 | 0 | 274 |
| NB - R | 15 | 0 | 16 | 10 | 26 |
| SB - L | 24 | 0 | 26 | 16 | 42 |
| SB - T | 160 | 0 | 169 | 0 | 169 |
| SB - R | 21 | 0 | 23 | 0 | 23 |

Weekday School PM Peak Hour
3:00 - 4:00 PM

**Oxford Street at Prairie Avenue**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 65 | 0 | 69 | 0 | 69 |
| EB - T | 26 | 0 | 28 | 14 | 42 |
| EB - R | 57 | 0 | 60 | 0 | 60 |
| WB - L | 1 | 0 | 2 | 6 | 8 |
| WB - T | 9 | 0 | 10 | 18 | 28 |
| WB - R | 4 | 0 | 5 | 11 | 16 |
| NB - L | 62 | 0 | 66 | 0 | 66 |
| NB - T | 279 | 0 | 294 | 0 | 294 |
| NB - R | 14 | 0 | 15 | 5 | 20 |
| SB - L | 24 | 0 | 26 | 8 | 34 |
| SB - T | 261 | 0 | 275 | 0 | 275 |
| SB - R | 28 | 0 | 30 | 0 | 30 |

Weekday PM Peak Hour
4:30 - 5:30 PM

**Oxford Street at Prairie Avenue**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 57 | 0 | 60 | 0 | 60 |
| EB - T | 21 | 0 | 23 | 5 | 28 |
| EB - R | 41 | 0 | 44 | 0 | 44 |
| WB - L | 10 | 0 | 11 | 2 | 13 |
| WB - T | 8 | 0 | 9 | 6 | 15 |
| WB - R | 6 | 0 | 7 | 4 | 11 |
| NB - L | 48 | 0 | 51 | 0 | 51 |
| NB - T | 292 | 0 | 307 | 0 | 307 |
| NB - R | 16 | 0 | 17 | 2 | 19 |
| SB - L | 15 | 0 | 16 | 3 | 19 |
| SB - T | 260 | 0 | 274 | 0 | 274 |
| SB - R | 43 | 0 | 46 | 0 | 46 |


Computations by: AMB
Checked by: DH

New Mary E. Fogarty Pre-K through 8 School
Providence, RI
Existing and Proposed Traffic Volumes
PARE Project No. 24078.00
July 15, 2024

PARE CORPORATION

2024-2029
TRAFFIC VOLUME SUMMARY
Future No-Build Growth Factor = 1.0%

Weekday AM Peak Hour
8:15 - 9:15 AM
**Oxford Street at Eddy Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 5 | 0 | 6 | 8 | 14 |
| EB - T | 6 | 0 | 7 | 10 | 17 |
| EB - R | 12 | 0 | 13 | 8 | 21 |
| WB - L | 37 | 0 | 39 | 0 | 39 |
| WB - T | 11 | 0 | 12 | 15 | 27 |
| WB - R | 13 | 0 | 14 | 0 | 14 |
| NB - L | 24 | 0 | 26 | 21 | 47 |
| NB - T | 444 | 0 | 467 | 0 | 467 |
| NB - R | 29 | 0 | 31 | 0 | 31 |
| SB - L | 18 | 0 | 19 | 0 | 19 |
| SB - T | 359 | 0 | 378 | 0 | 378 |
| SB - R | 13 | 0 | 14 | 8 | 22 |

Weekday School PM Peak Hour
2:15 - 3:15 PM
**Oxford Street at Eddy Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 6 | 0 | 7 | 6 | 13 |
| EB - T | 7 | 0 | 8 | 7 | 15 |
| EB - R | 11 | 0 | 12 | 6 | 18 |
| WB - L | 75 | 0 | 79 | 0 | 79 |
| WB - T | 12 | 0 | 13 | 8 | 21 |
| WB - R | 16 | 0 | 17 | 0 | 17 |
| NB - L | 27 | 0 | 29 | 11 | 40 |
| NB - T | 351 | 0 | 369 | 0 | 369 |
| NB - R | 11 | 0 | 12 | 0 | 12 |
| SB - L | 17 | 0 | 18 | 0 | 18 |
| SB - T | 461 | 0 | 485 | 0 | 485 |
| SB - R | 12 | 0 | 13 | 4 | 17 |

Weekday PM Peak Hour
4:15 - 5:15 PM
**Oxford Street at Eddy Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 14 | 0 | 15 | 2 | 17 |
| EB - T | 16 | 0 | 17 | 2 | 19 |
| EB - R | 13 | 0 | 14 | 2 | 16 |
| WB - L | 62 | 0 | 66 | 0 | 66 |
| WB - T | 31 | 0 | 33 | 3 | 36 |
| WB - R | 20 | 0 | 22 | 0 | 22 |
| NB - L | 27 | 0 | 29 | 4 | 33 |
| NB - T | 256 | 0 | 270 | 0 | 270 |
| NB - R | 11 | 0 | 12 | 0 | 12 |
| SB - L | 22 | 0 | 24 | 0 | 24 |
| SB - T | 397 | 0 | 418 | 0 | 418 |
| SB - R | 10 | 0 | 11 | 2 | 13 |

Weekday AM Peak Hour
8:15 - 9:15 AM
**Sayles Street at Harriet Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 5 | 0 | 6 | 0 | 6 |
| EB - T | 52 | 0 | 55 | 26 | 81 |
| EB - R | 6 | 0 | 7 | 2 | 9 |
| WB - L | 1 | 0 | 2 | 0 | 2 |
| WB - T | 4 | 0 | 5 | 0 | 5 |
| WB - R | 0 | 0 | 0 | 0 | 0 |
| NB - L | 9 | 0 | 10 | 2 | 12 |
| NB - T | 2 | 0 | 3 | 4 | 7 |
| NB - R | 28 | 0 | 30 | 8 | 38 |
| SB - L | 7 | 0 | 8 | 2 | 10 |
| SB - T | 5 | 0 | 6 | 3 | 9 |
| SB - R | 6 | 0 | 7 | 0 | 7 |

Weekday School PM Peak Hour
3:00 - 4:00 PM
**Sayles Street at Harriet Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 4 | 0 | 5 | 0 | 5 |
| EB - T | 55 | 0 | 58 | 13 | 71 |
| EB - R | 8 | 0 | 9 | 1 | 10 |
| WB - L | 3 | 0 | 4 | 0 | 4 |
| WB - T | 2 | 0 | 3 | 0 | 3 |
| WB - R | 2 | 0 | 3 | 0 | 3 |
| NB - L | 5 | 0 | 6 | 1 | 7 |
| NB - T | 10 | 0 | 11 | 3 | 14 |
| NB - R | 16 | 0 | 17 | 4 | 21 |
| SB - L | 3 | 0 | 4 | 1 | 5 |
| SB - T | 13 | 0 | 14 | 2 | 16 |
| SB - R | 5 | 0 | 6 | 0 | 6 |

Weekday PM Peak Hour
5:00 - 6:00 PM
**Sayles Street at Harriet Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 4 | 0 | 5 | 0 | 5 |
| EB - T | 28 | 0 | 30 | 5 | 35 |
| EB - R | 6 | 0 | 7 | 1 | 8 |
| WB - L | 6 | 0 | 7 | 0 | 7 |
| WB - T | 19 | 0 | 20 | 0 | 20 |
| WB - R | 1 | 0 | 2 | 0 | 2 |
| NB - L | 4 | 0 | 5 | 1 | 6 |
| NB - T | 7 | 0 | 8 | 1 | 9 |
| NB - R | 5 | 0 | 6 | 1 | 7 |
| SB - L | 2 | 0 | 3 | 1 | 4 |
| SB - T | 7 | 0 | 8 | 1 | 9 |
| SB - R | 4 | 0 | 5 | 0 | 5 |

Weekday AM Peak Hour
8:15 - 9:15 AM
**Sayles Street at Ocean Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 36 | 0 | 38 | 13 | 51 |
| EB - T | 20 | 0 | 22 | 6 | 28 |
| EB - R | 45 | 0 | 48 | 13 | 61 |
| WB - L | 10 | 0 | 11 | 3 | 14 |
| WB - T | 1 | 0 | 2 | 0 | 2 |
| WB - R | 5 | 0 | 6 | 0 | 6 |
| NB - L | 0 | 0 | 0 | 0 | 0 |
| NB - T | 71 | 0 | 75 | 12 | 87 |
| NB - R | 7 | 0 | 8 | 1 | 9 |
| SB - L | 4 | 0 | 5 | 0 | 5 |
| SB - T | 65 | 0 | 69 | 21 | 90 |
| SB - R | 0 | 0 | 0 | 0 | 0 |

Weekday School PM Peak Hour
3:00 - 4:00 PM
**Sayles Street at Ocean Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 31 | 0 | 33 | 9 | 42 |
| EB - T | 15 | 0 | 16 | 4 | 20 |
| EB - R | 36 | 0 | 38 | 9 | 47 |
| WB - L | 12 | 0 | 13 | 2 | 15 |
| WB - T | 0 | 0 | 0 | 0 | 0 |
| WB - R | 11 | 0 | 12 | 0 | 12 |
| NB - L | 0 | 0 | 0 | 0 | 0 |
| NB - T | 79 | 0 | 84 | 9 | 93 |
| NB - R | 1 | 0 | 2 | 1 | 3 |
| SB - L | 5 | 0 | 6 | 0 | 6 |
| SB - T | 110 | 0 | 116 | 11 | 127 |
| SB - R | 0 | 0 | 0 | 0 | 0 |

Weekday PM Peak Hour
4:00 - 5:00 PM
**Sayles Street at Ocean Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 20 | 0 | 22 | 3 | 25 |
| EB - T | 12 | 0 | 13 | 1 | 14 |
| EB - R | 23 | 0 | 25 | 3 | 28 |
| WB - L | 13 | 0 | 14 | 1 | 15 |
| WB - T | 3 | 0 | 4 | 0 | 4 |
| WB - R | 8 | 0 | 9 | 0 | 9 |
| NB - L | 8 | 0 | 9 | 0 | 9 |
| NB - T | 76 | 0 | 80 | 3 | 83 |
| NB - R | 3 | 0 | 4 | 1 | 5 |
| SB - L | 13 | 0 | 14 | 0 | 14 |
| SB - T | 126 | 0 | 133 | 4 | 137 |
| SB - R | 2 | 0 | 3 | 0 | 3 |


Computations by: AMB
Checked by: DH

New Mary E. Fogarty Pre-K through 8 School
Providence, RI
Existing and Proposed Traffic Volumes
PARE Project No. 24078.00
July 15, 2024

PARE CORPORATION

2024-2029
TRAFFIC VOLUME SUMMARY
Future No-Build Growth Factor = 1.0%

Weekday AM Peak Hour
8:15 - 9:15 AM
**Sayles Street at Prairie Avenue**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 18 | 0 | 19 | 0 | 19 |
| EB - T | 5 | 0 | 6 | 3 | 9 |
| EB - R | 12 | 0 | 13 | 0 | 13 |
| WB - L | 9 | 0 | 10 | 0 | 10 |
| WB - T | 5 | 0 | 6 | 2 | 8 |
| WB - R | 15 | 0 | 16 | 0 | 16 |
| NB - L | 23 | 0 | 25 | 0 | 25 |
| NB - T | 299 | 0 | 315 | 0 | 315 |
| NB - R | 25 | 0 | 27 | 10 | 37 |
| SB - L | 25 | 0 | 27 | 15 | 42 |
| SB - T | 184 | 0 | 194 | 0 | 194 |
| SB - R | 18 | 0 | 19 | 0 | 19 |

Weekday School PM Peak Hour
3:00 - 4:00 PM
**Sayles Street at Prairie Avenue**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 10 | 0 | 11 | 0 | 11 |
| EB - T | 7 | 0 | 8 | 2 | 10 |
| EB - R | 11 | 0 | 12 | 0 | 12 |
| WB - L | 7 | 0 | 8 | 0 | 8 |
| WB - T | 5 | 0 | 6 | 1 | 7 |
| WB - R | 8 | 0 | 9 | 0 | 9 |
| NB - L | 12 | 0 | 13 | 0 | 13 |
| NB - T | 307 | 0 | 323 | 0 | 323 |
| NB - R | 28 | 0 | 30 | 5 | 35 |
| SB - L | 33 | 0 | 35 | 8 | 43 |
| SB - T | 298 | 0 | 314 | 0 | 314 |
| SB - R | 19 | 0 | 20 | 0 | 20 |

Weekday PM Peak Hour
4:30 - 5:30 PM
**Sayles Street at Prairie Avenue**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 10 | 0 | 11 | 0 | 11 |
| EB - T | 6 | 0 | 7 | 1 | 8 |
| EB - R | 7 | 0 | 8 | 0 | 8 |
| WB - L | 17 | 0 | 18 | 0 | 18 |
| WB - T | 12 | 0 | 13 | 1 | 14 |
| WB - R | 14 | 0 | 15 | 0 | 15 |
| NB - L | 16 | 0 | 17 | 0 | 17 |
| NB - T | 311 | 0 | 327 | 0 | 327 |
| NB - R | 27 | 0 | 29 | 2 | 31 |
| SB - L | 20 | 0 | 22 | 3 | 25 |
| SB - T | 297 | 0 | 313 | 0 | 313 |
| SB - R | 15 | 0 | 16 | 0 | 16 |

Weekday AM Peak Hour
8:15 - 9:15 AM
**Sayles Street at Eddy Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 31 | 0 | 33 | 4 | 37 |
| EB - R | 27 | 0 | 29 | 2 | 31 |
| NB - L | 10 | 0 | 11 | 1 | 12 |
| NB - T | 456 | 0 | 480 | 0 | 480 |
| SB - T | 356 | 0 | 375 | 0 | 375 |
| SB - R | 9 | 0 | 10 | 2 | 12 |

Weekday School PM Peak Hour
2:15 - 3:15 PM
**Sayles Street at Eddy Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 18 | 0 | 19 | 3 | 22 |
| EB - R | 19 | 0 | 20 | 2 | 22 |
| NB - L | 17 | 0 | 18 | 1 | 19 |
| NB - T | 364 | 0 | 383 | 0 | 383 |
| SB - T | 476 | 0 | 501 | 0 | 501 |
| SB - R | 10 | 0 | 11 | 1 | 12 |

Weekday PM Peak Hour
4:15 - 5:15 PM
**Sayles Street at Eddy Street**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 13 | 0 | 14 | 1 | 15 |
| EB - R | 5 | 0 | 6 | 1 | 7 |
| NB - L | 9 | 0 | 10 | 0 | 10 |
| NB - T | 277 | 0 | 292 | 0 | 292 |
| SB - T | 423 | 0 | 445 | 0 | 445 |
| SB - R | 15 | 0 | 16 | 1 | 17 |

Weekday AM Peak Hour
8:15 - 9:15 AM
**Oxford Street at Southerly Site Driveway**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 9 | 0 | 10 | - | - |
| EB - T | 101 | 0 | 107 | - | - |
| WB - T | 112 | 0 | 118 | - | - |
| WB - R | 12 | 0 | 13 | - | - |
| SB - L | 6 | 0 | 7 | - | - |
| SB - R | 1 | 0 | 2 | - | - |

Weekday School PM Peak Hour
3:00 - 4:00 PM
**Oxford Street at Southerly Site Driveway**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 2 | 0 | 3 | - | - |
| EB - T | 77 | 0 | 81 | - | - |
| WB - T | 134 | 0 | 141 | - | - |
| WB - R | 4 | 0 | 5 | - | - |
| SB - L | 2 | 0 | 3 | - | - |
| SB - R | 6 | 0 | 7 | - | - |

Weekday PM Peak Hour
4:00 - 5:00 PM
**Oxford Street at Southerly Site Driveway**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 1 | 0 | 2 | - | - |
| EB - T | 91 | 0 | 96 | - | - |
| WB - T | 114 | 0 | 120 | - | - |
| WB - R | 1 | 0 | 2 | - | - |
| SB - L | 6 | 0 | 7 | - | - |
| SB - R | 5 | 0 | 6 | - | - |

Weekday AM Peak Hour
8:15 - 9:15 AM
**Oxford Street at Easterly Site Driveway**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 0 | 0 | 0 | 2 | 2 |
| EB - R | 1 | 0 | 2 | 4 | 6 |
| NB - L | 20 | 0 | 22 | 5 | 27 |
| NB - T | 78 | 0 | 82 | 11 | 93 |
| SB - T | 115 | 0 | 121 | 12 | 133 |
| SB - R | 7 | 0 | 8 | 3 | 11 |

Weekday School PM Peak Hour
3:00 - 4:00 PM
**Oxford Street at Easterly Site Driveway**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 1 | 0 | 2 | 2 | 4 |
| EB - R | 2 | 0 | 3 | 3 | 6 |
| NB - L | 1 | 0 | 2 | 2 | 4 |
| NB - T | 83 | 0 | 88 | 8 | 96 |
| SB - T | 161 | 0 | 170 | 9 | 179 |
| SB - R | 1 | 0 | 2 | 2 | 4 |

Weekday PM Peak Hour
4:00 - 5:00 PM
**Oxford Street at Easterly Site Driveway**

| | 2024 Existing | Outside Developments | 2029 Future No-Build | Total Site Generated | 2029 Future Build |
|---|---|---|---|---|---|
| EB - L | 7 | 0 | 8 | 1 | 9 |
| EB - R | 17 | 0 | 18 | 1 | 19 |
| NB - L | 0 | 0 | 0 | 1 | 1 |
| NB - T | 76 | 0 | 80 | 3 | 83 |
| SB - T | 163 | 0 | 172 | 3 | 175 |
| SB - R | 2 | 0 | 3 | 1 | 4 |


Computations by: AMB
Checked by: DH

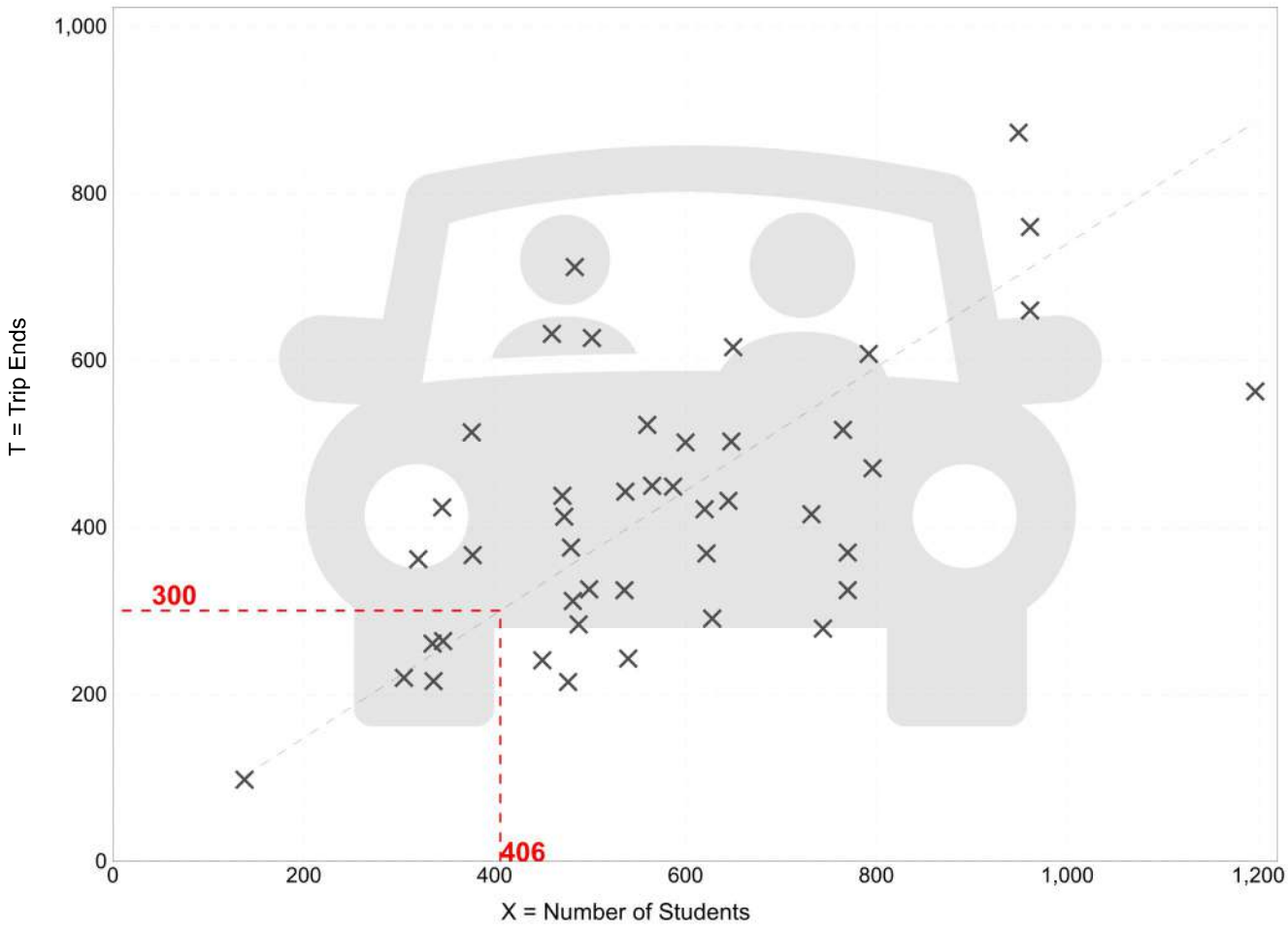
# Elementary School
(520)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Students** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 7 and 9 a.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 44 |
| Avg. Num. of Students: | 575 |
| Directional Distribution: | 54% entering, 46% exiting |

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.74 | 0.38 - 1.47 | 0.25 |

## Data Plot and Equation




**Fitted Curve Equation: Not Given**

**$R^2$= ****

# Elementary School
(520)

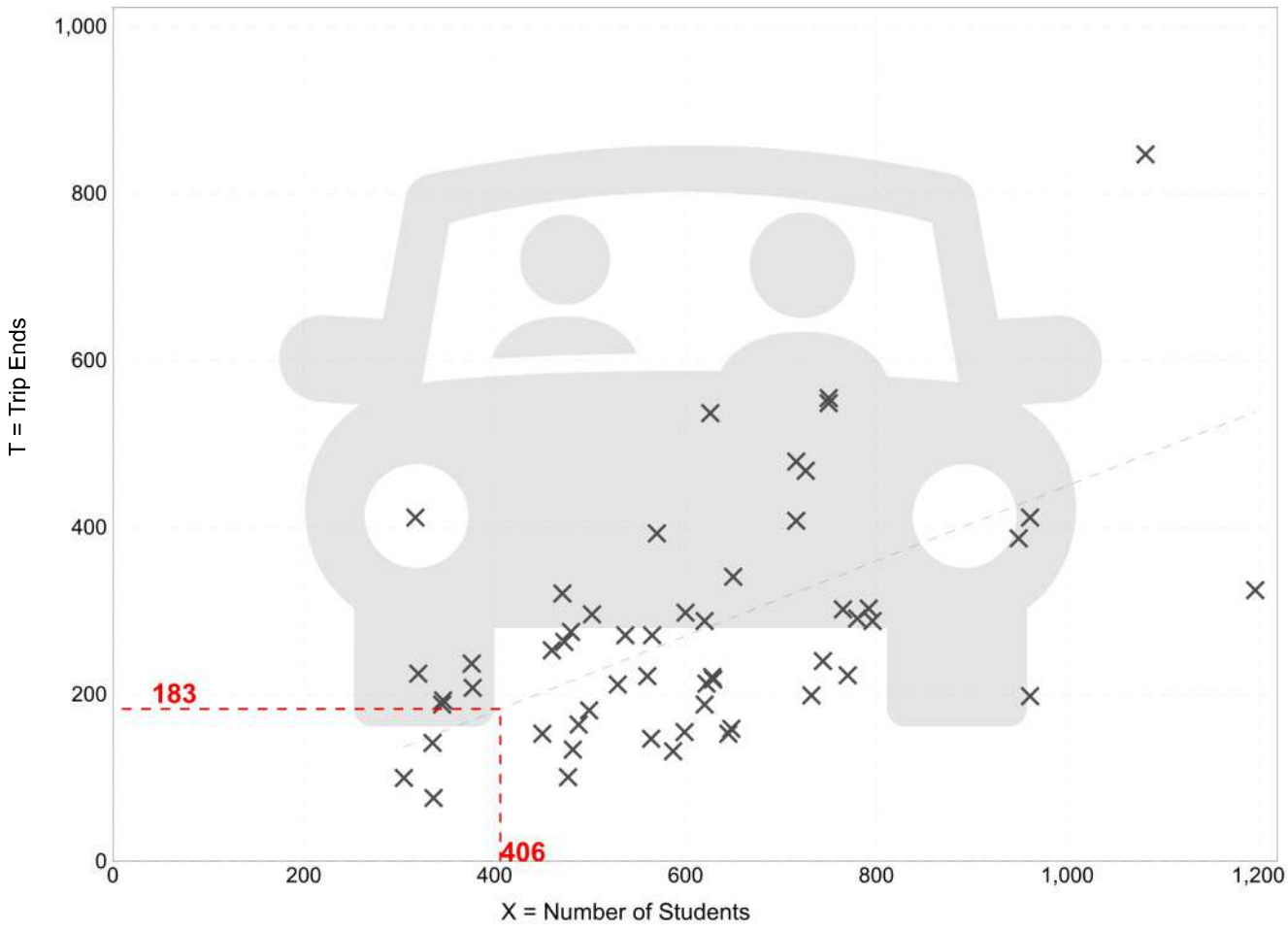
**Vehicle Trip Ends vs:** **Students**
**On a:** **Weekday,**
**PM Peak Hour of Generator**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 54
Avg. Num. of Students: 608
Directional Distribution: 46% entering, 54% exiting

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.45 | 0.21 - 1.30 | 0.19 |

## Data Plot and Equation




**Fitted Curve Equation: Not Given**

**$R^2$= ****

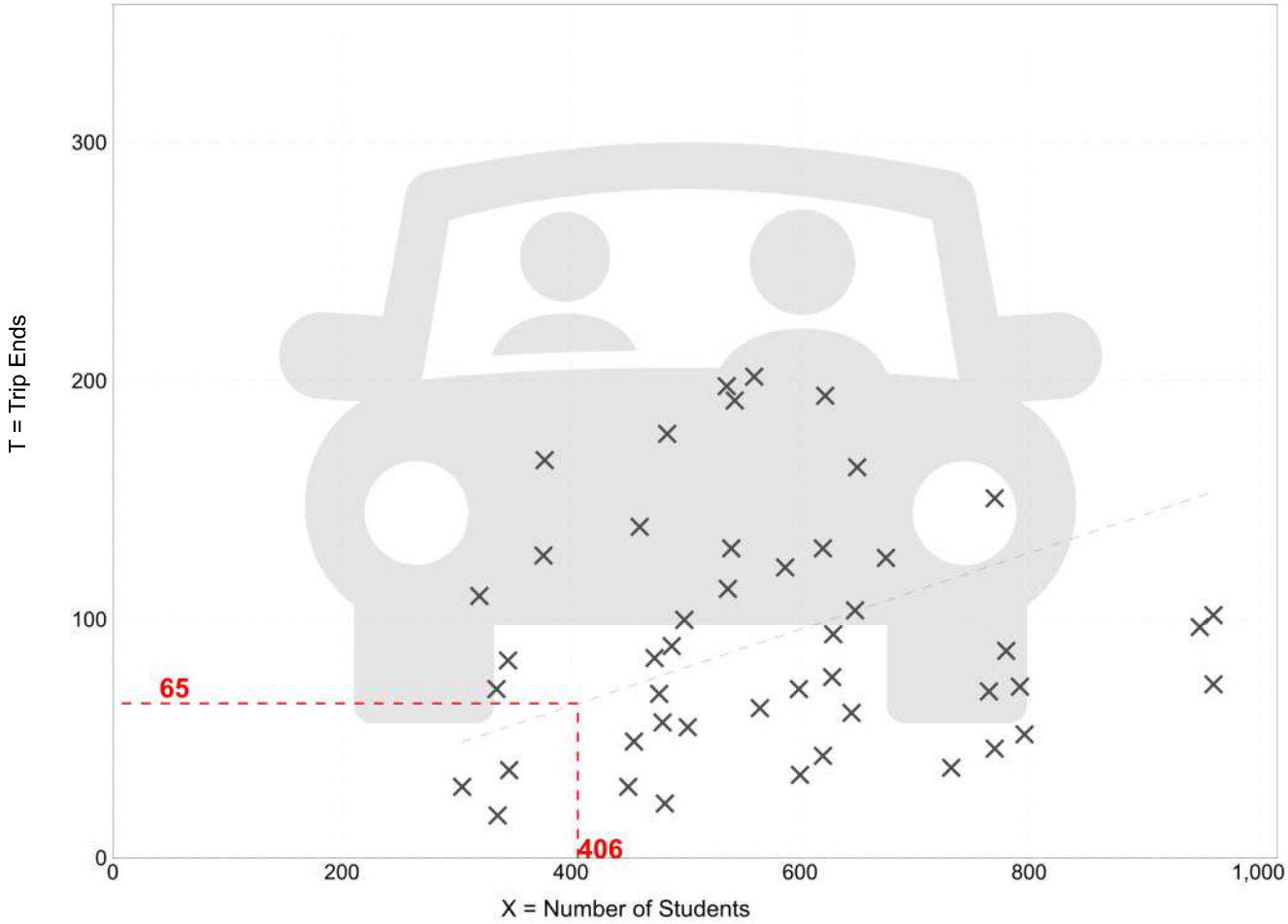
# Elementary School
(520)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Students** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 4 and 6 p.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 47 |
| Avg. Num. of Students: | 576 |
| Directional Distribution: | 46% entering, 54% exiting |

## Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.16 | 0.05 - 0.44 | 0.10 |

## Data Plot and Equation




**Fitted Curve Equation: Not Given**

**$R^2$= ****

John Flatley Company

Wampanoag Meadows-Commercial Development

# APPENDIX F

# Traffic Capacity Analyses

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.2 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 36 | 20 | 45 | 10 | 1 | 5 | 0 | 71 | 7 | 4 | 65 | 0 |
| Future Vol, veh/h | 36 | 20 | 45 | 10 | 1 | 5 | 0 | 71 | 7 | 4 | 65 | 0 |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.72 | 0.72 | 0.72 | 0.55 | 0.55 | 0.55 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 8 | 10 | 9 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 |
| Mvmt Flow | 47 | 26 | 59 | 14 | 1 | 7 | 0 | 129 | 13 | 5 | 81 | 0 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.2 | 7.7 | 8.3 | 8 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 0% | 36% | 62% | 6% |
| Vol Thru, % | 91% | 20% | 6% | 94% |
| Vol Right, % | 9% | 45% | 31% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 78 | 101 | 16 | 69 |
| LT Vol | 0 | 36 | 10 | 4 |
| Through Vol | 71 | 20 | 1 | 65 |
| RT Vol | 7 | 45 | 5 | 0 |
| Lane Flow Rate | 142 | 133 | 22 | 86 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.172 | 0.162 | 0.028 | 0.106 |
| Departure Headway (Hd) | 4.366 | 4.385 | 4.508 | 4.423 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 824 | 820 | 796 | 812 |
| Service Time | 2.381 | 2.399 | 2.527 | 2.439 |
| HCM Lane V/C Ratio | 0.172 | 0.162 | 0.028 | 0.106 |
| HCM Control Delay | 8.3 | 8.2 | 7.7 | 8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.6 | 0.6 | 0.1 | 0.4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 28 | 58 | 19 | 18 | 52 | 7 | 17 | 62 | 8 | 2 | 74 | 41 |
| Future Vol, veh/h | 28 | 58 | 19 | 18 | 52 | 7 | 17 | 62 | 8 | 2 | 74 | 41 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.56 | 0.56 | 0.56 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles, % | 4 | 2 | 5 | 0 | 12 | 0 | 6 | 3 | 0 | 0 | 5 | 2 |
| Mvmt Flow | 31 | 64 | 21 | 23 | 68 | 9 | 30 | 111 | 14 | 3 | 94 | 52 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.6 | 8.5 | 8.9 | 8.4 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 20% | 27% | 23% | 2% |
| Vol Thru, % | 71% | 55% | 68% | 63% |
| Vol Right, % | 9% | 18% | 9% | 35% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 87 | 105 | 77 | 117 |
| LT Vol | 17 | 28 | 18 | 2 |
| Through Vol | 62 | 58 | 52 | 74 |
| RT Vol | 8 | 19 | 7 | 41 |
| Lane Flow Rate | 155 | 117 | 100 | 148 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.202 | 0.153 | 0.132 | 0.181 |
| Departure Headway (Hd) | 4.672 | 4.733 | 4.734 | 4.397 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 767 | 756 | 755 | 815 |
| Service Time | 2.708 | 2.775 | 2.776 | 2.434 |
| HCM Lane V/C Ratio | 0.202 | 0.155 | 0.132 | 0.182 |
| HCM Control Delay | 8.9 | 8.6 | 8.5 | 8.4 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.8 | 0.5 | 0.5 | 0.7 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10.6 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 59 | 57 | 31 | 7 | 38 | 26 | 9 | 260 | 15 | 24 | 160 | 21 |
| Future Vol, veh/h | 59 | 57 | 31 | 7 | 38 | 26 | 9 | 260 | 15 | 24 | 160 | 21 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 71 | 69 | 37 | 8 | 41 | 28 | 10 | 283 | 16 | 26 | 174 | 23 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 10.3 | 9.1 | 11.4 | 10.3 |
| HCM LOS | B | A | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 3% | 40% | 10% | 12% |
| Vol Thru, % | 92% | 39% | 54% | 78% |
| Vol Right, % | 5% | 21% | 37% | 10% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 284 | 147 | 71 | 205 |
| LT Vol | 9 | 59 | 7 | 24 |
| Through Vol | 260 | 57 | 38 | 160 |
| RT Vol | 15 | 31 | 26 | 21 |
| Lane Flow Rate | 309 | 177 | 77 | 223 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.416 | 0.264 | 0.116 | 0.312 |
| Departure Headway (Hd) | 4.953 | 5.358 | 5.388 | 5.047 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 732 | 673 | 668 | 717 |
| Service Time | 2.953 | 3.373 | 3.405 | 3.047 |
| HCM Lane V/C Ratio | 0.422 | 0.263 | 0.115 | 0.311 |
| HCM Control Delay | 11.4 | 10.3 | 9.1 | 10.3 |
| HCM Lane LOS | B | B | A | B |
| HCM 95th-tile Q | 2.1 | 1.1 | 0.4 | 1.3 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 18.1 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 6 | 12 | 37 | 11 | 13 | 24 | 444 | 29 | 18 | 359 | 13 |
| Future Vol, veh/h | 5 | 6 | 12 | 37 | 11 | 13 | 24 | 444 | 29 | 18 | 359 | 13 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.85 | 0.85 | 0.85 | 0.84 | 0.84 | 0.84 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles, % | 0 | 0 | 0 | 22 | 0 | 15 | 4 | 2 | 0 | 6 | 5 | 8 |
| Mvmt Flow | 6 | 7 | 13 | 44 | 13 | 15 | 29 | 529 | 35 | 18 | 366 | 13 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.4 | 10.7 | 22.2 | 14 |
| HCM LOS | A | B | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 5% | 22% | 61% | 5% |
| Vol Thru, % | 89% | 26% | 18% | 92% |
| Vol Right, % | 6% | 52% | 21% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 497 | 23 | 61 | 390 |
| LT Vol | 24 | 5 | 37 | 18 |
| Through Vol | 444 | 6 | 11 | 359 |
| RT Vol | 29 | 12 | 13 | 13 |
| Lane Flow Rate | 592 | 26 | 72 | 398 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.774 | 0.044 | 0.133 | 0.548 |
| Departure Headway (Hd) | 4.708 | 6.158 | 6.652 | 4.953 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 763 | 584 | 542 | 720 |
| Service Time | 2.787 | 4.164 | 4.654 | 3.044 |
| HCM Lane V/C Ratio | 0.776 | 0.045 | 0.133 | 0.553 |
| HCM Control Delay | 22.2 | 9.4 | 10.7 | 14 |
| HCM Lane LOS | C | A | B | B |
| HCM 95th-tile Q | 7.6 | 0.1 | 0.5 | 3.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 52 | 6 | 1 | 4 | 0 | 9 | 2 | 28 | 7 | 5 | 6 |
| Future Vol, veh/h | 5 | 52 | 6 | 1 | 4 | 0 | 9 | 2 | 28 | 7 | 5 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 45 | 45 | 45 | 72 | 72 | 72 | 66 | 66 | 66 |
| Heavy Vehicles, % | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 70 | 8 | 2 | 9 | 0 | 13 | 3 | 39 | 11 | 8 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 9 | 0 | 0 | 78 | 0 | 0 | 110 | 101 | 74 | 122 | 105 | 9 |
| Stage 1 | - | - | - | - | - | - | 88 | 88 | - | 13 | 13 | - |
| Stage 2 | - | - | - | - | - | - | 22 | 13 | - | 109 | 92 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.24 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.336 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1624 | - | - | 1533 | - | - | 873 | 793 | 982 | 858 | 789 | 1079 |
| Stage 1 | - | - | - | - | - | - | 925 | 826 | - | 1013 | 889 | - |
| Stage 2 | - | - | - | - | - | - | 1002 | 889 | - | 901 | 823 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1624 | - | - | 1533 | - | - | 856 | 788 | 982 | 818 | 784 | 1079 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 856 | 788 | - | 818 | 784 | - |
| Stage 1 | - | - | - | - | - | - | 920 | 822 | - | 1008 | 888 | - |
| Stage 2 | - | - | - | - | - | - | 984 | 888 | - | 858 | 819 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.6 | 1.5 | 9.1 | 9.2 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 938 | 1624 | - | - | 1533 | - | - | 878 |
| HCM Lane V/C Ratio | 0.058 | 0.004 | - | - | 0.001 | - | - | 0.031 |
| HCM Control Delay (s) | 9.1 | 7.2 | 0 | - | 7.4 | 0 | - | 9.2 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 17 | 94 | 3 | 1 | 98 | 24 | 0 | 1 | 3 | 6 | 2 | 6 |
| Future Vol, veh/h | 17 | 94 | 3 | 1 | 98 | 24 | 0 | 1 | 3 | 6 | 2 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 82 | 82 | 82 | 36 | 36 | 36 | 59 | 59 | 59 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 7 | 8 | 0 | 0 | 33 | 0 | 0 | 0 |
| Mvmt Flow | 18 | 101 | 3 | 1 | 120 | 29 | 0 | 3 | 8 | 10 | 3 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 149 | 0 | 0 | 104 | 0 | 0 | 282 | 290 | 103 | 281 | 277 | 135 |
| Stage 1 | - | - | - | - | - | - | 139 | 139 | - | 137 | 137 | - |
| Stage 2 | - | - | - | - | - | - | 143 | 151 | - | 144 | 140 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.53 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.597 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1445 | - | - | 1500 | - | - | 674 | 624 | 874 | 675 | 634 | 919 |
| Stage 1 | - | - | - | - | - | - | 869 | 785 | - | 871 | 787 | - |
| Stage 2 | - | - | - | - | - | - | 865 | 776 | - | 864 | 785 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1445 | - | - | 1500 | - | - | 656 | 615 | 874 | 659 | 625 | 919 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 656 | 615 | - | 659 | 625 | - |
| Stage 1 | - | - | - | - | - | - | 858 | 775 | - | 860 | 786 | - |
| Stage 2 | - | - | - | - | - | - | 851 | 775 | - | 842 | 775 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.1 | 0.1 | 9.6 | 10 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 791 | 1445 | - | - | 1500 | - | - | 743 |
| HCM Lane V/C Ratio | 0.014 | 0.013 | - | - | 0.001 | - | - | 0.032 |
| HCM Control Delay (s) | 9.6 | 7.5 | 0 | - | 7.4 | 0 | - | 10 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 31 | 27 | 10 | 456 | 356 | 9 |
| Future Vol, veh/h | 31 | 27 | 10 | 456 | 356 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 88 | 88 | 75 | 75 |
| Heavy Vehicles, % | 3 | 4 | 10 | 3 | 5 | 11 |
| Mvmt Flow | 33 | 29 | 11 | 518 | 475 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1021 | 481 | 487 | 0 | - | 0 |
| Stage 1 | 481 | - | - | - | - | - |
| Stage 2 | 540 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.24 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.336 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 261 | 581 | 1036 | - | - | - |
| Stage 1 | 620 | - | - | - | - | - |
| Stage 2 | 582 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 257 | 581 | 1036 | - | - | - |
| Mov Cap-2 Maneuver | 257 | - | - | - | - | - |
| Stage 1 | 611 | - | - | - | - | - |
| Stage 2 | 582 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.6 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1036 | - | 347 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.178 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 17.6 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.6 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 18 | 5 | 12 | 9 | 5 | 15 | 23 | 299 | 25 | 25 | 184 | 18 |
| Future Vol, veh/h | 18 | 5 | 12 | 9 | 5 | 15 | 23 | 299 | 25 | 25 | 184 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 53 | 53 | 53 | 62 | 62 | 62 | 80 | 80 | 80 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 20 | 0 | 0 | 0 | 0 | 4 | 2 | 12 | 8 | 2 | 0 |
| Mvmt Flow | 34 | 9 | 23 | 15 | 8 | 24 | 29 | 374 | 31 | 27 | 196 | 19 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 724 | 723 | 206 | 724 | 717 | 390 | 215 | 0 | 0 | 405 | 0 | 0 |
| Stage 1 | 260 | 260 | - | 448 | 448 | - | - | - | - | - | - | - |
| Stage 2 | 464 | 463 | - | 276 | 269 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.7 | 6.2 | 7.1 | 6.5 | 6.2 | 4.14 | - | - | 4.18 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.7 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.7 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.18 | 3.3 | 3.5 | 4 | 3.3 | 2.236 | - | - | 2.272 | - | - |
| Pot Cap-1 Maneuver | 344 | 331 | 840 | 344 | 358 | 663 | 1343 | - | - | 1122 | - | - |
| Stage 1 | 749 | 661 | - | 594 | 576 | - | - | - | - | - | - | - |
| Stage 2 | 582 | 535 | - | 735 | 690 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 312 | 313 | 840 | 313 | 339 | 663 | 1343 | - | - | 1122 | - | - |
| Mov Cap-2 Maneuver | 312 | 313 | - | 313 | 339 | - | - | - | - | - | - | - |
| Stage 1 | 728 | 643 | - | 577 | 560 | - | - | - | - | - | - | - |
| Stage 2 | 537 | 520 | - | 686 | 671 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 15.8 | 14.2 | 0.5 | 0.9 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1343 | - | - | 398 | 439 | 1122 | - | - |
| HCM Lane V/C Ratio | 0.021 | - | - | 0.166 | 0.107 | 0.024 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | - | 15.8 | 14.2 | 8.3 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.6 | 0.4 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 101 | 112 | 12 | 6 | 1 |
| Future Vol, veh/h | 9 | 101 | 112 | 12 | 6 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 85 | 85 | 75 | 75 |
| Heavy Vehicles, % | 0 | 3 | 6 | 0 | 0 | 0 |
| Mvmt Flow | 10 | 112 | 132 | 14 | 8 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 146 | 0 | - | 0 | 271 | 139 |
| Stage 1 | - | - | - | - | 139 | - |
| Stage 2 | - | - | - | - | 132 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1448 | - | - | - | 723 | 915 |
| Stage 1 | - | - | - | - | 893 | - |
| Stage 2 | - | - | - | - | 899 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1448 | - | - | - | 718 | 915 |
| Mov Cap-2 Maneuver | - | - | - | - | 718 | - |
| Stage 1 | - | - | - | - | 887 | - |
| Stage 2 | - | - | - | - | 899 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0 | 9.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1448 | - | - | - | 741 |
| HCM Lane V/C Ratio | 0.007 | - | - | - | 0.013 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 9.9 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 20 | 78 | 115 | 7 |
| Future Vol, veh/h | 0 | 1 | 20 | 78 | 115 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 32 | 32 | 61 | 61 | 78 | 78 |
| Heavy Vehicles, % | 0 | 0 | 0 | 4 | 4 | 0 |
| Mvmt Flow | 0 | 3 | 33 | 128 | 147 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 346 | 152 | 156 | 0 | - | 0 |
| Stage 1 | 152 | - | - | - | - | - |
| Stage 2 | 194 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 655 | 900 | 1436 | - | - | - |
| Stage 1 | 881 | - | - | - | - | - |
| Stage 2 | 844 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 639 | 900 | 1436 | - | - | - |
| Mov Cap-2 Maneuver | 639 | - | - | - | - | - |
| Stage 1 | 859 | - | - | - | - | - |
| Stage 2 | 844 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9 | 1.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1436 | - | 900 | - | - |
| HCM Lane V/C Ratio | 0.023 | - | 0.003 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.2 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 15 | 36 | 12 | 0 | 11 | 0 | 79 | 1 | 5 | 110 | 0 |
| Future Vol, veh/h | 31 | 15 | 36 | 12 | 0 | 11 | 0 | 79 | 1 | 5 | 110 | 0 |
| Peak Hour Factor | 0.39 | 0.39 | 0.39 | 0.73 | 0.73 | 0.73 | 0.60 | 0.60 | 0.60 | 0.72 | 0.72 | 0.72 |
| Heavy Vehicles, % | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 40 | 8 | 0 |
| Mvmt Flow | 79 | 38 | 92 | 16 | 0 | 15 | 0 | 132 | 2 | 7 | 153 | 0 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.1 | 8.1 | 8.7 | 10 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 0% | 38% | 52% | 4% |
| Vol Thru, % | 99% | 18% | 0% | 96% |
| Vol Right, % | 1% | 44% | 48% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 80 | 82 | 23 | 115 |
| LT Vol | 0 | 31 | 12 | 5 |
| Through Vol | 79 | 15 | 0 | 110 |
| RT Vol | 1 | 36 | 11 | 0 |
| Lane Flow Rate | 133 | 210 | 32 | 160 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.173 | 0.263 | 0.042 | 0.236 |
| Departure Headway (Hd) | 4.67 | 4.495 | 4.853 | 5.311 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 765 | 799 | 735 | 676 |
| Service Time | 2.713 | 2.528 | 2.903 | 3.353 |
| HCM Lane V/C Ratio | 0.174 | 0.263 | 0.044 | 0.237 |
| HCM Control Delay | 8.7 | 9.1 | 8.1 | 10 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.6 | 1.1 | 0.1 | 0.9 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.2 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 44 | 13 | 47 | 74 | 10 | 14 | 58 | 11 | 6 | 118 | 40 |
| Future Vol, veh/h | 16 | 44 | 13 | 47 | 74 | 10 | 14 | 58 | 11 | 6 | 118 | 40 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.85 | 0.85 | 0.85 | 0.86 | 0.86 | 0.86 | 0.67 | 0.67 | 0.67 |
| Heavy Vehicles, % | 0 | 2 | 8 | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 4 | 13 |
| Mvmt Flow | 20 | 56 | 16 | 55 | 87 | 12 | 16 | 67 | 13 | 9 | 176 | 60 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.6 | 9.3 | 8.7 | 9.5 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 17% | 22% | 36% | 4% |
| Vol Thru, % | 70% | 60% | 56% | 72% |
| Vol Right, % | 13% | 18% | 8% | 24% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 83 | 73 | 131 | 164 |
| LT Vol | 14 | 16 | 47 | 6 |
| Through Vol | 58 | 44 | 74 | 118 |
| RT Vol | 11 | 13 | 10 | 40 |
| Lane Flow Rate | 97 | 92 | 154 | 245 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.13 | 0.124 | 0.21 | 0.305 |
| Departure Headway (Hd) | 4.865 | 4.83 | 4.902 | 4.485 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 733 | 738 | 729 | 798 |
| Service Time | 2.917 | 2.884 | 2.951 | 2.527 |
| HCM Lane V/C Ratio | 0.132 | 0.125 | 0.211 | 0.307 |
| HCM Control Delay | 8.7 | 8.6 | 9.3 | 9.5 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 0.4 | 0.8 | 1.3 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.8 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 65 | 26 | 57 | 1 | 9 | 4 | 62 | 279 | 14 | 24 | 261 | 28 |
| Future Vol, veh/h | 65 | 26 | 57 | 1 | 9 | 4 | 62 | 279 | 14 | 24 | 261 | 28 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.46 | 0.46 | 0.46 | 0.90 | 0.90 | 0.90 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 25 | 3 | 2 | 0 | 4 | 2 | 4 |
| Mvmt Flow | 71 | 28 | 62 | 2 | 20 | 9 | 69 | 310 | 16 | 27 | 293 | 31 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 10.6 | 9.3 | 14 | 12.8 |
| HCM LOS | B | A | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 17% | 44% | 7% | 8% |
| Vol Thru, % | 79% | 18% | 64% | 83% |
| Vol Right, % | 4% | 39% | 29% | 9% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 355 | 148 | 14 | 313 |
| LT Vol | 62 | 65 | 1 | 24 |
| Through Vol | 279 | 26 | 9 | 261 |
| RT Vol | 14 | 57 | 4 | 28 |
| Lane Flow Rate | 394 | 161 | 30 | 352 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.55 | 0.252 | 0.05 | 0.492 |
| Departure Headway (Hd) | 5.016 | 5.648 | 5.935 | 5.039 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 722 | 635 | 602 | 717 |
| Service Time | 3.027 | 3.687 | 3.985 | 3.05 |
| HCM Lane V/C Ratio | 0.546 | 0.254 | 0.05 | 0.491 |
| HCM Control Delay | 14 | 10.6 | 9.3 | 12.8 |
| HCM Lane LOS | B | B | A | B |
| HCM 95th-tile Q | 3.4 | 1 | 0.2 | 2.7 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 19.5 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 7 | 11 | 75 | 12 | 16 | 27 | 351 | 11 | 17 | 461 | 12 |
| Future Vol, veh/h | 6 | 7 | 11 | 75 | 12 | 16 | 27 | 351 | 11 | 17 | 461 | 12 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.73 | 0.73 | 0.73 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 12 | 8 | 0 | 0 | 2 | 0 | 6 | 3 | 0 |
| Mvmt Flow | 7 | 8 | 12 | 103 | 16 | 22 | 30 | 390 | 12 | 19 | 512 | 13 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.9 | 12 | 16.6 | 24.2 |
| HCM LOS | A | B | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 7% | 25% | 73% | 3% |
| Vol Thru, % | 90% | 29% | 12% | 94% |
| Vol Right, % | 3% | 46% | 16% | 2% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 389 | 24 | 103 | 490 |
| LT Vol | 27 | 6 | 75 | 17 |
| Through Vol | 351 | 7 | 12 | 461 |
| RT Vol | 11 | 11 | 16 | 12 |
| Lane Flow Rate | 432 | 26 | 141 | 544 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.626 | 0.048 | 0.259 | 0.781 |
| Departure Headway (Hd) | 5.216 | 6.512 | 6.619 | 5.165 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 692 | 547 | 542 | 702 |
| Service Time | 3.254 | 4.585 | 4.675 | 3.201 |
| HCM Lane V/C Ratio | 0.624 | 0.048 | 0.26 | 0.775 |
| HCM Control Delay | 16.6 | 9.9 | 12 | 24.2 |
| HCM Lane LOS | C | A | B | C |
| HCM 95th-tile Q | 4.4 | 0.2 | 1 | 7.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 55 | 8 | 3 | 2 | 2 | 5 | 10 | 16 | 3 | 13 | 5 |
| Future Vol, veh/h | 4 | 55 | 8 | 3 | 2 | 2 | 5 | 10 | 16 | 3 | 13 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 48 | 48 | 48 | 63 | 63 | 63 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 85 | 12 | 6 | 4 | 4 | 8 | 16 | 25 | 5 | 22 | 8 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 8 | 0 | 0 | 97 | 0 | 0 | 136 | 123 | 91 | 142 | 127 | 6 |
| Stage 1 | - | - | - | - | - | - | 103 | 103 | - | 18 | 18 | - |
| Stage 2 | - | - | - | - | - | - | 33 | 20 | - | 124 | 109 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1625 | - | - | 1509 | - | - | 840 | 771 | 972 | 832 | 767 | 1083 |
| Stage 1 | - | - | - | - | - | - | 908 | 814 | - | 1006 | 884 | - |
| Stage 2 | - | - | - | - | - | - | 988 | 883 | - | 885 | 809 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1625 | - | - | 1509 | - | - | 811 | 765 | 972 | 793 | 761 | 1083 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 811 | 765 | - | 793 | 761 | - |
| Stage 1 | - | - | - | - | - | - | 904 | 811 | - | 1002 | 880 | - |
| Stage 2 | - | - | - | - | - | - | 952 | 879 | - | 842 | 806 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 3.2 | 9.4 | 9.6 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 868 | 1625 | - | - | 1509 | - | - | 824 |
| HCM Lane V/C Ratio | 0.057 | 0.004 | - | - | 0.004 | - | - | 0.042 |
| HCM Control Delay (s) | 9.4 | 7.2 | 0 | - | 7.4 | 0 | - | 9.6 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 13 | 56 | 4 | 4 | 117 | 14 | 3 | 5 | 1 | 10 | 4 | 7 |
| Future Vol, veh/h | 13 | 56 | 4 | 4 | 117 | 14 | 3 | 5 | 1 | 10 | 4 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 92 | 92 | 92 | 71 | 71 | 71 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 15 | 64 | 5 | 4 | 127 | 15 | 4 | 7 | 1 | 17 | 7 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 142 | 0 | 0 | 69 | 0 | 0 | 249 | 247 | 67 | 244 | 242 | 135 |
| Stage 1 | - | - | - | - | - | - | 97 | 97 | - | 143 | 143 | - |
| Stage 2 | - | - | - | - | - | - | 152 | 150 | - | 101 | 99 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1453 | - | - | 1545 | - | - | 709 | 659 | 1002 | 714 | 663 | 919 |
| Stage 1 | - | - | - | - | - | - | 914 | 819 | - | 865 | 782 | - |
| Stage 2 | - | - | - | - | - | - | 855 | 777 | - | 910 | 817 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1453 | - | - | 1545 | - | - | 687 | 650 | 1002 | 700 | 654 | 919 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 687 | 650 | - | 700 | 654 | - |
| Stage 1 | - | - | - | - | - | - | 904 | 810 | - | 855 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 834 | 775 | - | 891 | 808 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.3 | 0.2 | 10.3 | 10 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 689 | 1453 | - | - | 1545 | - | - | 749 |
| HCM Lane V/C Ratio | 0.018 | 0.01 | - | - | 0.003 | - | - | 0.047 |
| HCM Control Delay (s) | 10.3 | 7.5 | 0 | - | 7.3 | 0 | - | 10 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 19 | 17 | 364 | 476 | 10 |
| Future Vol, veh/h | 18 | 19 | 17 | 364 | 476 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 72 | 72 | 93 | 93 | 89 | 89 |
| Heavy Vehicles, % | 6 | 0 | 0 | 3 | 3 | 10 |
| Mvmt Flow | 25 | 26 | 18 | 391 | 535 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 968 | 541 | 546 | 0 | - | 0 |
| Stage 1 | 541 | - | - | - | - | - |
| Stage 2 | 427 | - | - | - | - | - |
| Critical Hdwy | 6.46 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.46 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.46 | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 277 | 545 | 1033 | - | - | - |
| Stage 1 | 576 | - | - | - | - | - |
| Stage 2 | 650 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 271 | 545 | 1033 | - | - | - |
| Mov Cap-2 Maneuver | 271 | - | - | - | - | - |
| Stage 1 | 563 | - | - | - | - | - |
| Stage 2 | 650 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.5 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1033 | - | 365 | - | - |
| HCM Lane V/C Ratio | 0.018 | - | 0.141 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 16.5 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.5 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 7 | 11 | 7 | 5 | 8 | 12 | 307 | 28 | 33 | 298 | 19 |
| Future Vol, veh/h | 10 | 7 | 11 | 7 | 5 | 8 | 12 | 307 | 28 | 33 | 298 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 68 | 68 | 68 | 66 | 66 | 66 | 91 | 91 | 91 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Mvmt Flow | 15 | 10 | 16 | 11 | 8 | 12 | 13 | 337 | 31 | 39 | 351 | 22 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 829 | 834 | 362 | 832 | 830 | 353 | 373 | 0 | 0 | 368 | 0 | 0 |
| Stage 1 | 440 | 440 | - | 379 | 379 | - | - | - | - | - | - | - |
| Stage 2 | 389 | 394 | - | 453 | 451 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 292 | 306 | 687 | 291 | 308 | 695 | 1197 | - | - | 1202 | - | - |
| Stage 1 | 600 | 581 | - | 647 | 618 | - | - | - | - | - | - | - |
| Stage 2 | 639 | 609 | - | 590 | 574 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 270 | 289 | 687 | 265 | 291 | 695 | 1197 | - | - | 1202 | - | - |
| Mov Cap-2 Maneuver | 270 | 289 | - | 265 | 291 | - | - | - | - | - | - | - |
| Stage 1 | 592 | 557 | - | 638 | 609 | - | - | - | - | - | - | - |
| Stage 2 | 611 | 600 | - | 542 | 550 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 16.2 | 15.8 | 0.3 | 0.8 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1197 | - | - | 362 | 363 | 1202 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - | 0.114 | 0.083 | 0.032 | - | - |
| HCM Control Delay (s) | 8 | 0 | - | 16.2 | 15.8 | 8.1 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 0.3 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 77 | 134 | 4 | 2 | 6 |
| Future Vol, veh/h | 2 | 77 | 134 | 4 | 2 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 78 | 78 | 42 | 42 |
| Heavy Vehicles, % | 0 | 3 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 90 | 172 | 5 | 5 | 14 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 177 | 0 | - | 0 | 269 | 175 |
| Stage 1 | - | - | - | - | 175 | - |
| Stage 2 | - | - | - | - | 94 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1411 | - | - | - | 725 | 874 |
| Stage 1 | - | - | - | - | 860 | - |
| Stage 2 | - | - | - | - | 935 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1411 | - | - | - | 724 | 874 |
| Mov Cap-2 Maneuver | - | - | - | - | 724 | - |
| Stage 1 | - | - | - | - | 859 | - |
| Stage 2 | - | - | - | - | 935 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 9.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1411 | - | - | - | 831 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.023 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 9.4 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 1 | 83 | 161 | 1 |
| Future Vol, veh/h | 1 | 2 | 1 | 83 | 161 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 66 | 66 | 78 | 78 | 67 | 67 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 6 | 0 |
| Mvmt Flow | 2 | 3 | 1 | 106 | 240 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 349 | 241 | 241 | 0 | - | 0 |
| Stage 1 | 241 | - | - | - | - | - |
| Stage 2 | 108 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 652 | 803 | 1337 | - | - | - |
| Stage 1 | 804 | - | - | - | - | - |
| Stage 2 | 921 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 651 | 803 | 1337 | - | - | - |
| Mov Cap-2 Maneuver | 651 | - | - | - | - | - |
| Stage 1 | 803 | - | - | - | - | - |
| Stage 2 | 921 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.9 | 0.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1337 | - | 745 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.006 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 9.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.5 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 20 | 12 | 23 | 13 | 3 | 8 | 8 | 76 | 3 | 13 | 126 | 2 |
| Future Vol, veh/h | 20 | 12 | 23 | 13 | 3 | 8 | 8 | 76 | 3 | 13 | 126 | 2 |
| Peak Hour Factor | 0.41 | 0.41 | 0.41 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles, % | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 6 | 50 |
| Mvmt Flow | 49 | 29 | 56 | 20 | 5 | 12 | 12 | 117 | 5 | 15 | 145 | 2 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.4 | 7.9 | 8.4 | 8.8 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 9% | 36% | 54% | 9% |
| Vol Thru, % | 87% | 22% | 12% | 89% |
| Vol Right, % | 3% | 42% | 33% | 1% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 87 | 55 | 24 | 141 |
| LT Vol | 8 | 20 | 13 | 13 |
| Through Vol | 76 | 12 | 3 | 126 |
| RT Vol | 3 | 23 | 8 | 2 |
| Lane Flow Rate | 134 | 134 | 37 | 162 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.166 | 0.166 | 0.048 | 0.207 |
| Departure Headway (Hd) | 4.478 | 4.452 | 4.655 | 4.591 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 802 | 806 | 769 | 783 |
| Service Time | 2.505 | 2.477 | 2.686 | 2.616 |
| HCM Lane V/C Ratio | 0.167 | 0.166 | 0.048 | 0.207 |
| HCM Control Delay | 8.4 | 8.4 | 7.9 | 8.8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.6 | 0.6 | 0.2 | 0.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.2 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 25 | 57 | 17 | 27 | 65 | 6 | 7 | 46 | 13 | 9 | 142 | 29 |
| Future Vol, veh/h | 25 | 57 | 17 | 27 | 65 | 6 | 7 | 46 | 13 | 9 | 142 | 29 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.79 | 0.79 | 0.79 | 0.77 | 0.77 | 0.77 | 0.66 | 0.66 | 0.66 |
| Heavy Vehicles, % | 0 | 4 | 6 | 0 | 2 | 17 | 0 | 2 | 0 | 0 | 4 | 10 |
| Mvmt Flow | 28 | 63 | 19 | 34 | 82 | 8 | 9 | 60 | 17 | 14 | 215 | 44 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.7 | 8.9 | 8.3 | 9.8 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 11% | 25% | 28% | 5% |
| Vol Thru, % | 70% | 58% | 66% | 79% |
| Vol Right, % | 20% | 17% | 6% | 16% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 66 | 99 | 98 | 180 |
| LT Vol | 7 | 25 | 27 | 9 |
| Through Vol | 46 | 57 | 65 | 142 |
| RT Vol | 13 | 17 | 6 | 29 |
| Lane Flow Rate | 86 | 110 | 124 | 273 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.112 | 0.148 | 0.168 | 0.34 |
| Departure Headway (Hd) | 4.693 | 4.834 | 4.885 | 4.487 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 760 | 738 | 731 | 799 |
| Service Time | 2.742 | 2.886 | 2.936 | 2.526 |
| HCM Lane V/C Ratio | 0.113 | 0.149 | 0.17 | 0.342 |
| HCM Control Delay | 8.3 | 8.7 | 8.9 | 9.8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 0.5 | 0.6 | 1.5 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 13.2 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 57 | 21 | 41 | 10 | 8 | 6 | 48 | 292 | 16 | 15 | 260 | 43 |
| Future Vol, veh/h | 57 | 21 | 41 | 10 | 8 | 6 | 48 | 292 | 16 | 15 | 260 | 43 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.67 | 0.67 | 0.67 | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 2 | 0 | 0 | 1 | 5 |
| Mvmt Flow | 73 | 27 | 53 | 15 | 12 | 9 | 55 | 332 | 18 | 18 | 317 | 52 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 10.7 | 9.6 | 14.2 | 13.5 |
| HCM LOS | B | A | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 13% | 48% | 42% | 5% |
| Vol Thru, % | 82% | 18% | 33% | 82% |
| Vol Right, % | 4% | 34% | 25% | 14% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 356 | 119 | 24 | 318 |
| LT Vol | 48 | 57 | 10 | 15 |
| Through Vol | 292 | 21 | 8 | 260 |
| RT Vol | 16 | 41 | 6 | 43 |
| Lane Flow Rate | 405 | 153 | 36 | 388 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.562 | 0.245 | 0.061 | 0.534 |
| Departure Headway (Hd) | 5 | 5.78 | 6.108 | 4.955 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 724 | 621 | 585 | 729 |
| Service Time | 3.013 | 3.825 | 4.165 | 2.968 |
| HCM Lane V/C Ratio | 0.559 | 0.246 | 0.062 | 0.532 |
| HCM Control Delay | 14.2 | 10.7 | 9.6 | 13.5 |
| HCM Lane LOS | B | B | A | B |
| HCM 95th-tile Q | 3.5 | 1 | 0.2 | 3.2 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 17.6 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 14 | 16 | 13 | 62 | 31 | 20 | 27 | 256 | 11 | 22 | 397 | 10 |
| Future Vol, veh/h | 14 | 16 | 13 | 62 | 31 | 20 | 27 | 256 | 11 | 22 | 397 | 10 |
| Peak Hour Factor | 0.58 | 0.58 | 0.58 | 0.69 | 0.69 | 0.69 | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 |
| Mvmt Flow | 24 | 28 | 22 | 90 | 45 | 29 | 33 | 312 | 13 | 27 | 478 | 12 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 10.5 | 12.1 | 14.8 | 22.3 |
| HCM LOS | B | B | B | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 9% | 33% | 55% | 5% |
| Vol Thru, % | 87% | 37% | 27% | 93% |
| Vol Right, % | 4% | 30% | 18% | 2% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 294 | 43 | 113 | 429 |
| LT Vol | 27 | 14 | 62 | 22 |
| Through Vol | 256 | 16 | 31 | 397 |
| RT Vol | 11 | 13 | 20 | 10 |
| Lane Flow Rate | 359 | 74 | 164 | 517 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.541 | 0.133 | 0.291 | 0.749 |
| Departure Headway (Hd) | 5.431 | 6.458 | 6.399 | 5.218 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 660 | 551 | 558 | 693 |
| Service Time | 3.49 | 4.548 | 4.477 | 3.271 |
| HCM Lane V/C Ratio | 0.544 | 0.134 | 0.294 | 0.746 |
| HCM Control Delay | 14.8 | 10.5 | 12.1 | 22.3 |
| HCM Lane LOS | B | B | B | C |
| HCM 95th-tile Q | 3.3 | 0.5 | 1.2 | 6.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 28 | 6 | 6 | 19 | 1 | 4 | 7 | 5 | 2 | 7 | 4 |
| Future Vol, veh/h | 4 | 28 | 6 | 6 | 19 | 1 | 4 | 7 | 5 | 2 | 7 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 67 | 67 | 67 | 62 | 62 | 62 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 5 | 32 | 7 | 9 | 28 | 1 | 6 | 11 | 8 | 2 | 9 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 29 | 0 | 0 | 39 | 0 | 0 | 100 | 93 | 36 | 102 | 96 | 29 |
| Stage 1 | - | - | - | - | - | - | 46 | 46 | - | 47 | 47 | - |
| Stage 2 | - | - | - | - | - | - | 54 | 47 | - | 55 | 49 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1597 | - | - | 1584 | - | - | 886 | 801 | 1042 | 884 | 798 | 1052 |
| Stage 1 | - | - | - | - | - | - | 973 | 861 | - | 972 | 860 | - |
| Stage 2 | - | - | - | - | - | - | 963 | 860 | - | 962 | 858 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1597 | - | - | 1584 | - | - | 868 | 794 | 1042 | 862 | 791 | 1052 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 868 | 794 | - | 862 | 791 | - |
| Stage 1 | - | - | - | - | - | - | 970 | 858 | - | 969 | 855 | - |
| Stage 2 | - | - | - | - | - | - | 943 | 855 | - | 939 | 855 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.8 | 1.7 | 9.2 | 9.2 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 878 | 1597 | - | - | 1584 | - | - | 868 |
| HCM Lane V/C Ratio | 0.029 | 0.003 | - | - | 0.006 | - | - | 0.018 |
| HCM Control Delay (s) | 9.2 | 7.3 | 0 | - | 7.3 | 0 | - | 9.2 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 79 | 3 | 5 | 100 | 8 | 2 | 1 | 5 | 6 | 2 | 10 |
| Future Vol, veh/h | 6 | 79 | 3 | 5 | 100 | 8 | 2 | 1 | 5 | 6 | 2 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 76 | 76 | 76 | 84 | 84 | 84 | 58 | 58 | 58 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 4 | 0 | 40 | 9 | 13 | 50 | 0 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 8 | 104 | 4 | 6 | 119 | 10 | 3 | 2 | 9 | 8 | 3 | 14 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 129 | 0 | 0 | 108 | 0 | 0 | 267 | 263 | 106 | 264 | 260 | 124 |
| Stage 1 | - | - | - | - | - | - | 122 | 122 | - | 136 | 136 | - |
| Stage 2 | - | - | - | - | - | - | 145 | 141 | - | 128 | 124 | - |
| Critical Hdwy | 4.1 | - | - | 4.5 | - | - | 7.6 | 6.5 | 6.2 | 7.27 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.6 | 5.5 | - | 6.27 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.6 | 5.5 | - | 6.27 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.56 | - | - | 3.95 | 4 | 3.3 | 3.653 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1469 | - | - | 1276 | - | - | 598 | 646 | 954 | 659 | 648 | 932 |
| Stage 1 | - | - | - | - | - | - | 779 | 799 | - | 833 | 788 | - |
| Stage 2 | - | - | - | - | - | - | 756 | 784 | - | 841 | 797 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1469 | - | - | 1276 | - | - | 582 | 639 | 954 | 646 | 641 | 932 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 582 | 639 | - | 646 | 641 | - |
| Stage 1 | - | - | - | - | - | - | 774 | 794 | - | 828 | 784 | - |
| Stage 2 | - | - | - | - | - | - | 738 | 780 | - | 827 | 792 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.5 | 0.3 | 9.7 | 9.8 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 781 | 1469 | - | - | 1276 | - | - | 778 |
| HCM Lane V/C Ratio | 0.018 | 0.005 | - | - | 0.005 | - | - | 0.033 |
| HCM Control Delay (s) | 9.7 | 7.5 | 0 | - | 7.8 | 0 | - | 9.8 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 5 | 9 | 277 | 423 | 15 |
| Future Vol, veh/h | 13 | 5 | 9 | 277 | 423 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 48 | 48 | 79 | 79 | 87 | 87 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 1 | 7 |
| Mvmt Flow | 27 | 10 | 11 | 351 | 486 | 17 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 868 | 495 | 503 | 0 | - | 0 |
| Stage 1 | 495 | - | - | - | - | - |
| Stage 2 | 373 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 325 | 579 | 1072 | - | - | - |
| Stage 1 | 617 | - | - | - | - | - |
| Stage 2 | 701 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 321 | 579 | 1072 | - | - | - |
| Mov Cap-2 Maneuver | 321 | - | - | - | - | - |
| Stage 1 | 609 | - | - | - | - | - |
| Stage 2 | 701 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16 | 0.3 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1072 | - | 366 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.102 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 16 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 6 | 7 | 17 | 12 | 14 | 16 | 311 | 27 | 20 | 297 | 15 |
| Future Vol, veh/h | 10 | 6 | 7 | 17 | 12 | 14 | 16 | 311 | 27 | 20 | 297 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 65 | 65 | 65 | 91 | 91 | 91 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 14 | 6 | 1 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 14 | 8 | 9 | 26 | 18 | 22 | 18 | 342 | 30 | 23 | 341 | 17 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 809 | 804 | 350 | 797 | 797 | 357 | 358 | 0 | 0 | 372 | 0 | 0 |
| Stage 1 | 396 | 396 | - | 393 | 393 | - | - | - | - | - | - | - |
| Stage 2 | 413 | 408 | - | 404 | 404 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.34 | 4.16 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.426 | 2.254 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 301 | 319 | 698 | 307 | 322 | 661 | 1179 | - | - | 1198 | - | - |
| Stage 1 | 633 | 607 | - | 636 | 609 | - | - | - | - | - | - | - |
| Stage 2 | 620 | 600 | - | 627 | 603 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 269 | 305 | 698 | 287 | 308 | 661 | 1179 | - | - | 1198 | - | - |
| Mov Cap-2 Maneuver | 269 | 305 | - | 287 | 308 | - | - | - | - | - | - | - |
| Stage 1 | 621 | 592 | - | 624 | 597 | - | - | - | - | - | - | - |
| Stage 2 | 570 | 589 | - | 595 | 589 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 16.5 | 17.2 | 0.4 | 0.5 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1179 | - | - | 344 | 360 | 1198 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | - | 0.09 | 0.184 | 0.019 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 16.5 | 17.2 | 8.1 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.7 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 91 | 114 | 1 | 6 | 5 |
| Future Vol, veh/h | 1 | 91 | 114 | 1 | 6 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 77 | 77 | 39 | 39 |
| Heavy Vehicles, % | 0 | 2 | 5 | 0 | 0 | 20 |
| Mvmt Flow | 1 | 105 | 148 | 1 | 15 | 13 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 149 | 0 | - | 0 | 256 | 149 |
| Stage 1 | - | - | - | - | 149 | - |
| Stage 2 | - | - | - | - | 107 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.48 |
| Pot Cap-1 Maneuver | 1445 | - | - | - | 737 | 852 |
| Stage 1 | - | - | - | - | 884 | - |
| Stage 2 | - | - | - | - | 922 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1445 | - | - | - | 736 | 852 |
| Mov Cap-2 Maneuver | - | - | - | - | 736 | - |
| Stage 1 | - | - | - | - | 883 | - |
| Stage 2 | - | - | - | - | 922 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0 | 9.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1445 | - | - | - | 785 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.036 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 9.8 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 17 | 0 | 76 | 163 | 2 |
| Future Vol, veh/h | 7 | 17 | 0 | 76 | 163 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 30 | 30 | 74 | 74 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 5 | 0 |
| Mvmt Flow | 23 | 57 | 0 | 103 | 217 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 322 | 219 | 220 | 0 | - | 0 |
| Stage 1 | 219 | - | - | - | - | - |
| Stage 2 | 103 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 676 | 826 | 1361 | - | - | - |
| Stage 1 | 822 | - | - | - | - | - |
| Stage 2 | 926 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 676 | 826 | 1361 | - | - | - |
| Mov Cap-2 Maneuver | 676 | - | - | - | - | - |
| Stage 1 | 822 | - | - | - | - | - |
| Stage 2 | 926 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1361 | - | 776 | - | - |
| HCM Lane V/C Ratio | - | - | 0.103 | - | - |
| HCM Control Delay (s) | 0 | - | 10.2 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.3 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 38 | 22 | 48 | 11 | 2 | 6 | 0 | 75 | 8 | 5 | 69 | 0 |
| Future Vol, veh/h | 38 | 22 | 48 | 11 | 2 | 6 | 0 | 75 | 8 | 5 | 69 | 0 |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.72 | 0.72 | 0.72 | 0.55 | 0.55 | 0.55 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 8 | 10 | 9 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 |
| Mvmt Flow | 50 | 29 | 63 | 15 | 3 | 8 | 0 | 136 | 15 | 6 | 86 | 0 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.4 | 7.7 | 8.4 | 8.1 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 0% | 35% | 58% | 7% |
| Vol Thru, % | 90% | 20% | 11% | 93% |
| Vol Right, % | 10% | 44% | 32% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 83 | 108 | 19 | 74 |
| LT Vol | 0 | 38 | 11 | 5 |
| Through Vol | 75 | 22 | 2 | 69 |
| RT Vol | 8 | 48 | 6 | 0 |
| Lane Flow Rate | 151 | 142 | 26 | 92 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.185 | 0.175 | 0.033 | 0.115 |
| Departure Headway (Hd) | 4.403 | 4.425 | 4.546 | 4.469 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 816 | 811 | 788 | 803 |
| Service Time | 2.421 | 2.445 | 2.571 | 2.489 |
| HCM Lane V/C Ratio | 0.185 | 0.175 | 0.033 | 0.115 |
| HCM Control Delay | 8.4 | 8.4 | 7.7 | 8.1 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.7 | 0.6 | 0.1 | 0.4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.8 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 30 | 61 | 20 | 19 | 55 | 8 | 18 | 66 | 9 | 3 | 78 | 44 |
| Future Vol, veh/h | 30 | 61 | 20 | 19 | 55 | 8 | 18 | 66 | 9 | 3 | 78 | 44 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.56 | 0.56 | 0.56 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles, % | 4 | 2 | 5 | 0 | 12 | 0 | 6 | 3 | 0 | 0 | 5 | 2 |
| Mvmt Flow | 33 | 68 | 22 | 25 | 71 | 10 | 32 | 118 | 16 | 4 | 99 | 56 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.8 | 8.6 | 9.1 | 8.6 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 19% | 27% | 23% | 2% |
| Vol Thru, % | 71% | 55% | 67% | 62% |
| Vol Right, % | 10% | 18% | 10% | 35% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 93 | 111 | 82 | 125 |
| LT Vol | 18 | 30 | 19 | 3 |
| Through Vol | 66 | 61 | 55 | 78 |
| RT Vol | 9 | 20 | 8 | 44 |
| Lane Flow Rate | 166 | 123 | 106 | 158 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.218 | 0.164 | 0.142 | 0.196 |
| Departure Headway (Hd) | 4.721 | 4.8 | 4.796 | 4.452 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 759 | 745 | 745 | 804 |
| Service Time | 2.761 | 2.846 | 2.843 | 2.491 |
| HCM Lane V/C Ratio | 0.219 | 0.165 | 0.142 | 0.197 |
| HCM Control Delay | 9.1 | 8.8 | 8.6 | 8.6 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.8 | 0.6 | 0.5 | 0.7 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.2 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 63 | 60 | 33 | 8 | 40 | 28 | 10 | 274 | 16 | 26 | 169 | 23 |
| Future Vol, veh/h | 63 | 60 | 33 | 8 | 40 | 28 | 10 | 274 | 16 | 26 | 169 | 23 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 72 | 40 | 9 | 43 | 30 | 11 | 298 | 17 | 28 | 184 | 25 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 10.7 | 9.4 | 12.2 | 10.8 |
| HCM LOS | B | A | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 3% | 40% | 11% | 12% |
| Vol Thru, % | 91% | 38% | 53% | 78% |
| Vol Right, % | 5% | 21% | 37% | 11% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 300 | 156 | 76 | 218 |
| LT Vol | 10 | 63 | 8 | 26 |
| Through Vol | 274 | 60 | 40 | 169 |
| RT Vol | 16 | 33 | 28 | 23 |
| Lane Flow Rate | 326 | 188 | 83 | 237 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.457 | 0.285 | 0.127 | 0.337 |
| Departure Headway (Hd) | 5.044 | 5.468 | 5.517 | 5.123 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 717 | 656 | 648 | 701 |
| Service Time | 3.044 | 3.506 | 3.559 | 3.156 |
| HCM Lane V/C Ratio | 0.455 | 0.287 | 0.128 | 0.338 |
| HCM Control Delay | 12.2 | 10.7 | 9.4 | 10.8 |
| HCM Lane LOS | B | B | A | B |
| HCM 95th-tile Q | 2.4 | 1.2 | 0.4 | 1.5 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 21.1 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 7 | 13 | 39 | 12 | 14 | 26 | 467 | 31 | 19 | 378 | 14 |
| Future Vol, veh/h | 6 | 7 | 13 | 39 | 12 | 14 | 26 | 467 | 31 | 19 | 378 | 14 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.85 | 0.85 | 0.85 | 0.84 | 0.84 | 0.84 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles, % | 0 | 0 | 0 | 22 | 0 | 15 | 4 | 2 | 0 | 6 | 5 | 8 |
| Mvmt Flow | 7 | 8 | 14 | 46 | 14 | 16 | 31 | 556 | 37 | 19 | 386 | 14 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.7 | 11 | 26.6 | 15.5 |
| HCM LOS | A | B | D | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 5% | 23% | 60% | 5% |
| Vol Thru, % | 89% | 27% | 18% | 92% |
| Vol Right, % | 6% | 50% | 22% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 524 | 26 | 65 | 411 |
| LT Vol | 26 | 6 | 39 | 19 |
| Through Vol | 467 | 7 | 12 | 378 |
| RT Vol | 31 | 13 | 14 | 14 |
| Lane Flow Rate | 624 | 29 | 76 | 419 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.826 | 0.051 | 0.144 | 0.598 |
| Departure Headway (Hd) | 4.873 | 6.341 | 6.799 | 5.133 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 749 | 566 | 529 | 709 |
| Service Time | 2.873 | 4.367 | 4.822 | 3.133 |
| HCM Lane V/C Ratio | 0.833 | 0.051 | 0.144 | 0.591 |
| HCM Control Delay | 26.6 | 9.7 | 11 | 15.5 |
| HCM Lane LOS | D | A | B | C |
| HCM 95th-tile Q | 9.1 | 0.2 | 0.5 | 4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 55 | 7 | 2 | 5 | 0 | 10 | 3 | 30 | 8 | 6 | 7 |
| Future Vol, veh/h | 6 | 55 | 7 | 2 | 5 | 0 | 10 | 3 | 30 | 8 | 6 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 45 | 45 | 45 | 72 | 72 | 72 | 66 | 66 | 66 |
| Heavy Vehicles, % | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 74 | 9 | 4 | 11 | 0 | 14 | 4 | 42 | 12 | 9 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 11 | 0 | 0 | 83 | 0 | 0 | 124 | 114 | 79 | 137 | 118 | 11 |
| Stage 1 | - | - | - | - | - | - | 95 | 95 | - | 19 | 19 | - |
| Stage 2 | - | - | - | - | - | - | 29 | 19 | - | 118 | 99 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.24 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.336 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1621 | - | - | 1527 | - | - | 855 | 780 | 976 | 838 | 776 | 1076 |
| Stage 1 | - | - | - | - | - | - | 917 | 820 | - | 1005 | 884 | - |
| Stage 2 | - | - | - | - | - | - | 993 | 884 | - | 891 | 817 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1621 | - | - | 1527 | - | - | 834 | 774 | 976 | 794 | 770 | 1076 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 834 | 774 | - | 794 | 770 | - |
| Stage 1 | - | - | - | - | - | - | 912 | 816 | - | 1000 | 881 | - |
| Stage 2 | - | - | - | - | - | - | 970 | 881 | - | 844 | 813 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.6 | 2.1 | 9.2 | 9.3 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 923 | 1621 | - | - | 1527 | - | - | 862 |
| HCM Lane V/C Ratio | 0.065 | 0.005 | - | - | 0.003 | - | - | 0.037 |
| HCM Control Delay (s) | 9.2 | 7.2 | 0 | - | 7.4 | 0 | - | 9.3 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 18 | 99 | 4 | 2 | 103 | 26 | 0 | 2 | 4 | 7 | 3 | 7 |
| Future Vol, veh/h | 18 | 99 | 4 | 2 | 103 | 26 | 0 | 2 | 4 | 7 | 3 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 82 | 82 | 82 | 36 | 36 | 36 | 59 | 59 | 59 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 7 | 8 | 0 | 0 | 33 | 0 | 0 | 0 |
| Mvmt Flow | 19 | 106 | 4 | 2 | 126 | 32 | 0 | 6 | 11 | 12 | 5 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 158 | 0 | 0 | 110 | 0 | 0 | 301 | 308 | 108 | 301 | 294 | 142 |
| Stage 1 | - | - | - | - | - | - | 146 | 146 | - | 146 | 146 | - |
| Stage 2 | - | - | - | - | - | - | 155 | 162 | - | 155 | 148 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.53 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.597 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1434 | - | - | 1493 | - | - | 655 | 609 | 868 | 655 | 620 | 911 |
| Stage 1 | - | - | - | - | - | - | 861 | 780 | - | 861 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 852 | 768 | - | 852 | 779 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1434 | - | - | 1493 | - | - | 635 | 600 | 868 | 635 | 611 | 911 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 635 | 600 | - | 635 | 611 | - |
| Stage 1 | - | - | - | - | - | - | 849 | 769 | - | 849 | 779 | - |
| Stage 2 | - | - | - | - | - | - | 835 | 767 | - | 823 | 768 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.1 | 0.1 | 9.9 | 10.2 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 756 | 1434 | - | - | 1493 | - | - | 720 |
| HCM Lane V/C Ratio | 0.022 | 0.013 | - | - | 0.002 | - | - | 0.04 |
| HCM Control Delay (s) | 9.9 | 7.5 | 0 | - | 7.4 | 0 | - | 10.2 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 33 | 29 | 11 | 480 | 375 | 10 |
| Future Vol, veh/h | 33 | 29 | 11 | 480 | 375 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 88 | 88 | 75 | 75 |
| Heavy Vehicles, % | 3 | 4 | 10 | 3 | 5 | 11 |
| Mvmt Flow | 35 | 31 | 13 | 545 | 500 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1078 | 507 | 513 | 0 | - | 0 |
| Stage 1 | 507 | - | - | - | - | - |
| Stage 2 | 571 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.24 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.336 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 241 | 562 | 1013 | - | - | - |
| Stage 1 | 603 | - | - | - | - | - |
| Stage 2 | 563 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 237 | 562 | 1013 | - | - | - |
| Mov Cap-2 Maneuver | 237 | - | - | - | - | - |
| Stage 1 | 592 | - | - | - | - | - |
| Stage 2 | 563 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 18.9 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1013 | - | 325 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.203 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 18.9 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.7 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 19 | 6 | 13 | 10 | 6 | 16 | 25 | 315 | 27 | 27 | 194 | 19 |
| Future Vol, veh/h | 19 | 6 | 13 | 10 | 6 | 16 | 25 | 315 | 27 | 27 | 194 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 53 | 53 | 53 | 62 | 62 | 62 | 80 | 80 | 80 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 20 | 0 | 0 | 0 | 0 | 4 | 2 | 12 | 8 | 2 | 0 |
| Mvmt Flow | 36 | 11 | 25 | 16 | 10 | 26 | 31 | 394 | 34 | 29 | 206 | 20 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 765 | 764 | 216 | 765 | 757 | 411 | 226 | 0 | 0 | 428 | 0 | 0 |
| Stage 1 | 274 | 274 | - | 473 | 473 | - | - | - | - | - | - | - |
| Stage 2 | 491 | 490 | - | 292 | 284 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.7 | 6.2 | 7.1 | 6.5 | 6.2 | 4.14 | - | - | 4.18 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.7 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.7 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.18 | 3.3 | 3.5 | 4 | 3.3 | 2.236 | - | - | 2.272 | - | - |
| Pot Cap-1 Maneuver | 323 | 313 | 829 | 323 | 339 | 645 | 1331 | - | - | 1100 | - | - |
| Stage 1 | 736 | 652 | - | 576 | 562 | - | - | - | - | - | - | - |
| Stage 2 | 563 | 520 | - | 720 | 680 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 289 | 294 | 829 | 290 | 319 | 645 | 1331 | - | - | 1100 | - | - |
| Mov Cap-2 Maneuver | 289 | 294 | - | 290 | 319 | - | - | - | - | - | - | - |
| Stage 1 | 713 | 632 | - | 558 | 545 | - | - | - | - | - | - | - |
| Stage 2 | 514 | 504 | - | 666 | 660 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 16.9 | 15 | 0.5 | 0.9 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1331 | - | - | 373 | 410 | 1100 | - | - |
| HCM Lane V/C Ratio | 0.023 | - | - | 0.192 | 0.126 | 0.026 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | - | 16.9 | 15 | 8.4 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.7 | 0.4 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 107 | 118 | 13 | 7 | 2 |
| Future Vol, veh/h | 10 | 107 | 118 | 13 | 7 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 85 | 85 | 75 | 75 |
| Heavy Vehicles, % | 0 | 3 | 6 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 119 | 139 | 15 | 9 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 154 | 0 | - | 0 | 288 | 147 |
| Stage 1 | - | - | - | - | 147 | - |
| Stage 2 | - | - | - | - | 141 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1439 | - | - | - | 707 | 905 |
| Stage 1 | - | - | - | - | 885 | - |
| Stage 2 | - | - | - | - | 891 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1439 | - | - | - | 701 | 905 |
| Mov Cap-2 Maneuver | - | - | - | - | 701 | - |
| Stage 1 | - | - | - | - | 878 | - |
| Stage 2 | - | - | - | - | 891 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0 | 10 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1439 | - | - | - | 738 |
| HCM Lane V/C Ratio | 0.008 | - | - | - | 0.016 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 10 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 22 | 82 | 121 | 8 |
| Future Vol, veh/h | 0 | 2 | 22 | 82 | 121 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 32 | 32 | 61 | 61 | 78 | 78 |
| Heavy Vehicles, % | 0 | 0 | 0 | 4 | 4 | 0 |
| Mvmt Flow | 0 | 6 | 36 | 134 | 155 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 366 | 160 | 165 | 0 | - | 0 |
| Stage 1 | 160 | - | - | - | - | - |
| Stage 2 | 206 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 638 | 890 | 1426 | - | - | - |
| Stage 1 | 874 | - | - | - | - | - |
| Stage 2 | 833 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 621 | 890 | 1426 | - | - | - |
| Mov Cap-2 Maneuver | 621 | - | - | - | - | - |
| Stage 1 | 850 | - | - | - | - | - |
| Stage 2 | 833 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.1 | 1.6 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1426 | - | 890 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | 0.007 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.1 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.4 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 33 | 16 | 38 | 13 | 0 | 12 | 0 | 84 | 2 | 6 | 116 | 0 |
| Future Vol, veh/h | 33 | 16 | 38 | 13 | 0 | 12 | 0 | 84 | 2 | 6 | 116 | 0 |
| Peak Hour Factor | 0.39 | 0.39 | 0.39 | 0.73 | 0.73 | 0.73 | 0.60 | 0.60 | 0.60 | 0.72 | 0.72 | 0.72 |
| Heavy Vehicles, % | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 40 | 8 | 0 |
| Mvmt Flow | 85 | 41 | 97 | 18 | 0 | 16 | 0 | 140 | 3 | 8 | 161 | 0 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.4 | 8.2 | 8.9 | 10.2 |
| HCM LOS | A | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 0% | 38% | 52% | 5% |
| Vol Thru, % | 98% | 18% | 0% | 95% |
| Vol Right, % | 2% | 44% | 48% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 86 | 87 | 25 | 122 |
| LT Vol | 0 | 33 | 13 | 6 |
| Through Vol | 84 | 16 | 0 | 116 |
| RT Vol | 2 | 38 | 12 | 0 |
| Lane Flow Rate | 143 | 223 | 34 | 169 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.188 | 0.282 | 0.047 | 0.253 |
| Departure Headway (Hd) | 4.721 | 4.554 | 4.927 | 5.367 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 757 | 787 | 723 | 668 |
| Service Time | 2.772 | 2.594 | 2.985 | 3.417 |
| HCM Lane V/C Ratio | 0.189 | 0.283 | 0.047 | 0.253 |
| HCM Control Delay | 8.9 | 9.4 | 8.2 | 10.2 |
| HCM Lane LOS | A | A | A | B |
| HCM 95th-tile Q | 0.7 | 1.2 | 0.1 | 1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.4 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 17 | 47 | 14 | 50 | 78 | 11 | 15 | 61 | 12 | 7 | 125 | 43 |
| Future Vol, veh/h | 17 | 47 | 14 | 50 | 78 | 11 | 15 | 61 | 12 | 7 | 125 | 43 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.85 | 0.85 | 0.85 | 0.86 | 0.86 | 0.86 | 0.67 | 0.67 | 0.67 |
| Heavy Vehicles, % | 0 | 2 | 8 | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 4 | 13 |
| Mvmt Flow | 22 | 59 | 18 | 59 | 92 | 13 | 17 | 71 | 14 | 10 | 187 | 64 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.7 | 9.5 | 8.8 | 9.8 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 17% | 22% | 36% | 4% |
| Vol Thru, % | 69% | 60% | 56% | 71% |
| Vol Right, % | 14% | 18% | 8% | 25% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 88 | 78 | 139 | 175 |
| LT Vol | 15 | 17 | 50 | 7 |
| Through Vol | 61 | 47 | 78 | 125 |
| RT Vol | 12 | 14 | 11 | 43 |
| Lane Flow Rate | 102 | 99 | 164 | 261 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.14 | 0.134 | 0.226 | 0.329 |
| Departure Headway (Hd) | 4.932 | 4.904 | 4.969 | 4.538 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 722 | 727 | 720 | 789 |
| Service Time | 2.992 | 2.967 | 3.026 | 2.587 |
| HCM Lane V/C Ratio | 0.141 | 0.136 | 0.228 | 0.331 |
| HCM Control Delay | 8.8 | 8.7 | 9.5 | 9.8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.5 | 0.5 | 0.9 | 1.4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 13.8 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 69 | 28 | 60 | 2 | 10 | 5 | 66 | 294 | 15 | 26 | 275 | 30 |
| Future Vol, veh/h | 69 | 28 | 60 | 2 | 10 | 5 | 66 | 294 | 15 | 26 | 275 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.46 | 0.46 | 0.46 | 0.90 | 0.90 | 0.90 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 25 | 3 | 2 | 0 | 4 | 2 | 4 |
| Mvmt Flow | 75 | 30 | 65 | 4 | 22 | 11 | 73 | 327 | 17 | 29 | 309 | 34 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 11 | 9.6 | 15.3 | 13.9 |
| HCM LOS | B | A | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 18% | 44% | 12% | 8% |
| Vol Thru, % | 78% | 18% | 59% | 83% |
| Vol Right, % | 4% | 38% | 29% | 9% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 375 | 157 | 17 | 331 |
| LT Vol | 66 | 69 | 2 | 26 |
| Through Vol | 294 | 28 | 10 | 275 |
| RT Vol | 15 | 60 | 5 | 30 |
| Lane Flow Rate | 417 | 171 | 37 | 372 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.592 | 0.275 | 0.063 | 0.531 |
| Departure Headway (Hd) | 5.111 | 5.796 | 6.115 | 5.137 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 704 | 619 | 584 | 703 |
| Service Time | 3.143 | 3.842 | 4.174 | 3.17 |
| HCM Lane V/C Ratio | 0.592 | 0.276 | 0.063 | 0.529 |
| HCM Control Delay | 15.3 | 11 | 9.6 | 13.9 |
| HCM Lane LOS | C | B | A | B |
| HCM 95th-tile Q | 3.9 | 1.1 | 0.2 | 3.2 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 23 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 8 | 12 | 79 | 13 | 17 | 29 | 369 | 12 | 18 | 485 | 13 |
| Future Vol, veh/h | 7 | 8 | 12 | 79 | 13 | 17 | 29 | 369 | 12 | 18 | 485 | 13 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.73 | 0.73 | 0.73 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 12 | 8 | 0 | 0 | 2 | 0 | 6 | 3 | 0 |
| Mvmt Flow | 8 | 9 | 13 | 108 | 18 | 23 | 32 | 410 | 13 | 20 | 539 | 14 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 10.2 | 12.5 | 18.8 | 29.7 |
| HCM LOS | B | B | C | D |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 7% | 26% | 72% | 3% |
| Vol Thru, % | 90% | 30% | 12% | 94% |
| Vol Right, % | 3% | 44% | 16% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 410 | 27 | 109 | 516 |
| LT Vol | 29 | 7 | 79 | 18 |
| Through Vol | 369 | 8 | 13 | 485 |
| RT Vol | 12 | 12 | 17 | 13 |
| Lane Flow Rate | 456 | 30 | 149 | 573 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.675 | 0.056 | 0.281 | 0.839 |
| Departure Headway (Hd) | 5.331 | 6.735 | 6.783 | 5.269 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 674 | 528 | 527 | 688 |
| Service Time | 3.381 | 4.827 | 4.853 | 3.316 |
| HCM Lane V/C Ratio | 0.677 | 0.057 | 0.283 | 0.833 |
| HCM Control Delay | 18.8 | 10.2 | 12.5 | 29.7 |
| HCM Lane LOS | C | B | B | D |
| HCM 95th-tile Q | 5.2 | 0.2 | 1.1 | 9.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 58 | 9 | 4 | 3 | 3 | 6 | 11 | 17 | 4 | 14 | 6 |
| Future Vol, veh/h | 5 | 58 | 9 | 4 | 3 | 3 | 6 | 11 | 17 | 4 | 14 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 48 | 48 | 48 | 63 | 63 | 63 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 89 | 14 | 8 | 6 | 6 | 10 | 17 | 27 | 7 | 23 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 12 | 0 | 0 | 103 | 0 | 0 | 154 | 140 | 96 | 159 | 144 | 9 |
| Stage 1 | - | - | - | - | - | - | 112 | 112 | - | 25 | 25 | - |
| Stage 2 | - | - | - | - | - | - | 42 | 28 | - | 134 | 119 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1620 | - | - | 1502 | - | - | 817 | 755 | 966 | 811 | 751 | 1079 |
| Stage 1 | - | - | - | - | - | - | 898 | 807 | - | 998 | 878 | - |
| Stage 2 | - | - | - | - | - | - | 978 | 876 | - | 874 | 801 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1620 | - | - | 1502 | - | - | 784 | 747 | 966 | 768 | 743 | 1079 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 784 | 747 | - | 768 | 743 | - |
| Stage 1 | - | - | - | - | - | - | 894 | 803 | - | 993 | 874 | - |
| Stage 2 | - | - | - | - | - | - | 938 | 872 | - | 827 | 797 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.5 | 3 | 9.5 | 9.7 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 850 | 1620 | - | - | 1502 | - | - | 810 |
| HCM Lane V/C Ratio | 0.063 | 0.005 | - | - | 0.006 | - | - | 0.049 |
| HCM Control Delay (s) | 9.5 | 7.2 | 0 | - | 7.4 | 0 | - | 9.7 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 14 | 59 | 5 | 5 | 123 | 15 | 4 | 6 | 2 | 11 | 5 | 8 |
| Future Vol, veh/h | 14 | 59 | 5 | 5 | 123 | 15 | 4 | 6 | 2 | 11 | 5 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 92 | 92 | 92 | 71 | 71 | 71 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 16 | 67 | 6 | 5 | 134 | 16 | 6 | 8 | 3 | 18 | 8 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 150 | 0 | 0 | 73 | 0 | 0 | 265 | 262 | 70 | 260 | 257 | 142 |
| Stage 1 | - | - | - | - | - | - | 102 | 102 | - | 152 | 152 | - |
| Stage 2 | - | - | - | - | - | - | 163 | 160 | - | 108 | 105 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1444 | - | - | 1540 | - | - | 692 | 646 | 998 | 697 | 651 | 911 |
| Stage 1 | - | - | - | - | - | - | 909 | 815 | - | 855 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 844 | 769 | - | 902 | 812 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1444 | - | - | 1540 | - | - | 667 | 636 | 998 | 680 | 641 | 911 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 667 | 636 | - | 680 | 641 | - |
| Stage 1 | - | - | - | - | - | - | 898 | 805 | - | 845 | 772 | - |
| Stage 2 | - | - | - | - | - | - | 819 | 766 | - | 879 | 802 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.3 | 0.3 | 10.4 | 10.2 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 688 | 1444 | - | - | 1540 | - | - | 733 |
| HCM Lane V/C Ratio | 0.025 | 0.011 | - | - | 0.004 | - | - | 0.055 |
| HCM Control Delay (s) | 10.4 | 7.5 | 0 | - | 7.3 | 0 | - | 10.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 19 | 20 | 18 | 383 | 501 | 11 |
| Future Vol, veh/h | 19 | 20 | 18 | 383 | 501 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 72 | 72 | 93 | 93 | 89 | 89 |
| Heavy Vehicles, % | 6 | 0 | 0 | 3 | 3 | 10 |
| Mvmt Flow | 26 | 28 | 19 | 412 | 563 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1019 | 569 | 575 | 0 | - | 0 |
| Stage 1 | 569 | - | - | - | - | - |
| Stage 2 | 450 | - | - | - | - | - |
| Critical Hdwy | 6.46 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.46 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.46 | - | - | - | - | - |
| Follow-up Hdwy | 3.554 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 258 | 525 | 1008 | - | - | - |
| Stage 1 | 559 | - | - | - | - | - |
| Stage 2 | 634 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 252 | 525 | 1008 | - | - | - |
| Mov Cap-2 Maneuver | 252 | - | - | - | - | - |
| Stage 1 | 546 | - | - | - | - | - |
| Stage 2 | 634 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.4 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1008 | - | 344 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | 0.157 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 17.4 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 11 | 8 | 12 | 8 | 6 | 9 | 13 | 323 | 30 | 35 | 314 | 20 |
| Future Vol, veh/h | 11 | 8 | 12 | 8 | 6 | 9 | 13 | 323 | 30 | 35 | 314 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 68 | 68 | 68 | 66 | 66 | 66 | 91 | 91 | 91 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Mvmt Flow | 16 | 12 | 18 | 12 | 9 | 14 | 14 | 355 | 33 | 41 | 369 | 24 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 874 | 879 | 381 | 878 | 875 | 372 | 393 | 0 | 0 | 388 | 0 | 0 |
| Stage 1 | 463 | 463 | - | 400 | 400 | - | - | - | - | - | - | - |
| Stage 2 | 411 | 416 | - | 478 | 475 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 272 | 288 | 671 | 271 | 290 | 678 | 1177 | - | - | 1182 | - | - |
| Stage 1 | 583 | 568 | - | 630 | 605 | - | - | - | - | - | - | - |
| Stage 2 | 622 | 595 | - | 572 | 561 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 248 | 271 | 671 | 244 | 273 | 678 | 1177 | - | - | 1182 | - | - |
| Mov Cap-2 Maneuver | 248 | 271 | - | 244 | 273 | - | - | - | - | - | - | - |
| Stage 1 | 574 | 542 | - | 621 | 596 | - | - | - | - | - | - | - |
| Stage 2 | 591 | 586 | - | 520 | 536 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 17.3 | 16.9 | 0.3 | 0.8 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1177 | - | - | 338 | 338 | 1182 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | - | 0.135 | 0.103 | 0.035 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 17.3 | 16.9 | 8.2 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 0.3 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 81 | 141 | 5 | 3 | 7 |
| Future Vol, veh/h | 3 | 81 | 141 | 5 | 3 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 78 | 78 | 42 | 42 |
| Heavy Vehicles, % | 0 | 3 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 94 | 181 | 6 | 7 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 187 | 0 | - | 0 | 284 | 184 |
| Stage 1 | - | - | - | - | 184 | - |
| Stage 2 | - | - | - | - | 100 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1399 | - | - | - | 710 | 864 |
| Stage 1 | - | - | - | - | 852 | - |
| Stage 2 | - | - | - | - | 929 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1399 | - | - | - | 709 | 864 |
| Mov Cap-2 Maneuver | - | - | - | - | 709 | - |
| Stage 1 | - | - | - | - | 850 | - |
| Stage 2 | - | - | - | - | 929 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0 | 9.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1399 | - | - | - | 811 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.029 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 9.6 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 3 | 2 | 88 | 170 | 2 |
| Future Vol, veh/h | 2 | 3 | 2 | 88 | 170 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 66 | 66 | 78 | 78 | 67 | 67 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 6 | 0 |
| Mvmt Flow | 3 | 5 | 3 | 113 | 254 | 3 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 375 | 256 | 257 | 0 | - | 0 |
| Stage 1 | 256 | - | - | - | - | - |
| Stage 2 | 119 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 630 | 788 | 1320 | - | - | - |
| Stage 1 | 791 | - | - | - | - | - |
| Stage 2 | 911 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 629 | 788 | 1320 | - | - | - |
| Mov Cap-2 Maneuver | 629 | - | - | - | - | - |
| Stage 1 | 789 | - | - | - | - | - |
| Stage 2 | 911 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.1 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1320 | - | 716 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.011 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.7 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 22 | 13 | 25 | 14 | 4 | 9 | 9 | 80 | 4 | 14 | 133 | 3 |
| Future Vol, veh/h | 22 | 13 | 25 | 14 | 4 | 9 | 9 | 80 | 4 | 14 | 133 | 3 |
| Peak Hour Factor | 0.41 | 0.41 | 0.41 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles, % | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 6 | 50 |
| Mvmt Flow | 54 | 32 | 61 | 22 | 6 | 14 | 14 | 123 | 6 | 16 | 153 | 3 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.6 | 8 | 8.6 | 9 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 10% | 37% | 52% | 9% |
| Vol Thru, % | 86% | 22% | 15% | 89% |
| Vol Right, % | 4% | 42% | 33% | 2% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 93 | 60 | 27 | 150 |
| LT Vol | 9 | 22 | 14 | 14 |
| Through Vol | 80 | 13 | 4 | 133 |
| RT Vol | 4 | 25 | 9 | 3 |
| Lane Flow Rate | 143 | 146 | 42 | 172 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.18 | 0.183 | 0.054 | 0.222 |
| Departure Headway (Hd) | 4.534 | 4.511 | 4.719 | 4.645 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 791 | 795 | 758 | 774 |
| Service Time | 2.561 | 2.539 | 2.755 | 2.671 |
| HCM Lane V/C Ratio | 0.181 | 0.184 | 0.055 | 0.222 |
| HCM Control Delay | 8.6 | 8.6 | 8 | 9 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.7 | 0.7 | 0.2 | 0.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.5 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 27 | 60 | 18 | 29 | 69 | 7 | 8 | 49 | 14 | 10 | 150 | 31 |
| Future Vol, veh/h | 27 | 60 | 18 | 29 | 69 | 7 | 8 | 49 | 14 | 10 | 150 | 31 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.79 | 0.79 | 0.79 | 0.77 | 0.77 | 0.77 | 0.66 | 0.66 | 0.66 |
| Heavy Vehicles, % | 0 | 4 | 6 | 0 | 2 | 17 | 0 | 2 | 0 | 0 | 4 | 10 |
| Mvmt Flow | 30 | 67 | 20 | 37 | 87 | 9 | 10 | 64 | 18 | 15 | 227 | 47 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.9 | 9.1 | 8.5 | 10.2 |
| HCM LOS | A | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 11% | 26% | 28% | 5% |
| Vol Thru, % | 69% | 57% | 66% | 79% |
| Vol Right, % | 20% | 17% | 7% | 16% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 71 | 105 | 105 | 191 |
| LT Vol | 8 | 27 | 29 | 10 |
| Through Vol | 49 | 60 | 69 | 150 |
| RT Vol | 14 | 18 | 7 | 31 |
| Lane Flow Rate | 92 | 117 | 133 | 289 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.122 | 0.159 | 0.183 | 0.365 |
| Departure Headway (Hd) | 4.763 | 4.91 | 4.954 | 4.541 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 748 | 726 | 720 | 790 |
| Service Time | 2.822 | 2.971 | 3.012 | 2.586 |
| HCM Lane V/C Ratio | 0.123 | 0.161 | 0.185 | 0.366 |
| HCM Control Delay | 8.5 | 8.9 | 9.1 | 10.2 |
| HCM Lane LOS | A | A | A | B |
| HCM 95th-tile Q | 0.4 | 0.6 | 0.7 | 1.7 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 14.3 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 60 | 23 | 44 | 11 | 9 | 7 | 51 | 307 | 17 | 16 | 274 | 46 |
| Future Vol, veh/h | 60 | 23 | 44 | 11 | 9 | 7 | 51 | 307 | 17 | 16 | 274 | 46 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.67 | 0.67 | 0.67 | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 2 | 0 | 0 | 1 | 5 |
| Mvmt Flow | 77 | 29 | 56 | 16 | 13 | 10 | 58 | 349 | 19 | 20 | 334 | 56 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 11.1 | 9.8 | 15.6 | 14.7 |
| HCM LOS | B | A | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 14% | 47% | 41% | 5% |
| Vol Thru, % | 82% | 18% | 33% | 82% |
| Vol Right, % | 5% | 35% | 26% | 14% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 375 | 127 | 27 | 336 |
| LT Vol | 51 | 60 | 11 | 16 |
| Through Vol | 307 | 23 | 9 | 274 |
| RT Vol | 17 | 44 | 7 | 46 |
| Lane Flow Rate | 426 | 163 | 40 | 410 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.602 | 0.268 | 0.07 | 0.574 |
| Departure Headway (Hd) | 5.087 | 5.919 | 6.276 | 5.041 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 707 | 606 | 569 | 717 |
| Service Time | 3.122 | 3.968 | 4.34 | 3.077 |
| HCM Lane V/C Ratio | 0.603 | 0.269 | 0.07 | 0.572 |
| HCM Control Delay | 15.6 | 11.1 | 9.8 | 14.7 |
| HCM Lane LOS | C | B | A | B |
| HCM 95th-tile Q | 4.1 | 1.1 | 0.2 | 3.7 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 20.7 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 17 | 14 | 66 | 33 | 22 | 29 | 270 | 12 | 24 | 418 | 11 |
| Future Vol, veh/h | 15 | 17 | 14 | 66 | 33 | 22 | 29 | 270 | 12 | 24 | 418 | 11 |
| Peak Hour Factor | 0.58 | 0.58 | 0.58 | 0.69 | 0.69 | 0.69 | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 |
| Mvmt Flow | 26 | 29 | 24 | 96 | 48 | 32 | 35 | 329 | 15 | 29 | 504 | 13 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 11 | 12.9 | 16.5 | 27.5 |
| HCM LOS | B | B | C | D |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 9% | 33% | 55% | 5% |
| Vol Thru, % | 87% | 37% | 27% | 92% |
| Vol Right, % | 4% | 30% | 18% | 2% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 311 | 46 | 121 | 453 |
| LT Vol | 29 | 15 | 66 | 24 |
| Through Vol | 270 | 17 | 33 | 418 |
| RT Vol | 12 | 14 | 22 | 11 |
| Lane Flow Rate | 379 | 79 | 175 | 546 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.588 | 0.15 | 0.326 | 0.811 |
| Departure Headway (Hd) | 5.581 | 6.802 | 6.685 | 5.35 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 641 | 530 | 542 | 671 |
| Service Time | 3.676 | 4.812 | 4.685 | 3.435 |
| HCM Lane V/C Ratio | 0.591 | 0.149 | 0.323 | 0.814 |
| HCM Control Delay | 16.5 | 11 | 12.9 | 27.5 |
| HCM Lane LOS | C | B | B | D |
| HCM 95th-tile Q | 3.8 | 0.5 | 1.4 | 8.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 30 | 7 | 7 | 20 | 2 | 5 | 8 | 6 | 3 | 8 | 5 |
| Future Vol, veh/h | 5 | 30 | 7 | 7 | 20 | 2 | 5 | 8 | 6 | 3 | 8 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 67 | 67 | 67 | 62 | 62 | 62 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 34 | 8 | 10 | 30 | 3 | 8 | 13 | 10 | 4 | 10 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 33 | 0 | 0 | 42 | 0 | 0 | 110 | 103 | 38 | 114 | 106 | 32 |
| Stage 1 | - | - | - | - | - | - | 50 | 50 | - | 52 | 52 | - |
| Stage 2 | - | - | - | - | - | - | 60 | 53 | - | 62 | 54 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1592 | - | - | 1580 | - | - | 873 | 791 | 1040 | 868 | 788 | 1048 |
| Stage 1 | - | - | - | - | - | - | 968 | 857 | - | 966 | 856 | - |
| Stage 2 | - | - | - | - | - | - | 957 | 855 | - | 954 | 854 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1592 | - | - | 1580 | - | - | 853 | 783 | 1040 | 843 | 780 | 1048 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 853 | 783 | - | 843 | 780 | - |
| Stage 1 | - | - | - | - | - | - | 964 | 854 | - | 962 | 851 | - |
| Stage 2 | - | - | - | - | - | - | 935 | 850 | - | 927 | 851 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.9 | 1.8 | 9.3 | 9.3 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 870 | 1592 | - | - | 1580 | - | - | 861 |
| HCM Lane V/C Ratio | 0.035 | 0.004 | - | - | 0.007 | - | - | 0.023 |
| HCM Control Delay (s) | 9.3 | 7.3 | 0 | - | 7.3 | 0 | - | 9.3 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 84 | 4 | 6 | 106 | 9 | 3 | 2 | 6 | 7 | 3 | 11 |
| Future Vol, veh/h | 7 | 84 | 4 | 6 | 106 | 9 | 3 | 2 | 6 | 7 | 3 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 76 | 76 | 76 | 84 | 84 | 84 | 58 | 58 | 58 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 4 | 0 | 40 | 9 | 13 | 50 | 0 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 9 | 111 | 5 | 7 | 126 | 11 | 5 | 3 | 10 | 10 | 4 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 137 | 0 | 0 | 116 | 0 | 0 | 287 | 283 | 114 | 284 | 280 | 132 |
| Stage 1 | - | - | - | - | - | - | 132 | 132 | - | 146 | 146 | - |
| Stage 2 | - | - | - | - | - | - | 155 | 151 | - | 138 | 134 | - |
| Critical Hdwy | 4.1 | - | - | 4.5 | - | - | 7.6 | 6.5 | 6.2 | 7.27 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.6 | 5.5 | - | 6.27 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.6 | 5.5 | - | 6.27 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.56 | - | - | 3.95 | 4 | 3.3 | 3.653 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1459 | - | - | 1267 | - | - | 580 | 629 | 944 | 639 | 632 | 923 |
| Stage 1 | - | - | - | - | - | - | 769 | 791 | - | 822 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 746 | 776 | - | 830 | 789 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1459 | - | - | 1267 | - | - | 561 | 621 | 944 | 623 | 624 | 923 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 561 | 621 | - | 623 | 624 | - |
| Stage 1 | - | - | - | - | - | - | 764 | 785 | - | 816 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 725 | 771 | - | 812 | 783 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0.4 | 10 | 10 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 737 | 1459 | - | - | 1267 | - | - | 751 |
| HCM Lane V/C Ratio | 0.026 | 0.006 | - | - | 0.006 | - | - | 0.039 |
| HCM Control Delay (s) | 10 | 7.5 | 0 | - | 7.9 | 0 | - | 10 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 6 | 10 | 292 | 445 | 16 |
| Future Vol, veh/h | 14 | 6 | 10 | 292 | 445 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 48 | 48 | 79 | 79 | 87 | 87 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 1 | 7 |
| Mvmt Flow | 29 | 13 | 13 | 370 | 511 | 18 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 916 | 520 | 529 | 0 | - | 0 |
| Stage 1 | 520 | - | - | - | - | - |
| Stage 2 | 396 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 305 | 560 | 1048 | - | - | - |
| Stage 1 | 601 | - | - | - | - | - |
| Stage 2 | 684 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 300 | 560 | 1048 | - | - | - |
| Mov Cap-2 Maneuver | 300 | - | - | - | - | - |
| Stage 1 | 591 | - | - | - | - | - |
| Stage 2 | 684 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.7 | 0.3 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1048 | - | 349 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.119 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 16.7 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 11 | 7 | 8 | 18 | 13 | 15 | 17 | 327 | 29 | 22 | 313 | 16 |
| Future Vol, veh/h | 11 | 7 | 8 | 18 | 13 | 15 | 17 | 327 | 29 | 22 | 313 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 65 | 65 | 65 | 91 | 91 | 91 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 14 | 6 | 1 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 15 | 9 | 11 | 28 | 20 | 23 | 19 | 359 | 32 | 25 | 360 | 18 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 854 | 848 | 369 | 842 | 841 | 375 | 378 | 0 | 0 | 391 | 0 | 0 |
| Stage 1 | 419 | 419 | - | 413 | 413 | - | - | - | - | - | - | - |
| Stage 2 | 435 | 429 | - | 429 | 428 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.34 | 4.16 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.426 | 2.254 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 281 | 301 | 681 | 286 | 303 | 645 | 1159 | - | - | 1179 | - | - |
| Stage 1 | 616 | 593 | - | 620 | 597 | - | - | - | - | - | - | - |
| Stage 2 | 604 | 587 | - | 608 | 588 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 247 | 287 | 681 | 265 | 289 | 645 | 1159 | - | - | 1179 | - | - |
| Mov Cap-2 Maneuver | 247 | 287 | - | 265 | 289 | - | - | - | - | - | - | - |
| Stage 1 | 603 | 577 | - | 607 | 584 | - | - | - | - | - | - | - |
| Stage 2 | 551 | 575 | - | 573 | 572 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 17.5 | 18.4 | 0.4 | 0.5 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1159 | - | - | 322 | 338 | 1179 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | - | 0.109 | 0.209 | 0.021 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | - | 17.5 | 18.4 | 8.1 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 0.8 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 96 | 120 | 2 | 7 | 6 |
| Future Vol, veh/h | 2 | 96 | 120 | 2 | 7 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 77 | 77 | 39 | 39 |
| Heavy Vehicles, % | 0 | 2 | 5 | 0 | 0 | 20 |
| Mvmt Flow | 2 | 110 | 156 | 3 | 18 | 15 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 159 | 0 | - | 0 | 272 | 158 |
| Stage 1 | - | - | - | - | 158 | - |
| Stage 2 | - | - | - | - | 114 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.48 |
| Pot Cap-1 Maneuver | 1433 | - | - | - | 722 | 842 |
| Stage 1 | - | - | - | - | 875 | - |
| Stage 2 | - | - | - | - | 916 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1433 | - | - | - | 721 | 842 |
| Mov Cap-2 Maneuver | - | - | - | - | 721 | - |
| Stage 1 | - | - | - | - | 874 | - |
| Stage 2 | - | - | - | - | 916 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 9.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1433 | - | - | - | 772 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.043 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 9.9 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 18 | 0 | 80 | 172 | 3 |
| Future Vol, veh/h | 8 | 18 | 0 | 80 | 172 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 30 | 30 | 74 | 74 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 5 | 0 |
| Mvmt Flow | 27 | 60 | 0 | 108 | 229 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 339 | 231 | 233 | 0 | - | 0 |
| Stage 1 | 231 | - | - | - | - | - |
| Stage 2 | 108 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 661 | 813 | 1346 | - | - | - |
| Stage 1 | 812 | - | - | - | - | - |
| Stage 2 | 921 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 661 | 813 | 1346 | - | - | - |
| Mov Cap-2 Maneuver | 661 | - | - | - | - | - |
| Stage 1 | 812 | - | - | - | - | - |
| Stage 2 | 921 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.4 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1346 | - | 759 | - | - |
| HCM Lane V/C Ratio | - | - | 0.114 | - | - |
| HCM Control Delay (s) | 0 | - | 10.4 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.8 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 51 | 28 | 61 | 14 | 2 | 6 | 0 | 87 | 9 | 5 | 90 | 0 |
| Future Vol, veh/h | 51 | 28 | 61 | 14 | 2 | 6 | 0 | 87 | 9 | 5 | 90 | 0 |
| Peak Hour Factor | 0.76 | 0.76 | 0.76 | 0.72 | 0.72 | 0.72 | 0.55 | 0.55 | 0.55 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 8 | 10 | 9 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 |
| Mvmt Flow | 67 | 37 | 80 | 19 | 3 | 8 | 0 | 158 | 16 | 6 | 113 | 0 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9 | 8 | 8.9 | 8.5 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 0% | 36% | 64% | 5% |
| Vol Thru, % | 91% | 20% | 9% | 95% |
| Vol Right, % | 9% | 44% | 27% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 96 | 140 | 22 | 95 |
| LT Vol | 0 | 51 | 14 | 5 |
| Through Vol | 87 | 28 | 2 | 90 |
| RT Vol | 9 | 61 | 6 | 0 |
| Lane Flow Rate | 175 | 184 | 31 | 119 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.221 | 0.234 | 0.041 | 0.152 |
| Departure Headway (Hd) | 4.559 | 4.566 | 4.772 | 4.621 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 787 | 787 | 749 | 775 |
| Service Time | 2.59 | 2.597 | 2.812 | 2.656 |
| HCM Lane V/C Ratio | 0.222 | 0.234 | 0.041 | 0.154 |
| HCM Control Delay | 8.9 | 9 | 8 | 8.5 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.8 | 0.9 | 0.1 | 0.5 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.7 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 41 | 86 | 28 | 19 | 94 | 13 | 24 | 66 | 9 | 4 | 93 | 65 |
| Future Vol, veh/h | 41 | 86 | 28 | 19 | 94 | 13 | 24 | 66 | 9 | 4 | 93 | 65 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.77 | 0.77 | 0.77 | 0.56 | 0.56 | 0.56 | 0.79 | 0.79 | 0.79 |
| Heavy Vehicles, % | 4 | 2 | 5 | 0 | 12 | 0 | 6 | 3 | 0 | 0 | 5 | 2 |
| Mvmt Flow | 46 | 96 | 31 | 25 | 122 | 17 | 43 | 118 | 16 | 5 | 118 | 82 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.8 | 9.6 | 9.9 | 9.6 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 24% | 26% | 15% | 2% |
| Vol Thru, % | 67% | 55% | 75% | 57% |
| Vol Right, % | 9% | 18% | 10% | 40% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 99 | 155 | 126 | 162 |
| LT Vol | 24 | 41 | 19 | 4 |
| Through Vol | 66 | 86 | 94 | 93 |
| RT Vol | 9 | 28 | 13 | 65 |
| Lane Flow Rate | 177 | 172 | 164 | 205 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.25 | 0.242 | 0.228 | 0.27 |
| Departure Headway (Hd) | 5.088 | 5.052 | 5.022 | 4.734 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 698 | 703 | 707 | 751 |
| Service Time | 3.175 | 3.142 | 3.113 | 2.817 |
| HCM Lane V/C Ratio | 0.254 | 0.245 | 0.232 | 0.273 |
| HCM Control Delay | 9.9 | 9.8 | 9.6 | 9.6 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 1 | 0.9 | 0.9 | 1.1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.4 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 63 | 87 | 33 | 16 | 65 | 43 | 10 | 274 | 26 | 42 | 169 | 23 |
| Future Vol, veh/h | 63 | 87 | 33 | 16 | 65 | 43 | 10 | 274 | 26 | 42 | 169 | 23 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 105 | 40 | 17 | 71 | 47 | 11 | 298 | 28 | 46 | 184 | 25 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 11.9 | 10.5 | 13.7 | 12 |
| HCM LOS | B | B | B | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 3% | 34% | 13% | 18% |
| Vol Thru, % | 88% | 48% | 52% | 72% |
| Vol Right, % | 8% | 18% | 35% | 10% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 310 | 183 | 124 | 234 |
| LT Vol | 10 | 63 | 16 | 42 |
| Through Vol | 274 | 87 | 65 | 169 |
| RT Vol | 26 | 33 | 43 | 23 |
| Lane Flow Rate | 337 | 220 | 135 | 254 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.501 | 0.352 | 0.217 | 0.388 |
| Departure Headway (Hd) | 5.348 | 5.747 | 5.784 | 5.494 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 671 | 624 | 617 | 651 |
| Service Time | 3.4 | 3.808 | 3.852 | 3.552 |
| HCM Lane V/C Ratio | 0.502 | 0.353 | 0.219 | 0.39 |
| HCM Control Delay | 13.7 | 11.9 | 10.5 | 12 |
| HCM Lane LOS | B | B | B | B |
| HCM 95th-tile Q | 2.8 | 1.6 | 0.8 | 1.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 28.4 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 14 | 17 | 21 | 39 | 27 | 14 | 47 | 467 | 31 | 19 | 378 | 22 |
| Future Vol, veh/h | 14 | 17 | 21 | 39 | 27 | 14 | 47 | 467 | 31 | 19 | 378 | 22 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.85 | 0.85 | 0.85 | 0.84 | 0.84 | 0.84 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles, % | 0 | 0 | 0 | 22 | 0 | 15 | 4 | 2 | 0 | 6 | 5 | 8 |
| Mvmt Flow | 16 | 19 | 23 | 46 | 32 | 16 | 56 | 556 | 37 | 19 | 386 | 22 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 10.5 | 11.8 | 39.5 | 17.6 |
| HCM LOS | B | B | E | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 9% | 27% | 49% | 5% |
| Vol Thru, % | 86% | 33% | 34% | 90% |
| Vol Right, % | 6% | 40% | 17% | 5% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 545 | 52 | 80 | 419 |
| LT Vol | 47 | 14 | 39 | 19 |
| Through Vol | 467 | 17 | 27 | 378 |
| RT Vol | 31 | 21 | 14 | 22 |
| Lane Flow Rate | 649 | 58 | 94 | 428 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.919 | 0.107 | 0.185 | 0.64 |
| Departure Headway (Hd) | 5.097 | 6.658 | 7.074 | 5.392 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 714 | 535 | 505 | 667 |
| Service Time | 3.137 | 4.74 | 5.149 | 3.439 |
| HCM Lane V/C Ratio | 0.909 | 0.108 | 0.186 | 0.642 |
| HCM Control Delay | 39.5 | 10.5 | 11.8 | 17.6 |
| HCM Lane LOS | E | B | B | C |
| HCM 95th-tile Q | 12.4 | 0.4 | 0.7 | 4.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 81 | 9 | 2 | 5 | 0 | 12 | 7 | 38 | 10 | 9 | 7 |
| Future Vol, veh/h | 6 | 81 | 9 | 2 | 5 | 0 | 12 | 7 | 38 | 10 | 9 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 45 | 45 | 45 | 72 | 72 | 72 | 66 | 66 | 66 |
| Heavy Vehicles, % | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 109 | 12 | 4 | 11 | 0 | 17 | 10 | 53 | 15 | 14 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 11 | 0 | 0 | 121 | 0 | 0 | 163 | 150 | 115 | 182 | 156 | 11 |
| Stage 1 | - | - | - | - | - | - | 131 | 131 | - | 19 | 19 | - |
| Stage 2 | - | - | - | - | - | - | 32 | 19 | - | 163 | 137 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.24 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.336 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1621 | - | - | 1479 | - | - | 806 | 745 | 932 | 784 | 740 | 1076 |
| Stage 1 | - | - | - | - | - | - | 877 | 792 | - | 1005 | 884 | - |
| Stage 2 | - | - | - | - | - | - | 990 | 884 | - | 844 | 787 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1621 | - | - | 1479 | - | - | 782 | 739 | 932 | 728 | 734 | 1076 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 782 | 739 | - | 728 | 734 | - |
| Stage 1 | - | - | - | - | - | - | 873 | 788 | - | 1000 | 881 | - |
| Stage 2 | - | - | - | - | - | - | 962 | 881 | - | 782 | 783 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.5 | 2.1 | 9.6 | 9.7 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 869 | 1621 | - | - | 1479 | - | - | 800 |
| HCM Lane V/C Ratio | 0.091 | 0.005 | - | - | 0.003 | - | - | 0.049 |
| HCM Control Delay (s) | 9.6 | 7.2 | 0 | - | 7.4 | 0 | - | 9.7 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 26 | 144 | 4 | 3 | 151 | 33 | 0 | 2 | 6 | 12 | 3 | 7 |
| Future Vol, veh/h | 26 | 144 | 4 | 3 | 151 | 33 | 0 | 2 | 6 | 12 | 3 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 82 | 82 | 82 | 36 | 36 | 36 | 59 | 59 | 59 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 7 | 8 | 0 | 0 | 33 | 0 | 0 | 0 |
| Mvmt Flow | 28 | 155 | 4 | 4 | 184 | 40 | 0 | 6 | 17 | 20 | 5 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 224 | 0 | 0 | 159 | 0 | 0 | 434 | 445 | 157 | 437 | 427 | 204 |
| Stage 1 | - | - | - | - | - | - | 213 | 213 | - | 212 | 212 | - |
| Stage 2 | - | - | - | - | - | - | 221 | 232 | - | 225 | 215 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.53 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.597 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1357 | - | - | 1433 | - | - | 536 | 511 | 813 | 533 | 523 | 842 |
| Stage 1 | - | - | - | - | - | - | 794 | 730 | - | 795 | 731 | - |
| Stage 2 | - | - | - | - | - | - | 786 | 716 | - | 782 | 729 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1357 | - | - | 1433 | - | - | 514 | 498 | 813 | 507 | 509 | 842 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 514 | 498 | - | 507 | 509 | - |
| Stage 1 | - | - | - | - | - | - | 776 | 713 | - | 777 | 729 | - |
| Stage 2 | - | - | - | - | - | - | 767 | 714 | - | 743 | 712 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.2 | 0.1 | 10.3 | 11.6 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 702 | 1357 | - | - | 1433 | - | - | 581 |
| HCM Lane V/C Ratio | 0.032 | 0.021 | - | - | 0.003 | - | - | 0.064 |
| HCM Control Delay (s) | 10.3 | 7.7 | 0 | - | 7.5 | 0 | - | 11.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 37 | 31 | 12 | 480 | 375 | 12 |
| Future Vol, veh/h | 37 | 31 | 12 | 480 | 375 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 88 | 88 | 75 | 75 |
| Heavy Vehicles, % | 3 | 4 | 10 | 3 | 5 | 11 |
| Mvmt Flow | 39 | 33 | 14 | 545 | 500 | 16 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1081 | 508 | 516 | 0 | - | 0 |
| Stage 1 | 508 | - | - | - | - | - |
| Stage 2 | 573 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.24 | 4.2 | - | - | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.336 | 2.29 | - | - | - |
| Pot Cap-1 Maneuver | 240 | 561 | 1010 | - | - | - |
| Stage 1 | 602 | - | - | - | - | - |
| Stage 2 | 562 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 235 | 561 | 1010 | - | - | - |
| Mov Cap-2 Maneuver | 235 | - | - | - | - | - |
| Stage 1 | 590 | - | - | - | - | - |
| Stage 2 | 562 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 19.5 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1010 | - | 320 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | 0.226 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 19.5 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.9 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 19 | 9 | 13 | 10 | 8 | 16 | 25 | 315 | 37 | 42 | 194 | 19 |
| Future Vol, veh/h | 19 | 9 | 13 | 10 | 8 | 16 | 25 | 315 | 37 | 42 | 194 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 53 | 53 | 53 | 62 | 62 | 62 | 80 | 80 | 80 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 20 | 0 | 0 | 0 | 0 | 4 | 2 | 12 | 8 | 2 | 0 |
| Mvmt Flow | 36 | 17 | 25 | 16 | 13 | 26 | 31 | 394 | 46 | 45 | 206 | 20 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 805 | 808 | 216 | 806 | 795 | 417 | 226 | 0 | 0 | 440 | 0 | 0 |
| Stage 1 | 306 | 306 | - | 479 | 479 | - | - | - | - | - | - | - |
| Stage 2 | 499 | 502 | - | 327 | 316 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.7 | 6.2 | 7.1 | 6.5 | 6.2 | 4.14 | - | - | 4.18 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.7 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.7 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.18 | 3.3 | 3.5 | 4 | 3.3 | 2.236 | - | - | 2.272 | - | - |
| Pot Cap-1 Maneuver | 303 | 295 | 829 | 303 | 323 | 640 | 1331 | - | - | 1089 | - | - |
| Stage 1 | 708 | 630 | - | 571 | 558 | - | - | - | - | - | - | - |
| Stage 2 | 557 | 513 | - | 690 | 659 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 265 | 272 | 829 | 264 | 298 | 640 | 1331 | - | - | 1089 | - | - |
| Mov Cap-2 Maneuver | 265 | 272 | - | 264 | 298 | - | - | - | - | - | - | - |
| Stage 1 | 686 | 600 | - | 553 | 541 | - | - | - | - | - | - | - |
| Stage 2 | 506 | 497 | - | 620 | 628 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 18.7 | 16.1 | 0.5 | 1.4 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1331 | - | - | 340 | 379 | 1089 | - | - |
| HCM Lane V/C Ratio | 0.023 | - | - | 0.228 | 0.145 | 0.041 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | - | 18.7 | 16.1 | 8.4 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.9 | 0.5 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 6 | 27 | 93 | 133 | 11 |
| Future Vol, veh/h | 2 | 6 | 27 | 93 | 133 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 32 | 32 | 61 | 61 | 78 | 78 |
| Heavy Vehicles, % | 0 | 0 | 0 | 4 | 4 | 0 |
| Mvmt Flow | 6 | 19 | 44 | 152 | 171 | 14 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 418 | 178 | 185 | 0 | - | 0 |
| Stage 1 | 178 | - | - | - | - | - |
| Stage 2 | 240 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 595 | 870 | 1402 | - | - | - |
| Stage 1 | 858 | - | - | - | - | - |
| Stage 2 | 805 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 575 | 870 | 1402 | - | - | - |
| Mov Cap-2 Maneuver | 575 | - | - | - | - | - |
| Stage 1 | 829 | - | - | - | - | - |
| Stage 2 | 805 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.8 | 1.7 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1402 | - | 771 | - | - |
| HCM Lane V/C Ratio | 0.032 | - | 0.032 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 9.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10.2 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 42 | 20 | 47 | 15 | 0 | 12 | 0 | 93 | 3 | 6 | 127 | 0 |
| Future Vol, veh/h | 42 | 20 | 47 | 15 | 0 | 12 | 0 | 93 | 3 | 6 | 127 | 0 |
| Peak Hour Factor | 0.39 | 0.39 | 0.39 | 0.73 | 0.73 | 0.73 | 0.60 | 0.60 | 0.60 | 0.72 | 0.72 | 0.72 |
| Heavy Vehicles, % | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 40 | 8 | 0 |
| Mvmt Flow | 108 | 51 | 121 | 21 | 0 | 16 | 0 | 155 | 5 | 8 | 176 | 0 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 10.4 | 8.5 | 9.4 | 10.8 |
| HCM LOS | B | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 0% | 39% | 56% | 5% |
| Vol Thru, % | 97% | 18% | 0% | 95% |
| Vol Right, % | 3% | 43% | 44% | 0% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 96 | 109 | 27 | 133 |
| LT Vol | 0 | 42 | 15 | 6 |
| Through Vol | 93 | 20 | 0 | 127 |
| RT Vol | 3 | 47 | 12 | 0 |
| Lane Flow Rate | 160 | 279 | 37 | 185 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.218 | 0.362 | 0.053 | 0.284 |
| Departure Headway (Hd) | 4.898 | 4.662 | 5.14 | 5.544 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 726 | 769 | 690 | 643 |
| Service Time | 2.974 | 2.717 | 3.224 | 3.621 |
| HCM Lane V/C Ratio | 0.22 | 0.363 | 0.054 | 0.288 |
| HCM Control Delay | 9.4 | 10.4 | 8.5 | 10.8 |
| HCM Lane LOS | A | B | A | B |
| HCM 95th-tile Q | 0.8 | 1.7 | 0.2 | 1.2 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10.1 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 25 | 65 | 20 | 50 | 98 | 13 | 18 | 61 | 12 | 8 | 136 | 54 |
| Future Vol, veh/h | 25 | 65 | 20 | 50 | 98 | 13 | 18 | 61 | 12 | 8 | 136 | 54 |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.85 | 0.85 | 0.85 | 0.86 | 0.86 | 0.86 | 0.67 | 0.67 | 0.67 |
| Heavy Vehicles, % | 0 | 2 | 8 | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 4 | 13 |
| Mvmt Flow | 32 | 82 | 25 | 59 | 115 | 15 | 21 | 71 | 14 | 12 | 203 | 81 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.4 | 10.1 | 9.2 | 10.8 |
| HCM LOS | A | B | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 20% | 23% | 31% | 4% |
| Vol Thru, % | 67% | 59% | 61% | 69% |
| Vol Right, % | 13% | 18% | 8% | 27% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 91 | 110 | 161 | 198 |
| LT Vol | 18 | 25 | 50 | 8 |
| Through Vol | 61 | 65 | 98 | 136 |
| RT Vol | 12 | 20 | 13 | 54 |
| Lane Flow Rate | 106 | 139 | 189 | 296 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.152 | 0.196 | 0.27 | 0.387 |
| Departure Headway (Hd) | 5.182 | 5.062 | 5.131 | 4.71 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 684 | 700 | 693 | 757 |
| Service Time | 3.278 | 3.155 | 3.219 | 2.785 |
| HCM Lane V/C Ratio | 0.155 | 0.199 | 0.273 | 0.391 |
| HCM Control Delay | 9.2 | 9.4 | 10.1 | 10.8 |
| HCM Lane LOS | A | A | B | B |
| HCM 95th-tile Q | 0.5 | 0.7 | 1.1 | 1.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 15.9 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 69 | 42 | 60 | 8 | 28 | 16 | 66 | 294 | 20 | 34 | 275 | 30 |
| Future Vol, veh/h | 69 | 42 | 60 | 8 | 28 | 16 | 66 | 294 | 20 | 34 | 275 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.46 | 0.46 | 0.46 | 0.90 | 0.90 | 0.90 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 25 | 3 | 2 | 0 | 4 | 2 | 4 |
| Mvmt Flow | 75 | 46 | 65 | 17 | 61 | 35 | 73 | 327 | 22 | 38 | 309 | 34 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 12.3 | 11.1 | 18.2 | 16.4 |
| HCM LOS | B | B | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 17% | 40% | 15% | 10% |
| Vol Thru, % | 77% | 25% | 54% | 81% |
| Vol Right, % | 5% | 35% | 31% | 9% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 380 | 171 | 52 | 339 |
| LT Vol | 66 | 69 | 8 | 34 |
| Through Vol | 294 | 42 | 28 | 275 |
| RT Vol | 20 | 60 | 16 | 30 |
| Lane Flow Rate | 422 | 186 | 113 | 381 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.646 | 0.324 | 0.203 | 0.588 |
| Departure Headway (Hd) | 5.512 | 6.276 | 6.452 | 5.556 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 650 | 576 | 558 | 644 |
| Service Time | 3.604 | 4.276 | 4.461 | 3.65 |
| HCM Lane V/C Ratio | 0.649 | 0.323 | 0.203 | 0.592 |
| HCM Control Delay | 18.2 | 12.3 | 11.1 | 16.4 |
| HCM Lane LOS | C | B | B | C |
| HCM 95th-tile Q | 4.7 | 1.4 | 0.8 | 3.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 26 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 15 | 18 | 79 | 21 | 17 | 40 | 369 | 12 | 18 | 485 | 17 |
| Future Vol, veh/h | 13 | 15 | 18 | 79 | 21 | 17 | 40 | 369 | 12 | 18 | 485 | 17 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.73 | 0.73 | 0.73 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 12 | 8 | 0 | 0 | 2 | 0 | 6 | 3 | 0 |
| Mvmt Flow | 14 | 16 | 20 | 108 | 29 | 23 | 44 | 410 | 13 | 20 | 539 | 19 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 10.8 | 13.2 | 21.4 | 34.7 |
| HCM LOS | B | B | C | D |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 10% | 28% | 68% | 3% |
| Vol Thru, % | 88% | 33% | 18% | 93% |
| Vol Right, % | 3% | 39% | 15% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 421 | 46 | 117 | 520 |
| LT Vol | 40 | 13 | 79 | 18 |
| Through Vol | 369 | 15 | 21 | 485 |
| RT Vol | 12 | 18 | 17 | 17 |
| Lane Flow Rate | 468 | 51 | 160 | 578 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.716 | 0.099 | 0.314 | 0.874 |
| Departure Headway (Hd) | 5.514 | 7.06 | 7.054 | 5.445 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 650 | 510 | 513 | 659 |
| Service Time | 3.601 | 5.068 | 5.054 | 3.525 |
| HCM Lane V/C Ratio | 0.72 | 0.1 | 0.312 | 0.877 |
| HCM Control Delay | 21.4 | 10.8 | 13.2 | 34.7 |
| HCM Lane LOS | C | B | B | D |
| HCM 95th-tile Q | 6 | 0.3 | 1.3 | 10.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 71 | 10 | 4 | 3 | 3 | 7 | 14 | 21 | 5 | 16 | 6 |
| Future Vol, veh/h | 5 | 71 | 10 | 4 | 3 | 3 | 7 | 14 | 21 | 5 | 16 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 48 | 48 | 48 | 63 | 63 | 63 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 109 | 15 | 8 | 6 | 6 | 11 | 22 | 33 | 8 | 27 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 12 | 0 | 0 | 124 | 0 | 0 | 177 | 161 | 117 | 185 | 165 | 9 |
| Stage 1 | - | - | - | - | - | - | 133 | 133 | - | 25 | 25 | - |
| Stage 2 | - | - | - | - | - | - | 44 | 28 | - | 160 | 140 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1620 | - | - | 1475 | - | - | 790 | 735 | 941 | 780 | 731 | 1079 |
| Stage 1 | - | - | - | - | - | - | 875 | 790 | - | 998 | 878 | - |
| Stage 2 | - | - | - | - | - | - | 975 | 876 | - | 847 | 785 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1620 | - | - | 1475 | - | - | 755 | 728 | 941 | 729 | 724 | 1079 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 755 | 728 | - | 729 | 724 | - |
| Stage 1 | - | - | - | - | - | - | 871 | 786 | - | 993 | 874 | - |
| Stage 2 | - | - | - | - | - | - | 932 | 872 | - | 790 | 781 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 3 | 9.7 | 9.9 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 826 | 1620 | - | - | 1475 | - | - | 782 |
| HCM Lane V/C Ratio | 0.081 | 0.005 | - | - | 0.006 | - | - | 0.058 |
| HCM Control Delay (s) | 9.7 | 7.2 | 0 | - | 7.5 | 0 | - | 9.9 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 18 | 83 | 5 | 6 | 157 | 20 | 4 | 6 | 3 | 14 | 5 | 8 |
| Future Vol, veh/h | 18 | 83 | 5 | 6 | 157 | 20 | 4 | 6 | 3 | 14 | 5 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 92 | 92 | 92 | 71 | 71 | 71 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 20 | 94 | 6 | 7 | 171 | 22 | 6 | 8 | 4 | 23 | 8 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 193 | 0 | 0 | 100 | 0 | 0 | 344 | 344 | 97 | 339 | 336 | 182 |
| Stage 1 | - | - | - | - | - | - | 137 | 137 | - | 196 | 196 | - |
| Stage 2 | - | - | - | - | - | - | 207 | 207 | - | 143 | 140 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1392 | - | - | 1505 | - | - | 614 | 582 | 965 | 619 | 588 | 866 |
| Stage 1 | - | - | - | - | - | - | 871 | 787 | - | 810 | 742 | - |
| Stage 2 | - | - | - | - | - | - | 800 | 734 | - | 865 | 785 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1392 | - | - | 1505 | - | - | 589 | 570 | 965 | 600 | 576 | 866 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 589 | 570 | - | 600 | 576 | - |
| Stage 1 | - | - | - | - | - | - | 858 | 775 | - | 798 | 738 | - |
| Stage 2 | - | - | - | - | - | - | 775 | 730 | - | 839 | 773 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.3 | 0.2 | 10.8 | 10.9 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 636 | 1392 | - | - | 1505 | - | - | 655 |
| HCM Lane V/C Ratio | 0.029 | 0.015 | - | - | 0.004 | - | - | 0.069 |
| HCM Control Delay (s) | 10.8 | 7.6 | 0 | - | 7.4 | 0 | - | 10.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 22 | 19 | 383 | 501 | 12 |
| Future Vol, veh/h | 22 | 22 | 19 | 383 | 501 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 72 | 72 | 93 | 93 | 89 | 89 |
| Heavy Vehicles, % | 6 | 0 | 0 | 3 | 3 | 10 |
| Mvmt Flow | 31 | 31 | 20 | 412 | 563 | 13 |

| Major/Minor | Minor2 | | Major1 | | Major2 | | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1022 | 570 | 576 | 0 | - | 0 | |
| Stage 1 | 570 | - | - | - | - | - | |
| Stage 2 | 452 | - | - | - | - | - | |
| Critical Hdwy | 6.46 | 6.2 | 4.1 | - | - | - | |
| Critical Hdwy Stg 1 | 5.46 | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 5.46 | - | - | - | - | - | |
| Follow-up Hdwy | 3.554 | 3.3 | 2.2 | - | - | - | |
| Pot Cap-1 Maneuver | 257 | 525 | 1007 | - | - | - | |
| Stage 1 | 558 | - | - | - | - | - | |
| Stage 2 | 633 | - | - | - | - | - | |
| Platoon blocked, % | | | | - | - | - | |
| Mov Cap-1 Maneuver | 250 | 525 | 1007 | - | - | - | |
| Mov Cap-2 Maneuver | 250 | - | - | - | - | - | |
| Stage 1 | 543 | - | - | - | - | - | |
| Stage 2 | 633 | - | - | - | - | - | |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.9 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1007 | - | 339 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | 0.18 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 17.9 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 11 | 10 | 12 | 8 | 7 | 9 | 13 | 323 | 35 | 43 | 314 | 20 |
| Future Vol, veh/h | 11 | 10 | 12 | 8 | 7 | 9 | 13 | 323 | 35 | 43 | 314 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 68 | 68 | 68 | 66 | 66 | 66 | 91 | 91 | 91 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Mvmt Flow | 16 | 15 | 18 | 12 | 11 | 14 | 14 | 355 | 38 | 51 | 369 | 24 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 898 | 904 | 381 | 902 | 897 | 374 | 393 | 0 | 0 | 393 | 0 | 0 |
| Stage 1 | 483 | 483 | - | 402 | 402 | - | - | - | - | - | - | - |
| Stage 2 | 415 | 421 | - | 500 | 495 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 262 | 279 | 671 | 261 | 281 | 677 | 1177 | - | - | 1177 | - | - |
| Stage 1 | 569 | 556 | - | 629 | 604 | - | - | - | - | - | - | - |
| Stage 2 | 619 | 592 | - | 557 | 549 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 236 | 259 | 671 | 230 | 261 | 677 | 1177 | - | - | 1177 | - | - |
| Mov Cap-2 Maneuver | 236 | 259 | - | 230 | 261 | - | - | - | - | - | - | - |
| Stage 1 | 560 | 525 | - | 620 | 595 | - | - | - | - | - | - | - |
| Stage 2 | 587 | 583 | - | 498 | 518 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 18.3 | 17.7 | 0.3 | 0.9 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1177 | - | - | 320 | 320 | 1177 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | - | 0.152 | 0.114 | 0.043 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 18.3 | 17.7 | 8.2 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 0.4 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 6 | 4 | 96 | 179 | 4 |
| Future Vol, veh/h | 4 | 6 | 4 | 96 | 179 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 66 | 66 | 78 | 78 | 67 | 67 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 6 | 0 |
| Mvmt Flow | 6 | 9 | 5 | 123 | 267 | 6 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 403 | 270 | 273 | 0 | - | 0 |
| Stage 1 | 270 | - | - | - | - | - |
| Stage 2 | 133 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 607 | 774 | 1302 | - | - | - |
| Stage 1 | 780 | - | - | - | - | - |
| Stage 2 | 898 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 605 | 774 | 1302 | - | - | - |
| Mov Cap-2 Maneuver | 605 | - | - | - | - | - |
| Stage 1 | 777 | - | - | - | - | - |
| Stage 2 | 898 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.3 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1302 | - | 696 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.022 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 10.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 8.8 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 25 | 14 | 28 | 15 | 4 | 9 | 9 | 83 | 5 | 14 | 137 | 3 |
| Future Vol, veh/h | 25 | 14 | 28 | 15 | 4 | 9 | 9 | 83 | 5 | 14 | 137 | 3 |
| Peak Hour Factor | 0.41 | 0.41 | 0.41 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.65 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles, % | 0 | 17 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 6 | 50 |
| Mvmt Flow | 61 | 34 | 68 | 23 | 6 | 14 | 14 | 128 | 8 | 16 | 157 | 3 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.8 | 8.1 | 8.7 | 9.1 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 9% | 37% | 54% | 9% |
| Vol Thru, % | 86% | 21% | 14% | 89% |
| Vol Right, % | 5% | 42% | 32% | 2% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 97 | 67 | 28 | 154 |
| LT Vol | 9 | 25 | 15 | 14 |
| Through Vol | 83 | 14 | 4 | 137 |
| RT Vol | 5 | 28 | 9 | 3 |
| Lane Flow Rate | 149 | 163 | 43 | 177 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.19 | 0.206 | 0.057 | 0.231 |
| Departure Headway (Hd) | 4.582 | 4.543 | 4.783 | 4.699 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 782 | 789 | 747 | 763 |
| Service Time | 2.616 | 2.578 | 2.826 | 2.733 |
| HCM Lane V/C Ratio | 0.191 | 0.207 | 0.058 | 0.232 |
| HCM Control Delay | 8.7 | 8.8 | 8.1 | 9.1 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.7 | 0.8 | 0.2 | 0.9 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.7 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 30 | 66 | 20 | 29 | 76 | 8 | 9 | 49 | 14 | 11 | 154 | 34 |
| Future Vol, veh/h | 30 | 66 | 20 | 29 | 76 | 8 | 9 | 49 | 14 | 11 | 154 | 34 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.79 | 0.79 | 0.79 | 0.77 | 0.77 | 0.77 | 0.66 | 0.66 | 0.66 |
| Heavy Vehicles, % | 0 | 4 | 6 | 0 | 2 | 17 | 0 | 2 | 0 | 0 | 4 | 10 |
| Mvmt Flow | 33 | 73 | 22 | 37 | 96 | 10 | 12 | 64 | 18 | 17 | 233 | 52 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.1 | 9.3 | 8.6 | 10.5 |
| HCM LOS | A | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 12% | 26% | 26% | 6% |
| Vol Thru, % | 68% | 57% | 67% | 77% |
| Vol Right, % | 19% | 17% | 7% | 17% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 72 | 116 | 113 | 199 |
| LT Vol | 9 | 30 | 29 | 11 |
| Through Vol | 49 | 66 | 76 | 154 |
| RT Vol | 14 | 20 | 8 | 34 |
| Lane Flow Rate | 94 | 129 | 143 | 302 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.126 | 0.178 | 0.199 | 0.385 |
| Departure Headway (Hd) | 4.848 | 4.966 | 5.004 | 4.598 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 733 | 717 | 712 | 778 |
| Service Time | 2.919 | 3.035 | 3.073 | 2.652 |
| HCM Lane V/C Ratio | 0.128 | 0.18 | 0.201 | 0.388 |
| HCM Control Delay | 8.6 | 9.1 | 9.3 | 10.5 |
| HCM Lane LOS | A | A | A | B |
| HCM 95th-tile Q | 0.4 | 0.6 | 0.7 | 1.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 14.9 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 60 | 28 | 44 | 13 | 15 | 11 | 51 | 307 | 19 | 19 | 274 | 46 |
| Future Vol, veh/h | 60 | 28 | 44 | 13 | 15 | 11 | 51 | 307 | 19 | 19 | 274 | 46 |
| Peak Hour Factor | 0.78 | 0.78 | 0.78 | 0.67 | 0.67 | 0.67 | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 2 | 0 | 0 | 1 | 5 |
| Mvmt Flow | 77 | 36 | 56 | 19 | 22 | 16 | 58 | 349 | 22 | 23 | 334 | 56 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 11.5 | 10.1 | 16.3 | 15.5 |
| HCM LOS | B | B | C | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 14% | 45% | 33% | 6% |
| Vol Thru, % | 81% | 21% | 38% | 81% |
| Vol Right, % | 5% | 33% | 28% | 14% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 377 | 132 | 39 | 339 |
| LT Vol | 51 | 60 | 13 | 19 |
| Through Vol | 307 | 28 | 15 | 274 |
| RT Vol | 19 | 44 | 11 | 46 |
| Lane Flow Rate | 428 | 169 | 58 | 413 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.618 | 0.283 | 0.102 | 0.592 |
| Departure Headway (Hd) | 5.197 | 6.024 | 6.325 | 5.156 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 694 | 594 | 563 | 699 |
| Service Time | 3.24 | 4.082 | 4.398 | 3.199 |
| HCM Lane V/C Ratio | 0.617 | 0.285 | 0.103 | 0.591 |
| HCM Control Delay | 16.3 | 11.5 | 10.1 | 15.5 |
| HCM Lane LOS | C | B | B | C |
| HCM 95th-tile Q | 4.3 | 1.2 | 0.3 | 3.9 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 21.8 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 17 | 19 | 16 | 66 | 36 | 22 | 33 | 270 | 12 | 24 | 418 | 13 |
| Future Vol, veh/h | 17 | 19 | 16 | 66 | 36 | 22 | 33 | 270 | 12 | 24 | 418 | 13 |
| Peak Hour Factor | 0.58 | 0.58 | 0.58 | 0.69 | 0.69 | 0.69 | 0.82 | 0.82 | 0.82 | 0.83 | 0.83 | 0.83 |
| Heavy Vehicles, % | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 |
| Mvmt Flow | 29 | 33 | 28 | 96 | 52 | 32 | 40 | 329 | 15 | 29 | 504 | 16 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 11.3 | 13.2 | 17.6 | 29.3 |
| HCM LOS | B | B | C | D |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 10% | 33% | 53% | 5% |
| Vol Thru, % | 86% | 37% | 29% | 92% |
| Vol Right, % | 4% | 31% | 18% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 315 | 52 | 124 | 455 |
| LT Vol | 33 | 17 | 66 | 24 |
| Through Vol | 270 | 19 | 36 | 418 |
| RT Vol | 12 | 16 | 22 | 13 |
| Lane Flow Rate | 384 | 90 | 180 | 548 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.616 | 0.171 | 0.338 | 0.826 |
| Departure Headway (Hd) | 5.773 | 6.882 | 6.772 | 5.535 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 630 | 523 | 532 | 658 |
| Service Time | 3.773 | 4.911 | 4.796 | 3.535 |
| HCM Lane V/C Ratio | 0.61 | 0.172 | 0.338 | 0.833 |
| HCM Control Delay | 17.6 | 11.3 | 13.2 | 29.3 |
| HCM Lane LOS | C | B | B | D |
| HCM 95th-tile Q | 4.2 | 0.6 | 1.5 | 8.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 35 | 8 | 7 | 20 | 2 | 6 | 9 | 7 | 4 | 9 | 5 |
| Future Vol, veh/h | 5 | 35 | 8 | 7 | 20 | 2 | 6 | 9 | 7 | 4 | 9 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 67 | 67 | 67 | 62 | 62 | 62 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 40 | 9 | 10 | 30 | 3 | 10 | 15 | 11 | 5 | 11 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 33 | 0 | 0 | 49 | 0 | 0 | 117 | 110 | 45 | 122 | 113 | 32 |
| Stage 1 | - | - | - | - | - | - | 57 | 57 | - | 52 | 52 | - |
| Stage 2 | - | - | - | - | - | - | 60 | 53 | - | 70 | 61 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1592 | - | - | 1571 | - | - | 864 | 784 | 1031 | 858 | 781 | 1048 |
| Stage 1 | - | - | - | - | - | - | 960 | 851 | - | 966 | 856 | - |
| Stage 2 | - | - | - | - | - | - | 957 | 855 | - | 945 | 848 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1592 | - | - | 1571 | - | - | 843 | 776 | 1031 | 831 | 773 | 1048 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 843 | 776 | - | 831 | 773 | - |
| Stage 1 | - | - | - | - | - | - | 956 | 848 | - | 962 | 851 | - |
| Stage 2 | - | - | - | - | - | - | 933 | 850 | - | 915 | 845 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.8 | 1.8 | 9.4 | 9.4 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 863 | 1592 | - | - | 1571 | - | - | 848 |
| HCM Lane V/C Ratio | 0.041 | 0.004 | - | - | 0.007 | - | - | 0.026 |
| HCM Control Delay (s) | 9.4 | 7.3 | 0 | - | 7.3 | 0 | - | 9.4 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 9 | 92 | 4 | 7 | 118 | 11 | 3 | 2 | 7 | 8 | 3 | 11 |
| Future Vol, veh/h | 9 | 92 | 4 | 7 | 118 | 11 | 3 | 2 | 7 | 8 | 3 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 76 | 76 | 76 | 84 | 84 | 84 | 58 | 58 | 58 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 4 | 0 | 40 | 9 | 13 | 50 | 0 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 12 | 121 | 5 | 8 | 140 | 13 | 5 | 3 | 12 | 11 | 4 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 153 | 0 | 0 | 126 | 0 | 0 | 320 | 317 | 124 | 318 | 313 | 147 |
| Stage 1 | - | - | - | - | - | - | 148 | 148 | - | 163 | 163 | - |
| Stage 2 | - | - | - | - | - | - | 172 | 169 | - | 155 | 150 | - |
| Critical Hdwy | 4.1 | - | - | 4.5 | - | - | 7.6 | 6.5 | 6.2 | 7.27 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.6 | 5.5 | - | 6.27 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.6 | 5.5 | - | 6.27 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.56 | - | - | 3.95 | 4 | 3.3 | 3.653 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1440 | - | - | 1256 | - | - | 550 | 602 | 932 | 607 | 606 | 905 |
| Stage 1 | - | - | - | - | - | - | 753 | 779 | - | 805 | 767 | - |
| Stage 2 | - | - | - | - | - | - | 730 | 763 | - | 813 | 777 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1440 | - | - | 1256 | - | - | 531 | 592 | 932 | 589 | 596 | 905 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 531 | 592 | - | 589 | 596 | - |
| Stage 1 | - | - | - | - | - | - | 746 | 772 | - | 798 | 762 | - |
| Stage 2 | - | - | - | - | - | - | 709 | 758 | - | 792 | 770 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0.4 | 10.1 | 10.3 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 726 | 1440 | - | - | 1256 | - | - | 715 |
| HCM Lane V/C Ratio | 0.028 | 0.008 | - | - | 0.007 | - | - | 0.043 |
| HCM Control Delay (s) | 10.1 | 7.5 | 0 | - | 7.9 | 0 | - | 10.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 7 | 10 | 292 | 445 | 17 |
| Future Vol, veh/h | 15 | 7 | 10 | 292 | 445 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 48 | 48 | 79 | 79 | 87 | 87 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 1 | 7 |
| Mvmt Flow | 31 | 15 | 13 | 370 | 511 | 20 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 917 | 521 | 531 | 0 | - | 0 |
| Stage 1 | 521 | - | - | - | - | - |
| Stage 2 | 396 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 304 | 559 | 1047 | - | - | - |
| Stage 1 | 600 | - | - | - | - | - |
| Stage 2 | 684 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 299 | 559 | 1047 | - | - | - |
| Mov Cap-2 Maneuver | 299 | - | - | - | - | - |
| Stage 1 | 590 | - | - | - | - | - |
| Stage 2 | 684 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.8 | 0.3 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1047 | - | 351 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.131 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 16.8 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 11 | 8 | 8 | 18 | 14 | 15 | 17 | 327 | 31 | 25 | 313 | 16 |
| Future Vol, veh/h | 11 | 8 | 8 | 18 | 14 | 15 | 17 | 327 | 31 | 25 | 313 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 74 | 74 | 74 | 65 | 65 | 65 | 91 | 91 | 91 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 14 | 6 | 1 | 0 | 0 | 1 | 0 |
| Mvmt Flow | 15 | 11 | 11 | 28 | 22 | 23 | 19 | 359 | 34 | 29 | 360 | 18 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 864 | 858 | 369 | 852 | 850 | 376 | 378 | 0 | 0 | 393 | 0 | 0 |
| Stage 1 | 427 | 427 | - | 414 | 414 | - | - | - | - | - | - | - |
| Stage 2 | 437 | 431 | - | 438 | 436 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.34 | 4.16 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.426 | 2.254 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 277 | 297 | 681 | 282 | 300 | 645 | 1159 | - | - | 1177 | - | - |
| Stage 1 | 610 | 589 | - | 620 | 597 | - | - | - | - | - | - | - |
| Stage 2 | 602 | 586 | - | 601 | 583 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 242 | 282 | 681 | 259 | 285 | 645 | 1159 | - | - | 1177 | - | - |
| Mov Cap-2 Maneuver | 242 | 282 | - | 259 | 285 | - | - | - | - | - | - | - |
| Stage 1 | 597 | 571 | - | 607 | 584 | - | - | - | - | - | - | - |
| Stage 2 | 547 | 574 | - | 562 | 565 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 17.9 | 18.9 | 0.4 | 0.6 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1159 | - | - | 316 | 331 | 1177 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | - | 0.115 | 0.218 | 0.024 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | - | 17.9 | 18.9 | 8.1 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 0.8 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 19 | 1 | 83 | 175 | 4 |
| Future Vol, veh/h | 9 | 19 | 1 | 83 | 175 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 30 | 30 | 74 | 74 | 75 | 75 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 5 | 0 |
| Mvmt Flow | 30 | 63 | 1 | 112 | 233 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 350 | 236 | 238 | 0 | - | 0 |
| Stage 1 | 236 | - | - | - | - | - |
| Stage 2 | 114 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 651 | 808 | 1341 | - | - | - |
| Stage 1 | 808 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 650 | 808 | 1341 | - | - | - |
| Mov Cap-2 Maneuver | 650 | - | - | - | - | - |
| Stage 1 | 807 | - | - | - | - | - |
| Stage 2 | 916 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.5 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1341 | - | 749 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.125 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |