PROVIDENCE
COLLEGE

Supplemental Information for Providence College Institutional Master Plan

Included herein is the Providence College Institutional Master Plan supplemental information as requested by the City Plan Commission as noted in the Notice of Continuance (Attachment 1), voted upon at a regular meeting of the City Plan Commission on May 20, 2025.

The City Plan Commission (CPC) deemed the Providence College Institutional Master Plan (IMP) as incomplete for the following reasons:

1) The Providence Zoning Ordinance requires "a study of traffic conditions that analyzes existing traffic generation, and the impacts of traffic generation predicted from proposed projects."

Response: Providence College last completed a comprehensive traffic study in 2016. The continuance letter was written on May 23, 2025; a traffic study completed at that time would have been implemented during the summer months when pedestrian and vehicular traffic is at its lowest. The information below references the last comprehensive traffic study conducted in 2016 (Attachment 3). Important points to note are as follows:

- Projects implemented as approved amendments to the IMP by the CPC since the 2016 study (located in Section 2 of the proposed IMP), addressed programmatic needs internal to the campus. These projects did not add any additional vehicle or pedestrian foot-traffic to the campus or neighborhood.
- The undergraduate on-campus enrollment at the time of the 2016 traffic study was 4,270 students. Based upon deposits as of August 21, 2025, the undergraduate on-campus enrollment for this year is projected to be 4,574, less 107 commuters and 294 students studying abroad for a total of 4,173 students on-campus: a *decrease* of 97 students from 2016. Caputo and Wick, the college traffic engineering firm, has "concluded that the fluctuation in student enrollment has had no impact on traffic and safety to the College and surrounding area." (Attachment 2).
- To further address the time since the previous traffic study, PC references accident data provided to the College by the City of Providence for the years 2019 through 2024 (with the exception of the COVID-19 year of 2020) for the five major intersections around the Institutional Zone. At the time of the 2016 traffic study 22 accidents were reported in a one year span. The latest data, provided by the City of Providence, identifies 19 accidents as being recorded in a four year span.

2) The study should identify how the college proposes to mitigate the effects of traffic congestion, parking, and other impacts on the surrounding neighborhood with a focus on events hosted by the College that draw large amounts of vehicular traffic.

Response: Attachment 4 outlines how the College prepares for the additional influx of traffic for major events. The College hosts three major events during the course of the year along with hosting approximately 18 weekends of Friar Hockey games at Schneider Arena. The College clearly notifies visitors driving to the campus where parking is available on campus, as well as any satellite parking arrangements, well ahead of the events. Hockey fans are strongly encouraged to utilize on-campus parking for Friar Hockey games and are also provided with a map of campus directing fans where to park. Even with this effort, people will still choose to park on city streets.

It must be noted that the College has no jurisdictional authority to enforce parking restrictions outside of the College's property. The College is dependent upon the various City agencies, such as PPD, Department of Parking and Curbside Management, DPW, and Traffic Engineering, to post and enforce parking restrictions on city streets. Through conversations with the Department of Parking and Curbside Management, the College is proposing to pay the City for temporary "no parking" or "restricted parking" signs on surrounding streets during event days at locations agreed upon by the College and the City. The College proposes the streets highlighted in Attachment 5.

It should also be noted that one of the projects in the proposed IMP would include the construction of a 353-car parking garage on what is now an on-grade lot adjacent to Schneider Area. That project would add an additional 200+ spaces to the college inventory in a location favorable to hockey fans.

3) There was a request by the CPC to identify the number of bicycle spaces on campus.

Response: The college has 145 spaces.

4) The CPC requested additional data on projected enrollment and a breakdown of on and off campus residency over the next five years.

Response: Attachment 6 in the supplemental information packet includes residency numbers (for both on and off campus students) from Fall 2024 projected through Fall 2030. It must be noted that the projected numbers are based upon present on-campus room availability. The proposed IMP up for approval would include a new 331 bed residence hall to be built on campus. With the undergraduate population expected to level off at 4,700, the new campus beds will reduce the number of students living in off-campus apartments.

ATTACHMENT #1

CITY OF PROVIDENCE
MAYOR BRETT P. SMILEY

May 23, 2025

Mark Rapoza
Assistant Vice President, Capital Projects/Facilities Planning
Providence College
1 Cunningham Square
Providence RI 02918

Re: Notice of Continuance, Providence College Institutional Master Plan

Dear Mr. Rapoza:

At its regular meeting on May 20, 2025, the City Plan Commission voted to continue consideration of Providence College's Institutional Master Plan, finding it to be incomplete as it did not fully address the requirements of section 1910.D.m of the Providence Zoning Ordinance. This section requires "a study of traffic conditions that analyzes existing traffic generation, and the impacts of traffic generation predicted from proposed projects. The study shall include actions that the institution will take to reduce the negative impacts of increased traffic." The Commission requested the following supplemental information:

- An updated traffic study, developed through a collaborative engagement with the City, that more fully addresses the requirements of 1910.D.m of the Ordinance, with a focus on events hosted by the College that draw large amounts of vehicular traffic. The study shall include strategies to mitigate the effects of traffic congestion, parking, and other impacts to the surrounding community. The plan shall also be updated to include a count of the number of bicycle spaces provided on campus.

- The CPC requested more data on projected student enrollment broken down by grade over the next five years, including the number of students who would live on and off campus. The amount of on-campus housing that will be available with construction of a new dormitory shall be accounted for in this calculation.

The CPC will review the supplemental information at a future meeting.

Sincerely,

Robert E. Azar, AICP
Administrative Officer

ATTACHMENT # 2

Caputo & Wick LTD

1150 Pawtucket Avenue
Rumford, RI 02916-1897
(401) 434-8880 Office
(401) 434-1615 Fax

www.cwltd.net

August 29, 2025

Mr. Mark Rapoza, Assistant Vice-President for
Capital Projects and Facilities Planning
Providence College
549 River Avenue
Providence, RI 02918

Re: Providence College
Institutional Master Plan
Traffic Analysis

Dear Mr. Rapoza:

As requested, we have reviewed the Traffic Assessment Study that our office prepared in July of 2016 as part of the Huxley Avenue Transformation Project and its relation to current conditions. As you know, the extensive study included not only Huxley Avenue but also potential impacts to Eaton Street and Admiral Street along the College's perimeter. The Traffic Analysis included field review and assessment of existing traffic issues for the project area and also included traffic counts, turning movements and speed data along Eaton Street, Admiral Street, and Huxley Avenue. The information obtained was used to perform operational analysis, with our findings, detailed in the final report.

The study also included provisions for future expansion, as directed by the College. The summary of findings indicated that the "proposed College improvements and mitigation would result in positive impacts in the surrounding area and the operations of Huxley, Eaton, and Admiral Streets". It should be noted that 22 accidents occurred at the intersection of Huxley Avenue and Admiral Street in the three previous years prior to our study. After completion of the transformation project in 2018, only ten accidents have been reported at that intersection in the last six years. Furthermore, it should be noted that the "work from home" opportunities for certain employees as well as a large study abroad program has reduced vehicle traffic to and from the campus.

Based upon a review of our previous traffic assessment, along with projects completed since then, we have concluded that the marginal increase in student enrollment has had no impact on traffic and safety to the College and surrounding area. Please feel free to contact me with any questions, comments, or if you would like to discuss the matter in greater detail.

Very truly yours,

Kevin R. Harrop, PE
Vice President

KRH/dg

KEVIN R. HARROP
No. 9200
REGISTERED
PROFESSIONAL ENGINEER
CIVIL

ATTACHMENT # 3

Att B

MEMORANDUM

TO: Mr. William C. Bombard, P.E.

CC: Mr. Mark Rapoza
Assistant Vice President for Capital Projects & Facilities Planning
Providence College

FROM: Anna Novo
Sr. Project Traffic Engineer

DATE: August 11, 2016

SUBJECT: Providence College
Proposed Huxley Avenue Transformation
Providence, RI

RE: Traffic Assessment Study

General Information

This traffic assessment has been prepared to determine if the proposed Providence College Huxley Avenue Transformation Project will adversely impact the existing operations of a segment of Huxley Avenue between the intersections of Eaton Street and Admiral Street, and the immediately surrounding area. The project proposes closure of Huxley Avenue from the existing College entrances southerly to Eaton Street and the construction of a single-lane roundabout on Huxley Avenue at the existing College entrances. The existing streetscape will be removed and replaced with landscaping elements, a cohesive pedestrian system of walkways, and outdoor classroom areas.

The geometry of the proposed roundabout will comprise a three-legged approach centered on Huxley Avenue. Two of the legs will provide continued vehicular access to each side of the campus, while the third leg (Huxley Avenue) will continue to provide vehicular campus access via Admiral Street. The existing pedestrian patterns outside of the campus are not expected to change significantly as a result of the project, but internal pedestrian access to College facilities will be greatly improved.

The project will create a functional and cohesive system of pedestrian walkways and internal roadways that will merge both sides of the campus. Parking will be available throughout the campus at existing and recently-constructed parking facilities using a system of assigned spaces via key-card access. The proposed internal roadway improvements, coupled with the implementation of restricted/ assigned parking, will allow traffic entering and exiting the campus to be guided to several access/egress points, thereby distributing traffic more evenly throughout the surrounding neighborhood. Furthermore, the proposed closure of Huxley Avenue is anticipated to reduce the traffic currently entering the intersection of Huxley Avenue and Eaton Street by approximately 26%, and the intersection of Huxley Avenue and Admiral Street by 14%.

Existing Conditions Traffic Evaluation

As part of the traffic evaluation, our office conducted field reviews and assessed existing traffic issues for the project area. We conducted several automatic counts and obtained speed data along Eaton Street, Admiral Street, and Huxley Avenue, and we obtained manual turning-movement counts at the intersections of Huxley Avenue with Admiral Street, Eaton Street, and the campus entrances. We then performed operational analyses for the intersections of Huxley Avenue/ Admiral Street and Huxley Avenue/Eaton Street. A brief summary of our findings is presented below.

Admiral Street

- The traffic volume on Admiral Street is approximately 12,100 vpd (22% higher than Eaton Street), with a directional split of 51% traveling westbound and 49% traveling eastbound.
- The 85th percentile speed on Admiral Street is 35 mph (6 mph higher than Eaton Street). Admiral Street has a posted speed of 25 mph.
- The vehicle mix on Admiral Street consists of 70% cars, 29% truck/buses, and 0.5% bikes.
- The intersection of Admiral Street and Huxley Avenue has a morning peak extending from 7:30 to 8:30 AM and an afternoon peak between 3:15 and 4:15 PM. The afternoon peak has the highest volume; however, the College peak occurs between 2:30 and 3:30 pm.
- Admiral Street is approximately 34 feet wide. West of the intersection, the geometry of Admiral Street consists of a reverse horizontal curve that extends from Eva Street to Hereford Street. This curve limits sight distance to the west in the area of the Huxley Avenue intersection.

Eaton Street

- The traffic volume on Eaton Street is approximately 9,400 vpd, with a directional split of 52% traveling westbound and 48% traveling eastbound.
- The 85th percentile speed on Eaton Street is 29 mph. Eaton Street has a posted speed of 25 mph.
- The vehicle mix on Eaton Street consists of 91% cars, 8% truck/buses, and 0.5% bikes.
- The intersection of Eaton Street and Huxley Avenue exhibits a morning peak between 7:30 and 8:30 AM and an afternoon peak between 3:00 and 4:00 PM. The morning peak has the highest volume.
- Eaton Street is approximately 35 feet wide. Parking is permitted during the day along the southerly side of the street. No parking is permitted during the evening hours.
- The existing traffic signal system at the Huxley Avenue and Eaton Street intersection is an actuated simple two-phase operation with no provision for pedestrian actuation. A red light camera system (red-light running camera) was installed at the intersection in 2009. The cameras are located on the Eaton Street approaches to the intersection and are wired to the existing traffic signal controller.
- The Eaton Street eastbound approach is on a slight downgrade. The crest of the hill is approximately 400 feet west of the intersection of Huxley Avenue.

Huxley Avenue

- Traffic data obtained along Huxley Avenue indicate that the average weekday traffic is approximately 3,400 vpd, with a directional split of 57% traveling southbound and 43% traveling northbound.

- Approximately 76% of the traffic along Huxley Avenue between Eaton Street and Admiral Street is through traffic, and 24% is college generated traffic.

- This segment of Huxley Avenue is approximately 34 feet wide.

- At the intersection of Admiral Street, the Huxley Avenue approach is controlled by a stop sign.

- The Huxley Avenue approach has limited sight distance to the west of the intersection. Sight distance is impeded by the height of the stone corner wall that is located on the southwest corner of the intersection and by the reverse horizontal curve along Admiral Street, to the west of the intersection.

Existing Conditions Analysis

- The highest College traffic volume occurs in the afternoon, between 2:30 and 3:30 pm. Figure 1 illustrates the existing distribution of traffic from Eaton Street to Admiral Street (the study area) during this time period.

- The percent distribution of existing traffic entering Huxley Avenue from the Eaton Street intersection is approximately 70% through traffic and 30% College traffic. Traffic entering Huxley Avenue from the Admiral Street intersection is approximately 80% through traffic and 20% College traffic. Figure 2 illustrates the percent distribution of College-related traffic.

- Capacity analyses of existing conditions were conducted for the Admiral Street and Eaton Street intersections during the College afternoon peak period. The results of the capacity analyses are summarized in Table 1 below.

Table 1

Intersection Capacity Analyses Results – Existing Conditions

Signalized Intersection Analysis	Direction	Approach LOS/Delay	Overall Intersection LOS/Delay
Huxley Avenue & Eaton Street	EB	B/16.6	B/12.0
	WB	B/15.1	
	NB	A/6.1	
	SB	A/7.8	
Unsignalized Intersection Analysis	**Direction**	**Approach LOS/Delay**	
Huxley Avenue & Admiral Street	WB	A/2.4	
	NB	C/20.1	

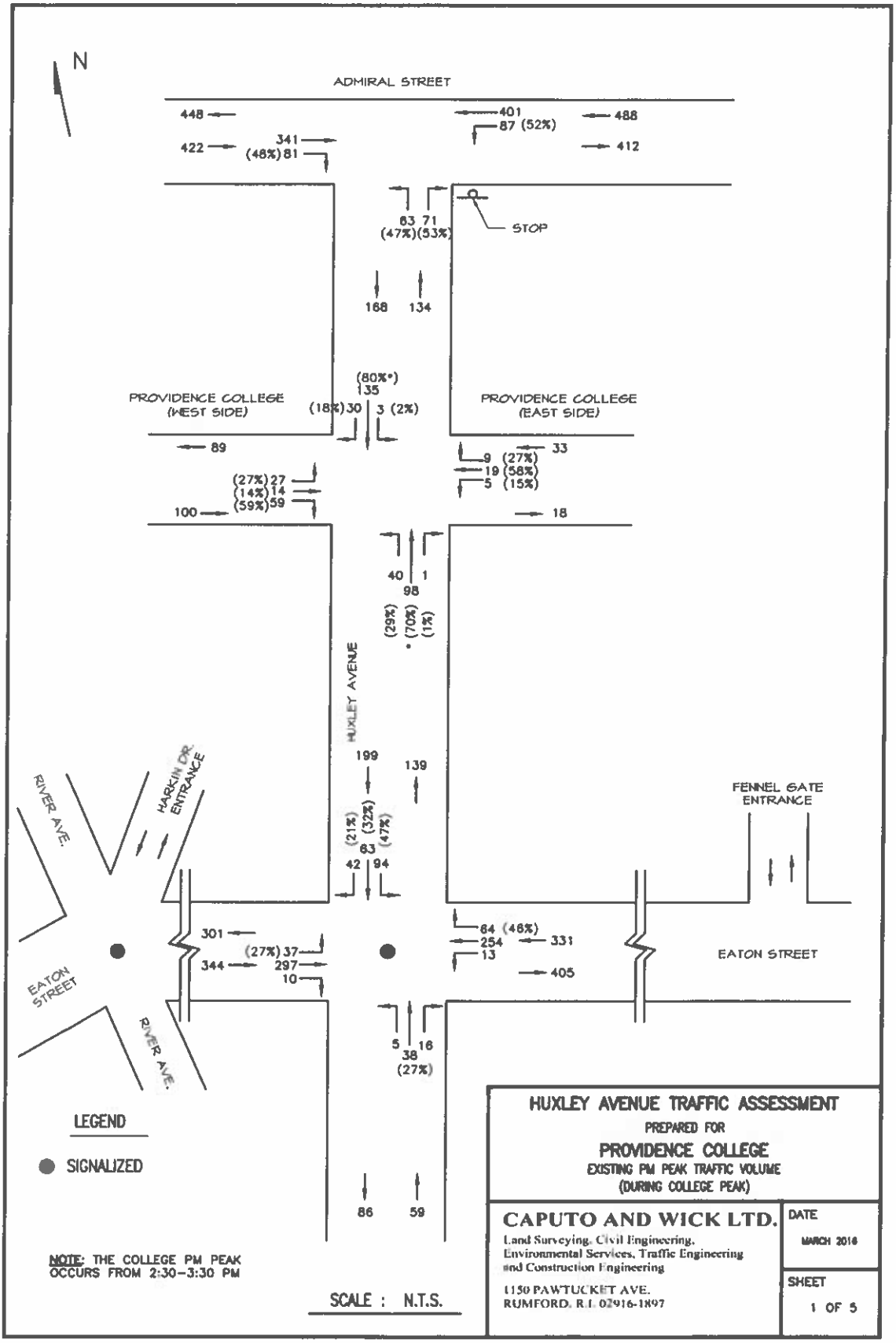

N
ADMIRAL STREET
448
422
341
(48%) 81
401
87 (52%)
488
412
83 71
(47%)(53%)
STOP
168
134
PROVIDENCE COLLEGE
(WEST SIDE)
(80%*)
35
(18%) 30
3 (2%)
PROVIDENCE COLLEGE
(EAST SIDE)
89
33
9 (27%)
19 (58%)
5 (15%)
(27%) 27
(14%) 14
(59%) 59
100
18
40 1
98
(29%) (70%) (1%)
HUXLEY AVENUE
199
139
(21%) (32%) (47%)
63
42 94
HARKIN DR. ENTRANCE
RIVER AVE.
FENNEL GATE ENTRANCE
84 (46%)
254
13
331
405
301
(27%) 37
344
297
10
EATON STREET
EATON STREET
RIVER AVE.
5 38 16
(27%)
LEGEND
SIGNALIZED
86 59
NOTE: THE COLLEGE PM PEAK OCCURS FROM 2:30–3:30 PM
SCALE : N.T.S.
HUXLEY AVENUE TRAFFIC ASSESSMENT
PREPARED FOR
PROVIDENCE COLLEGE
EXISTING PM PEAK TRAFFIC VOLUME
(DURING COLLEGE PEAK)
CAPUTO AND WICK LTD.
Land Surveying, Civil Engineering, Environmental Services, Traffic Engineering and Construction Engineering
1150 PAWTUCKET AVE.
RUMFORD, R.I. 02916-1897
DATE
MARCH 2014
SHEET
1 OF 5

Figure 1

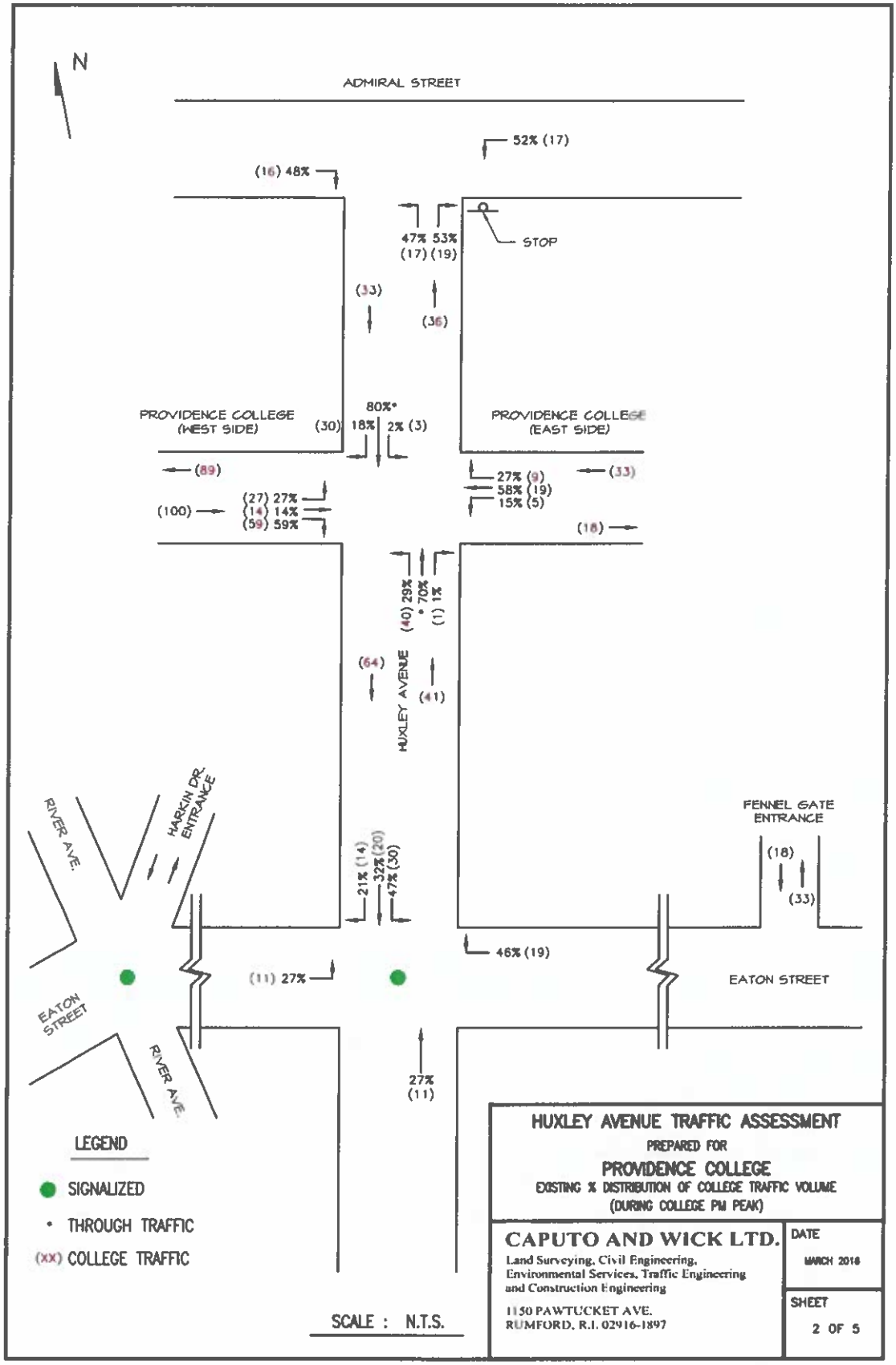

N
ADMIRAL STREET
52% (17)
(16) 48%
47% 53%
(17) (19)
STOP
(33)
(36)
PROVIDENCE COLLEGE
(WEST SIDE)
(30)
80%*
18%
2% (3)
PROVIDENCE COLLEGE
(EAST SIDE)
(89)
(27) 27%
(14) 14%
(59) 59%
(100)
27% (9)
58% (19)
15% (5)
(33)
(18)
(40) 29%
* 70%
(1) 1%
(64)
(41)
HUXLEY AVENUE
RIVER AVE.
HARKIN DR. ENTRANCE
21% (14)
32% (20)
47% (30)
FENNEL GATE ENTRANCE
(18)
(33)
46% (19)
EATON STREET
(11) 27%
EATON STREET
RIVER AVE.
27%
(11)
LEGEND
SIGNALIZED
• THROUGH TRAFFIC
(XX) COLLEGE TRAFFIC
SCALE : N.T.S.
HUXLEY AVENUE TRAFFIC ASSESSMENT
PREPARED FOR
PROVIDENCE COLLEGE
EXISTING % DISTRIBUTION OF COLLEGE TRAFFIC VOLUME
(DURING COLLEGE PM PEAK)
CAPUTO AND WICK LTD.
Land Surveying, Civil Engineering, Environmental Services, Traffic Engineering and Construction Engineering
1150 PAWTUCKET AVE.
RUMFORD, R.I. 02916-1897
DATE
MARCH 2018
SHEET
2 OF 5

Figure 2

- Results of analyses presented in Table 1 indicate that both intersections currently operate at acceptable overall levels of service during the College peak traffic conditions. The unsignalized Huxley Avenue approach at the Admiral Street intersection experiences the lowest level of service (LOS C) and the highest delay (20.1 sec). However, these values are within an acceptable range given the existing traffic volumes along Admiral Street.

- Field observations of current conditions at the Admiral Street intersection, as well as comments from the Rhode Island Public Transit Authority (RIPTA), indicate that public busses have difficulty turning in and out of Huxley Avenue at the Admiral Street intersection. Constraints associated with the intersection's southeast corner radius, utility pole placement, and limited right-of-way creates difficulties for busses, which require increased turning radii.

- During a 6½-hour manual turning-movement count at the Huxley Avenue and Eaton Street intersection, it was observed that 104 pedestrians crossed Eaton Street and 98 pedestrians crossed Huxley Avenue. During the afternoon peak period of the College, 40 pedestrians crossed Eaton Street and 26 pedestrians crossed Huxley Avenue. Based on information provided by the City of Providence Police Department, a total of 21 accidents, including two accidents involving pedestrians have occurred at this location in the last three years.

- Pedestrian crossings are less frequent at the intersection of Huxley Avenue and Admiral Street. During a 6½-hour manual-turning movement count, it was observed that 10 pedestrians crossed Admiral Street, and 31 pedestrians crossed Huxley Avenue. During the afternoon peak period of Providence College, no pedestrian crossed Admiral Street, and 8 pedestrians crossed Huxley Avenue. Based on information provided by the City of Providence Police Department, a total of 22 accidents occurred at this location in the last three years, and none of the accidents involved pedestrians.

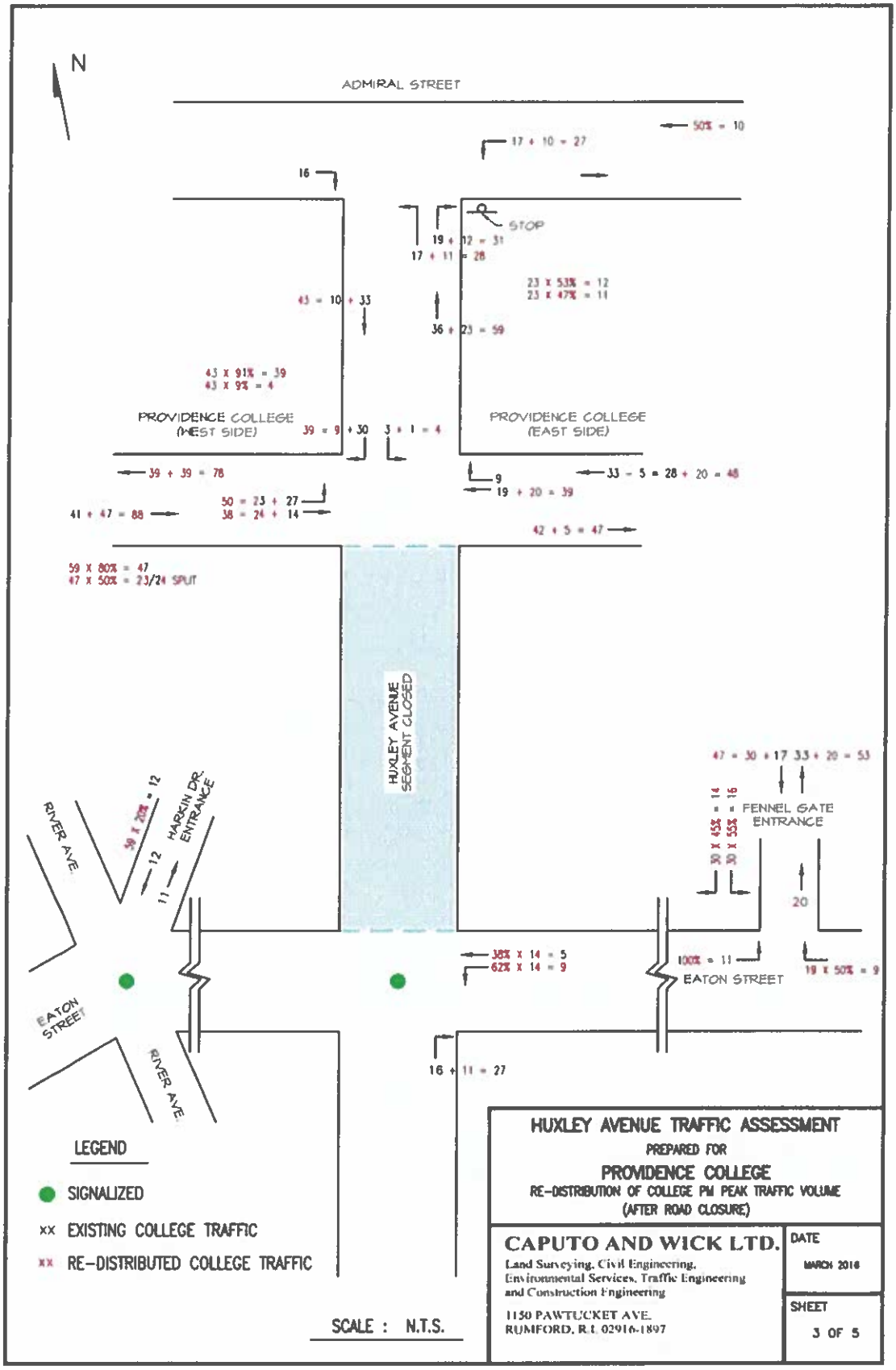
Future Conditions Analysis

- The closure of Huxley Avenue at the Eaton Street intersection will result in a reduction in traffic currently entering the intersection and will eliminate Huxley Avenue through traffic (which accounts for approximately 76% of the traffic along the study segment of Huxley Avenue). College traffic and through traffic will re-distribute throughout the neighborhood to access their respective intended destinations. Figures 3 and 4 illustrate the anticipated re-distribution of College and through traffic based on current traffic patterns.

- As shown in Figure 3, Providence College traffic will access the College facilities through: (1) the Harkin Drive entrance, (2) the Fennel Gate entrance (across and west of Pembroke Avenue), and (3) the proposed roundabout entrance.

- It is anticipated that approximately 80% of the College traffic that currently exits on Huxley Avenue from the western part of the campus will exit at the proposed roundabout, and approximately 20% will exit at the Harkin Entrance.

- The College traffic volume exiting at the proposed roundabout is anticipated to split evenly between Admiral Street to the north and continued travel in an easterly direction to the Fennel Gate entrance. College traffic that currently exits from the east campus area onto Huxley Avenue, traveling south, is also anticipated to exit at the Fennel Gate entrance.


N
ADMIRAL STREET
50% = 10
17 + 10 = 27
16
STOP
19 + 12 = 31
17 + 11 = 28
23 x 53% = 12
23 x 47% = 11
43 = 10 + 33
36 + 23 = 59
43 x 91% = 39
43 x 9% = 4
PROVIDENCE COLLEGE (WEST SIDE)
39 + 9 + 30
3 + 1 = 4
PROVIDENCE COLLEGE (EAST SIDE)
39 + 39 = 78
9
19 + 20 = 39
33 + 5 = 28 + 20 = 48
41 + 47 = 88
50 = 23 + 27
38 = 24 + 14
42 + 5 = 47
59 X 80% = 47
47 X 50% = 23/24 SPLIT
HUXLEY AVENUE SEGMENT CLOSED
47 + 30 + 17 33 + 20 = 53
14 + 16 = FENNEL GATE ENTRANCE
30 X 45% = 14
30 X 55% = 16
20
RIVER AVE
50 X 20% = 12
12
11
HARKIN DR. ENTRANCE
35% X 14 = 5
62% X 14 = 9
100% = 11
EATON STREET
19 X 50% = 9
EATON STREET
RIVER AVE
16 + 11 = 27
LEGEND
SIGNALIZED
xx EXISTING COLLEGE TRAFFIC
xx RE-DISTRIBUTED COLLEGE TRAFFIC
SCALE : N.T.S.
HUXLEY AVENUE TRAFFIC ASSESSMENT
PREPARED FOR
PROVIDENCE COLLEGE
RE-DISTRIBUTION OF COLLEGE PM PEAK TRAFFIC VOLUME
(AFTER ROAD CLOSURE)
CAPUTO AND WICK LTD.
Land Surveying, Civil Engineering, Environmental Services, Traffic Engineering and Construction Engineering
1150 PAWTUCKET AVE.
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DATE
MARCH 2016
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3 OF 5

Figure 3

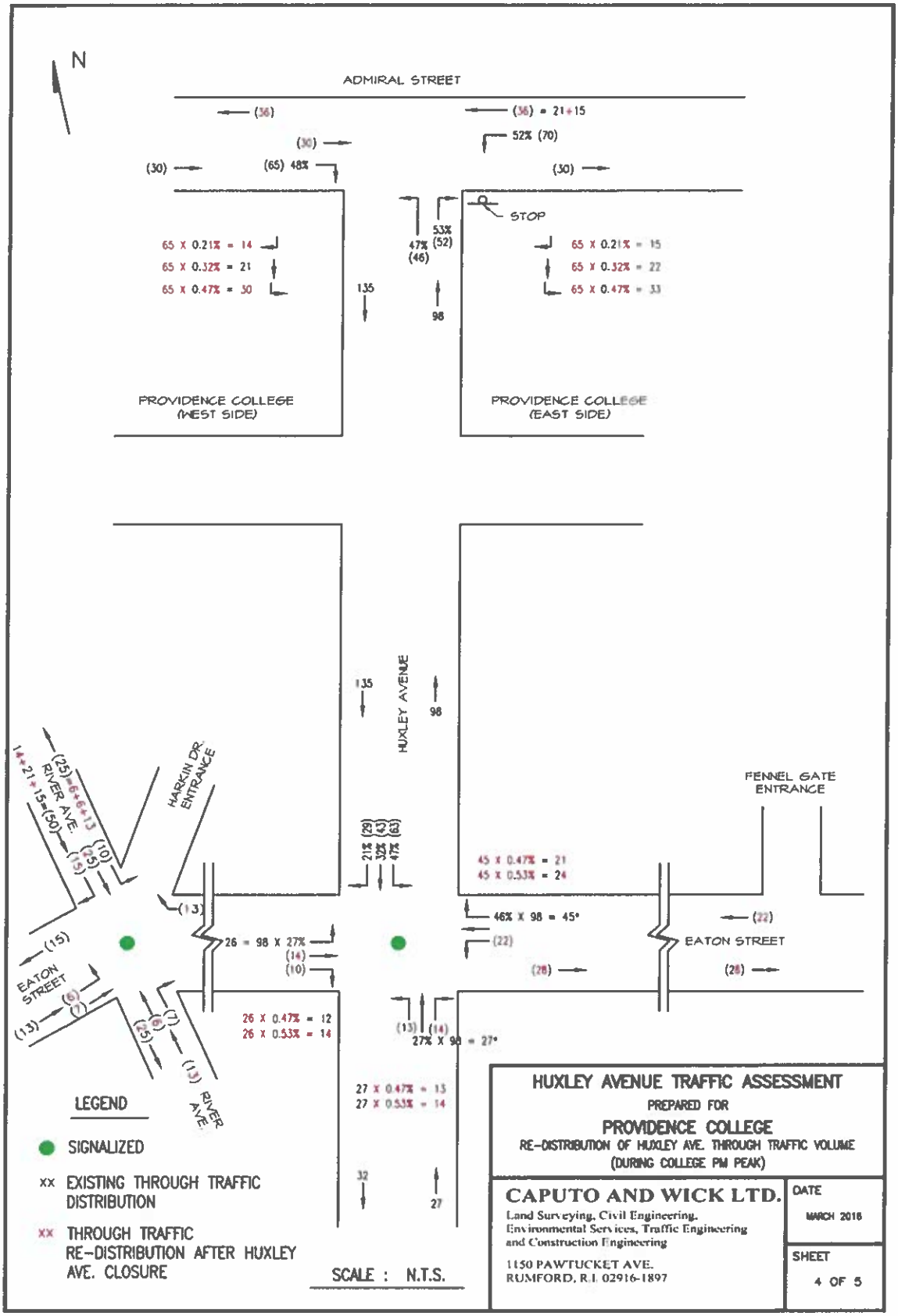

N
ADMIRAL STREET
(36)
(36) = 21+15
(30)
52% (70)
(30)
(65) 48%
(30)
STOP
53%
47% (52)
(46)
65 X 0.21% = 14
65 X 0.32% = 21
65 X 0.47% = 30
65 X 0.21% = 15
65 X 0.32% = 22
65 X 0.47% = 33
135
98
PROVIDENCE COLLEGE (WEST SIDE)
PROVIDENCE COLLEGE (EAST SIDE)
HUXLEY AVENUE
135
98
HARKIN DR. ENTRANCE
FENNEL GATE ENTRANCE
(25)=6+6+13
14+21+15=(50)
RIVER AVE.
(10)
(25)
(15)
21% (29)
32% (43)
47% (63)
45 X 0.47% = 21
45 X 0.53% = 24
(13)
26 = 98 X 27%
(14)
(10)
46% X 98 = 45°
(22)
(22)
EATON STREET
(28)
(28)
(15)
EATON STREET
(6)
(7)
(13)
26 X 0.47% = 12
26 X 0.53% = 14
(13)
(14)
27% X 98 = 27°
(5)
(8)
(1)
(13)
RIVER AVE.
27 X 0.47% = 13
27 X 0.53% = 14
LEGEND
SIGNALIZED
xx EXISTING THROUGH TRAFFIC DISTRIBUTION
xx THROUGH TRAFFIC RE-DISTRIBUTION AFTER HUXLEY AVE. CLOSURE
SCALE : N.T.S.
32
27
HUXLEY AVENUE TRAFFIC ASSESSMENT
PREPARED FOR
PROVIDENCE COLLEGE
RE-DISTRIBUTION OF HUXLEY AVE. THROUGH TRAFFIC VOLUME
(DURING COLLEGE PM PEAK)
CAPUTO AND WICK LTD.
Land Surveying, Civil Engineering, Environmental Services, Traffic Engineering and Construction Engineering
1150 PAWTUCKET AVE.
RUMFORD, R.I. 02916-1897
DATE
MARCH 2016
SHEET
4 OF 5

Figure 4

- With respect to College traffic currently entering the Providence College facilities at the Huxley Avenue entrance from Eaton Street, it is anticipated that approximately 49% will enter at the Fennel Gate entrance, 27% will enter at the Harkin Drive entrance, and 24% will enter at the roundabout from Admiral Street.

- The re-distribution of College traffic summarized immediately above was based primarily on existing travel patterns and the locations of existing and recently-constructed parking facilities that will have assigned parking and key-card access.

- The travel patterns of through traffic entering Huxley Avenue at the Eaton Street intersection was determined to be as follows: approximately 47% exits Admiral Street to points west of Huxley Avenue, and approximately 53% exits Admiral Street to points east of Huxley Avenue. Figure 4 shows the existing distribution of trough traffic and the anticipated re-distribution of this traffic once the roadway is closed.

- The proposed roadway closure will modify the geometry of the Huxley Avenue and Eaton Street intersection from a typical 4-legged intersection to a 3-legged "T-type" intersection. As noted previously, this intersection will experience a reduction in traffic volume and traffic movements. Figure 5 illustrates the total traffic volume along the study area after construction of the proposed College improvements.

- Current travel patterns of RIPTA buses along the study segment of Huxley Avenue will be affected. Consequently, the College is providing a new bus stop and shelter in a pull-out area to be sited on the westerly side of Huxley Avenue, just before the entrance to the roundabout. The busses will drop-off and pick-up passengers at the proposed designated stop. To exit, the busses will then be required to enter the roundabout and return back to the Admiral Street intersection.

- Capacity analyses for post-project conditions were conducted for the Admiral and Eaton Street intersections during the College afternoon peak period. Results of the capacity analyses are summarized in Table 2 below.

Table 2

Intersection Capacity Analyses Results – Future Conditions

Signalized Intersection Analysis	Direction	Approach LOS/Delay	Overall Intersection LOS/Delay
Huxley Avenue & Eaton Street	EB	A/9.8	B/10.3
	WB	B/10.2	
	NB	B/13.8	
w/unsignalized operation	NB	B/13.2	B/13.2
Unsignalized Intersection Analysis	**Direction**	**Approach LOS/Delay**	
Huxley Avenue & Admiral Street	WB	A/8.3	
	NB	B/14.8	
w/channelization of right-turn	NB	LT=C/17.6, RT=B/11.0 OVERALL = B/14.1	

- Results of analyses presented in Table 2 indicate that both intersections will continue to operate at acceptable overall levels of service during the College's peak traffic conditions. The unsignalized Huxley Avenue approach at the Admiral Street intersection will experience an

improvement in level of service (LOS B) and a decrease in delay (14.8 sec). The delay will decrease slightly if the Huxley Avenue approach were to be modified to include a channelized right-turn. In addition, the analyses also show that the intersection of Huxley Avenue and Eaton Street will operate at a good level of service and acceptable delays if the signal system were to be removed and if the minor approach were to operate under stop control.

- The elimination of the heaviest minor approach volume and its associated traffic movements will decrease the number of potential pedestrian conflicts at this location. However, once the intersection's geometry is modified, the traffic volume on the remaining minor approach will not meet the minimum requirements of applicable warrants for signalization.

- Since the existing traffic signal will no longer be warranted, it can be removed. If the signal were to be removed, the anticipated operations at the intersection will likely be similar to existing conditions at other side streets that intersect Eaton Street in the vicinity of the College.

- However, removal of the traffic signal will eliminate the need for the "red light camera system" and thus impact revenues generated by the system. Additionally, the traffic-signal system provides some protection for pedestrians crossing the intersection, even if the existing signal system does not provide pedestrian signalization. This intersection experiences a substantial number of pedestrians crossing throughout the day, as this location is the main pedestrian access to the College campus.

Proposed Mitigation

- [A primary concern for the College is the protection and safety of its students. Although the signal does not meet the warrants as it pertains to vehicular traffic, it does provide a measure of safety for the high number of pedestrian crossings. Vehicles that commonly travel along Eaton Street presumably are accustomed to the signal and the red light system. It is the College's concern that if the signal system were to be removed then an increase in travel speed could result – particularly for vehicles traveling downgrade and eastbound on Eaton Street. An increase in travel speed could create unsafe conditions for pedestrians at the intersection.

  At this time, proposed modifications for this intersection comprise controller adjustments and removal of the southwest mastarm and its foundation, including all associated signal equipment and wiring. This alternative will have the least impact to the existing signal operations and will, in effect, maintain current operations. See Figure 6 for proposed modifications.] DF

- [A primary concern for the College is the protection and safety of its students. Although the signal does not meet the warrants as it pertains to vehicular traffic, it does provide a measure of safety for the high number of pedestrian crossings. Vehicles that commonly travel along Eaton Street presumably are accustomed to the signal and the red light system. It is the College's concern that if the signal system were to be removed then an increase in travel speed could result – particularly for vehicles traveling downgrade and eastbound on Eaton Street. An increase in travel speed could create unsafe conditions for pedestrians at the intersection.

  In an effort to provide safer conditions for pedestrians at the intersection, the College proposes intersection modifications comprising controller adjustments, removal of the southwest mastarm and its foundation (including all associated signal equipment and wiring), and the installation of pedestrian signalization. This alternative will require the replacement of the controller unit. See Figure 6 for proposed modifications.] DF

- [A primary concern for the College is the protection and safety of its students. As previously indicated, the existing signal will not be warranted once the College closes the Huxley Avenue southbound approach. However, a need remains to provide safe crossing conditions at the entrance to the College. As such, the College proposes removal of the signal and red light system, accompanied by minor geometric improvements to provide traffic calming at the intersection. See Figure 4 for proposed modifications.]

- The College is also installing a new wheelchair ramp and crosswalk striping across the Fennel Gate entrance and adjacent to the new Glay Field Parking Lot on Eaton Street (See Figures 7 and 8 for details at each location).

- In recognition of concerns expressed by RIPTA and the City regarding the Huxley Avenue/Admiral Street intersection, the College proposes to modify the Huxley Avenue approach to achieve improved bus movements. The proposed modifications include construction of a channelized free right-turn lane (of sufficient radius to allow busses to make right turns without encroaching on Admiral Street westbound traffic) and adjusting the westerly curb line of Huxley Avenue to provide additional room for busses making left turns from Admiral Street. The College owns both corner properties at the intersection, thereby facilitating execution of the property encroachments required for construction of the improvements. Figure 9 illustrates the proposed intersection improvements.

Summary of Findings

The traffic assessment indicates that the proposed College improvements and mitigation will result in a positive impact on the surrounding area and the operations of the Huxley Avenue intersections with Eaton and Admiral Streets. Both intersections will experience a substantial decrease in traffic, which will improve operations and decrease potential conflicts. Additionally, the proposed College improvements will distribute the College-generated traffic evenly throughout the neighborhood.

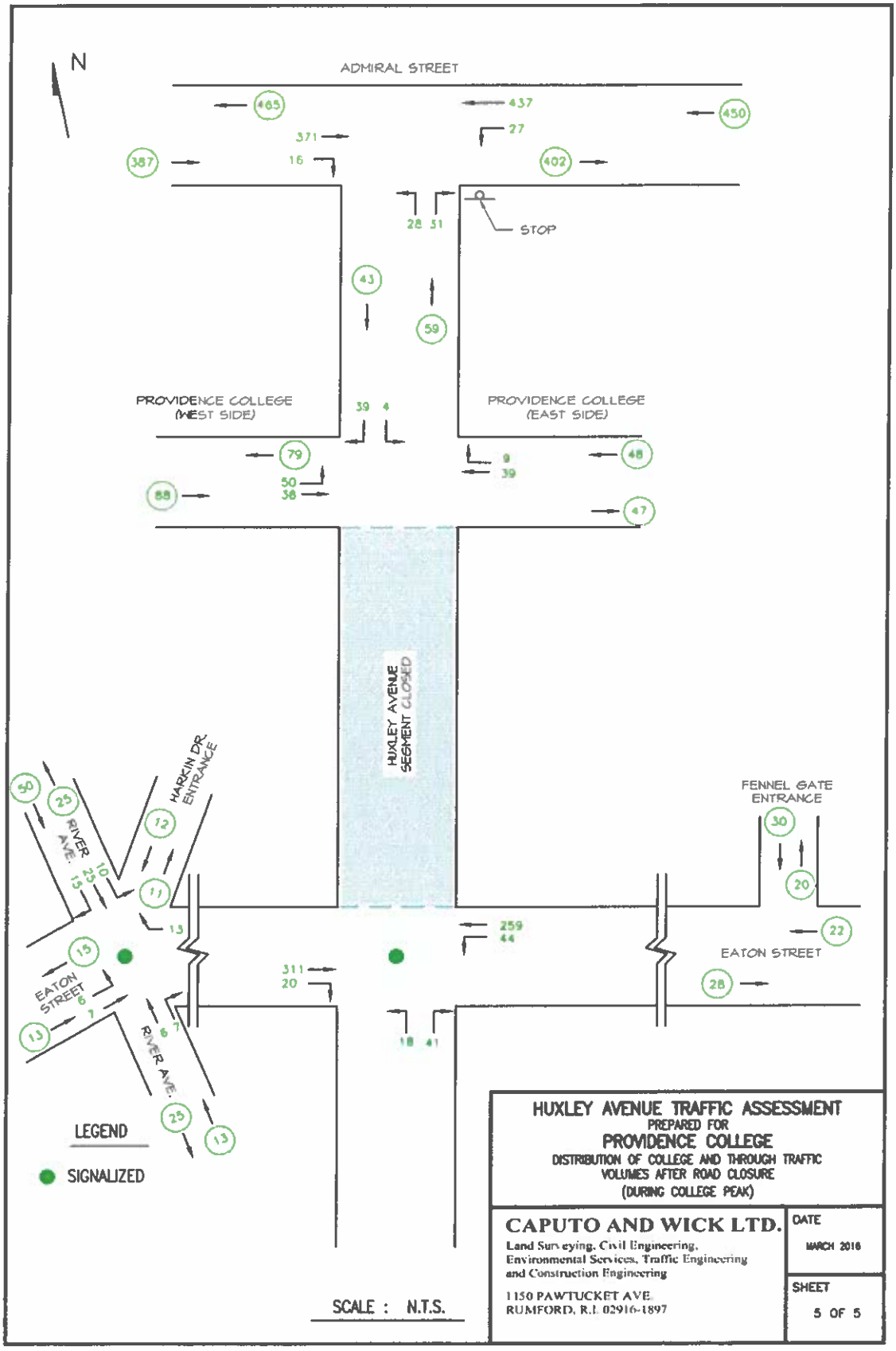
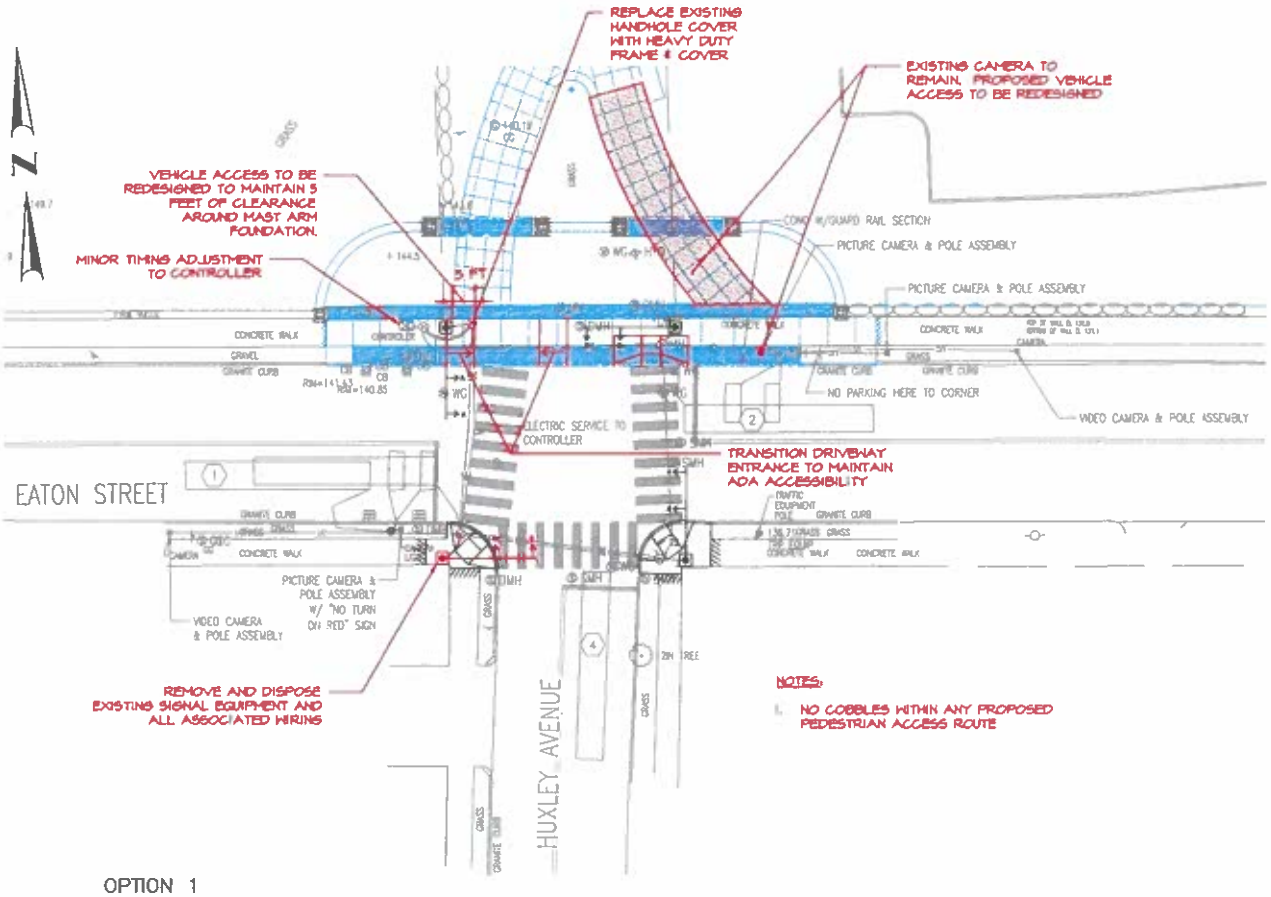
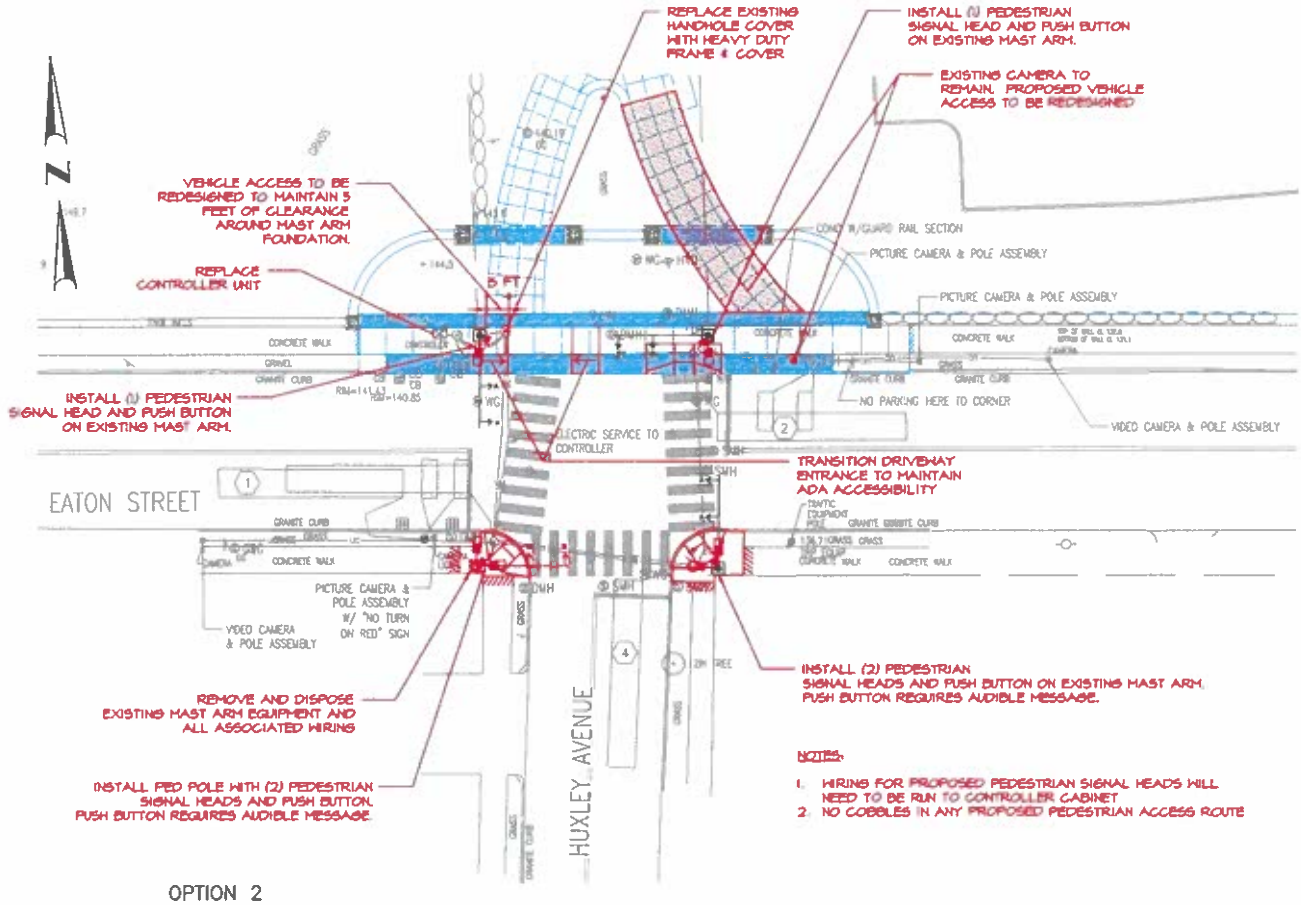

N
ADMIRAL STREET
465
437
450
371
27
387
16
402
28 31
STOP
43
59
PROVIDENCE COLLEGE
(WEST SIDE)
39 4
PROVIDENCE COLLEGE
(EAST SIDE)
79
9
39
48
50
38
88
47
HUXLEY AVENUE
SEGMENT CLOSED
HARKIN DR.
ENTRANCE
FENNEL GATE
ENTRANCE
50
25
RIVER AVE.
12
30
10
25
15
11
20
13
259
44
22
15
EATON STREET
311
20
EATON STREET
28
6
1
13
18 41
6 7
RIVER AVE.
25
13
LEGEND
SIGNALIZED
HUXLEY AVENUE TRAFFIC ASSESSMENT
PREPARED FOR
PROVIDENCE COLLEGE
DISTRIBUTION OF COLLEGE AND THROUGH TRAFFIC
VOLUMES AFTER ROAD CLOSURE
(DURING COLLEGE PEAK)
CAPUTO AND WICK LTD.
Land Surveying, Civil Engineering,
Environmental Services, Traffic Engineering
and Construction Engineering
1150 PAWTUCKET AVE.
RUMFORD, R.I. 02916-1897
DATE
MARCH 2016
SHEET
5 OF 5
SCALE : N.T.S.

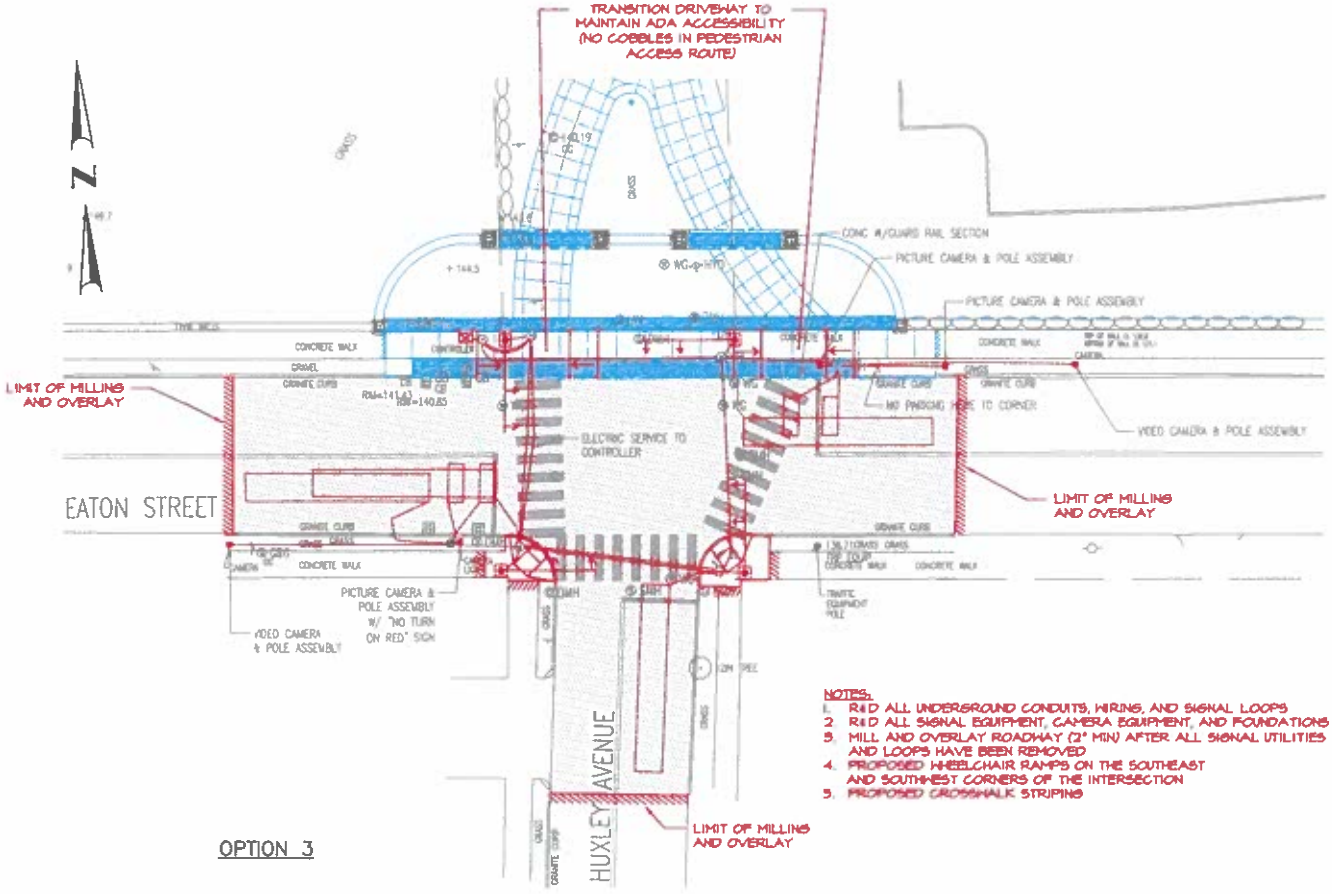
Figure 5


REPLACE EXISTING HANDHOLE COVER WITH HEAVY DUTY FRAME & COVER
EXISTING CAMERA TO REMAIN. PROPOSED VEHICLE ACCESS TO BE REDESIGNED
VEHICLE ACCESS TO BE REDESIGNED TO MAINTAIN 5 FEET OF CLEARANCE AROUND MAST ARM FOUNDATION.
MINOR TIMING ADJUSTMENT TO CONTROLLER
CONC W/GUARD RAIL SECTION
PICTURE CAMERA & POLE ASSEMBLY
PICTURE CAMERA & POLE ASSEMBLY
CONCRETE WALK
GRAVEL
GRANITE CURB
NO PARKING HERE TO CORNER
VIDEO CAMERA & POLE ASSEMBLY
ELECTRIC SERVICE TO CONTROLLER
TRANSITION DRIVEWAY ENTRANCE TO MAINTAIN ADA ACCESSIBILITY
EATON STREET
PICTURE CAMERA & POLE ASSEMBLY W/ "NO TURN ON RED" SIGN
VIDEO CAMERA & POLE ASSEMBLY
REMOVE AND DISPOSE EXISTING SIGNAL EQUIPMENT AND ALL ASSOCIATED WIRING
HUXLEY AVENUE
NOTES:
1. NO COBBLES WITHIN ANY PROPOSED PEDESTRIAN ACCESS ROUTE

OPTION 1


REPLACE EXISTING HANDHOLE COVER WITH HEAVY DUTY FRAME & COVER
INSTALL (1) PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON ON EXISTING MAST ARM.
EXISTING CAMERA TO REMAIN. PROPOSED VEHICLE ACCESS TO BE REDESIGNED
VEHICLE ACCESS TO BE REDESIGNED TO MAINTAIN 5 FEET OF CLEARANCE AROUND MAST ARM FOUNDATION.
REPLACE CONTROLLER UNIT
INSTALL (1) PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON ON EXISTING MAST ARM.
CONC W/GUARD RAIL SECTION
PICTURE CAMERA & POLE ASSEMBLY
PICTURE CAMERA & POLE ASSEMBLY
5 FT
CONCRETE WALK
GRAVEL
GRANITE CURB
NO PARKING HERE TO CORNER
VIDEO CAMERA & POLE ASSEMBLY
ELECTRIC SERVICE TO CONTROLLER
TRANSITION DRIVEWAY ENTRANCE TO MAINTAIN ADA ACCESSIBILITY
EATON STREET
GRANITE CURB
CONCRETE WALK
PICTURE CAMERA & POLE ASSEMBLY W/ "NO TURN ON RED" SIGN
VIDEO CAMERA & POLE ASSEMBLY
REMOVE AND DISPOSE EXISTING MAST ARM EQUIPMENT AND ALL ASSOCIATED WIRING
INSTALL PED POLE WITH (2) PEDESTRIAN SIGNAL HEADS AND PUSH BUTTON. PUSH BUTTON REQUIRES AUDIBLE MESSAGE.
HUXLEY AVENUE
INSTALL (2) PEDESTRIAN SIGNAL HEADS AND PUSH BUTTON ON EXISTING MAST ARM. PUSH BUTTON REQUIRES AUDIBLE MESSAGE.
NOTES:
1. WIRING FOR PROPOSED PEDESTRIAN SIGNAL HEADS WILL NEED TO BE RUN TO CONTROLLER CABINET
2. NO COBBLES IN ANY PROPOSED PEDESTRIAN ACCESS ROUTE

OPTION 2


TRANSITION DRIVEWAY TO MAINTAIN ADA ACCESSIBILITY (NO COBBLES IN PEDESTRIAN ACCESS ROUTE)
N
CONC W/GUARD RAIL SECTION
PICTURE CAMERA & POLE ASSEMBLY
PICTURE CAMERA & POLE ASSEMBLY
CONCRETE WALK
GRAVEL
GRANITE CURB
LIMIT OF MILLING AND OVERLAY
NO PARKING HERE TO CORNER
VIDEO CAMERA & POLE ASSEMBLY
ELECTRIC SERVICE TO CONTROLLER
EATON STREET
LIMIT OF MILLING AND OVERLAY
PICTURE CAMERA & POLE ASSEMBLY W/ "NO TURN ON RED" SIGN
VIDEO CAMERA & POLE ASSEMBLY
HUXLEY AVENUE
LIMIT OF MILLING AND OVERLAY
NOTES:
1. R&D ALL UNDERGROUND CONDUITS, WIRING, AND SIGNAL LOOPS
2. R&D ALL SIGNAL EQUIPMENT, CAMERA EQUIPMENT, AND FOUNDATIONS
3. MILL AND OVERLAY ROADWAY (2" MIN) AFTER ALL SIGNAL UTILITIES AND LOOPS HAVE BEEN REMOVED
4. PROPOSED WHEELCHAIR RAMPS ON THE SOUTHEAST AND SOUTHWEST CORNERS OF THE INTERSECTION
5. PROPOSED CROSSWALK STRIPING

OPTION 3

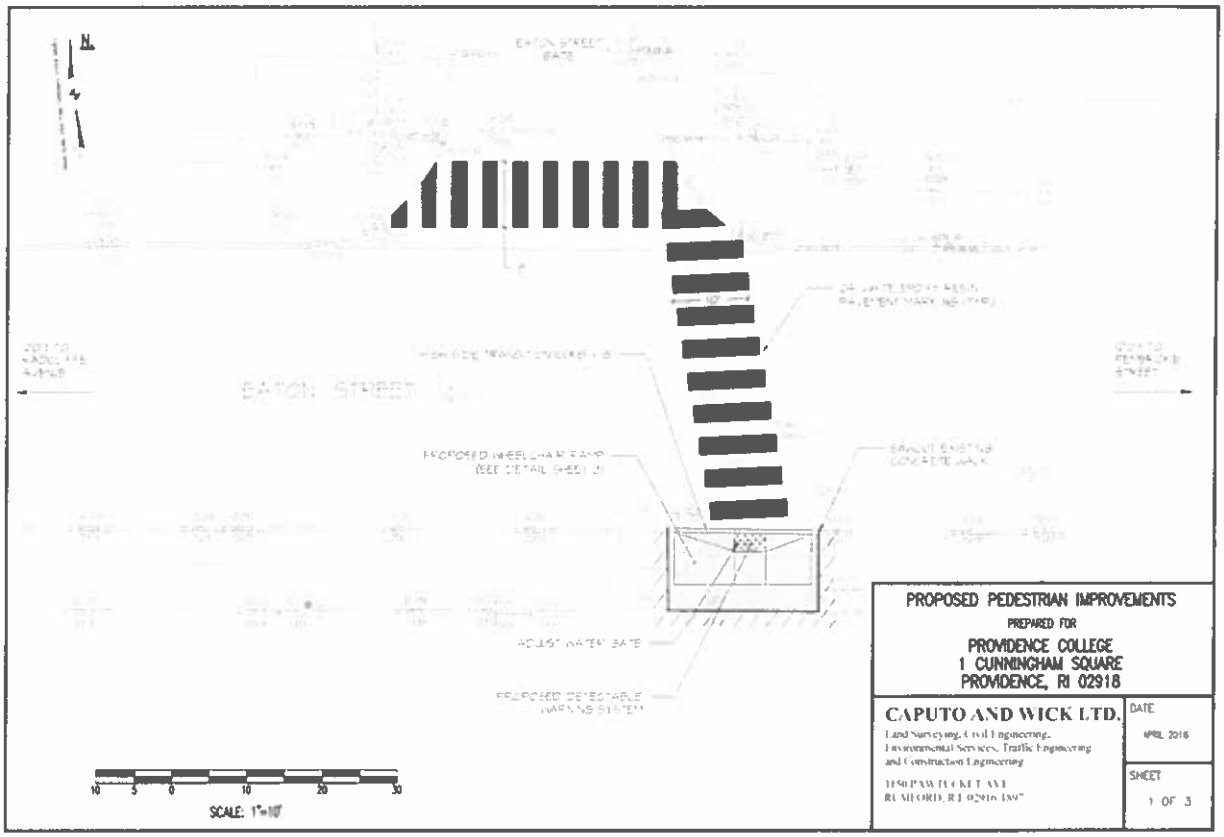

N
EATON STREET
PROPOSED WHEELCHAIR RAMP
(SEE DETAIL SHEET 2)
EXISTING CONCRETE WALK
ACTIVE WATER GATE
PROPOSED DETECTABLE
WARNING SYSTEM
10 5 0 10 20 30
SCALE: 1"=10'
PROPOSED PEDESTRIAN IMPROVEMENTS
PREPARED FOR
PROVIDENCE COLLEGE
1 CUNNINGHAM SQUARE
PROVIDENCE, RI 02918
CAPUTO AND WICK LTD.
Land Surveying, Civil Engineering,
Environmental Services, Traffic Engineering
and Construction Engineering
1950 PAWTUCKET AVE
RUMFORD, RI 02916-1807
DATE
APRIL 2016
SHEET
1 OF 3

Figure 7

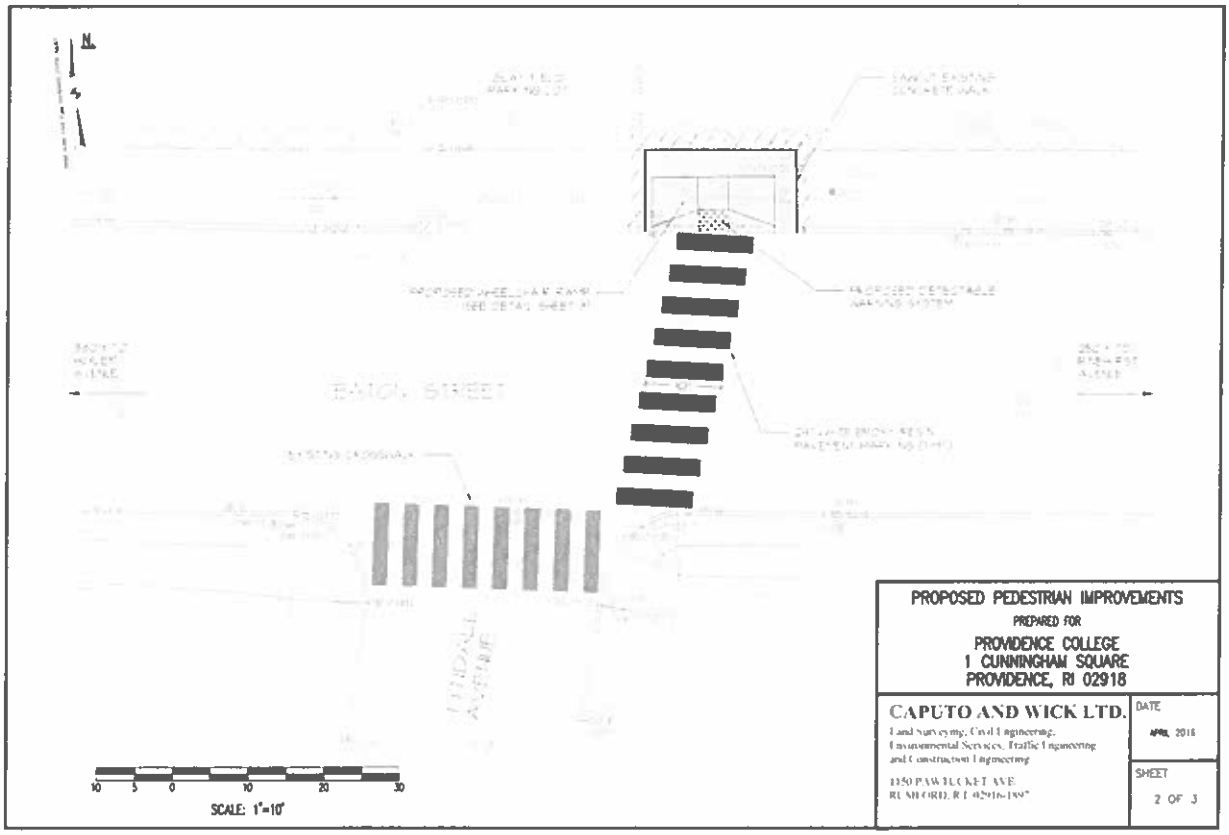

N
SCALE: 1"=10'
PROPOSED PEDESTRIAN IMPROVEMENTS
PREPARED FOR
PROVIDENCE COLLEGE
1 CUNNINGHAM SQUARE
PROVIDENCE, RI 02918
CAPUTO AND WICK LTD.
DATE
APRIL 2016
SHEET
2 OF 3

Figure 8

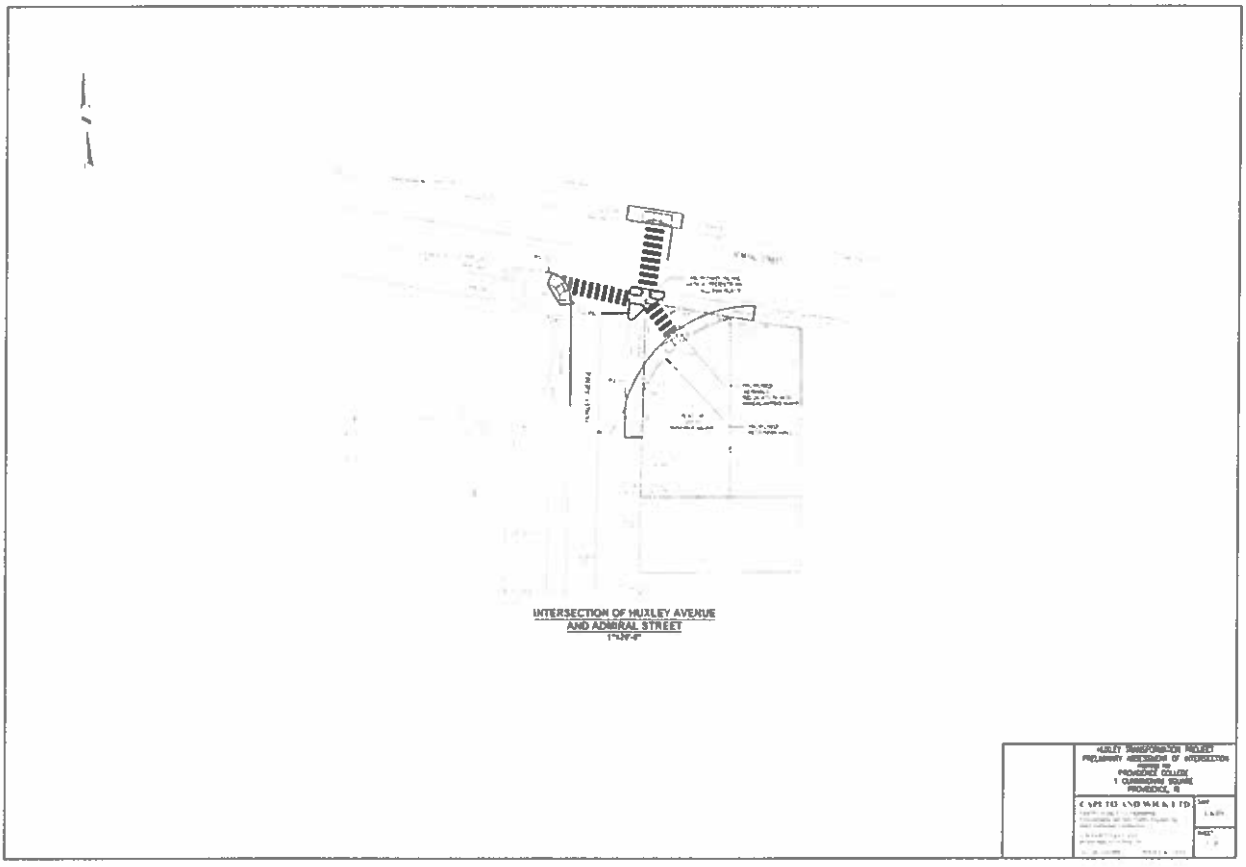


Figure 9

December 2015
Rev. March 4, 2016

Providence College Traffic Assessment

Automatic Counts obtained 2015

Data was obtained at the following locations:

(1) Admiral Street east of Huxley Avenue
(2) Eaton Street east of Huxley Avenue

The data obtained included traffic volumes, vehicle classification, and speed. Data was obtained for each direction of travel.

Following is a summary of analyses:

- Traffic volume on admiral street is approximately 22% greater than in Eaton Street (12,100 vs 9,400 vpd or 2,700 vpd more vehicles). Data represent weekday traffic. Weekend traffic is approximately 12,000 vpd on Admiral Street and 9,600 on Eaton Street or 2,400 more vehicles (20% greater)
- The number of bikes is about the same on both roads.
- 2-axle long trucks volume is approximately 77% greater than at Eaton Street.
- 2-axle/6-tire trucks volume is approximately 85% greater than at Eaton Street.
- The volume of buses on Admiral Street is approximately 70% higher than at Eaton Street.
- The volume of heavy trucks (> 3-axle trucks) on Admiral Street is approximately 47% higher than at Eaton street
- The 85th percentile speed on Admiral Street is 35 mph which is 6 mph higher than on Eaton Street (29 mph)
- 74% of the vehicles on Admiral Street exceed the 25 mph speed limit of the road. Only 40% of the vehicles on Eaton Street exceed the posted speed limit which also 25 mph.

Admiral Street Vehicle Mix	vs	Eaton Street
70½ % CARS		91% CARS
29% TRUCKS/BUSES		8.4% TRUCKS/BUSES
0.5% BIKES		0.6% BIKES

Geometrics:

Admiral Street: Admiral Street is approximately 34 feet wide.
Admiral Street has a reverse horizontal curve from Eva Street to Hereford Street which limits sight distance in this area.
Admiral Street is posted for 25 mph; however, vehicles travel at a range of 35 to 38 mph.

Eaton Street: Eaton has no center striping, except for 100 feet at each approach to the Huxley Street traffic signal. Eaton is approximately 35 feet wide, and it is posted for 25 mph.

Parking is permitted during the day along the southerly side of the street. No parking is permitted during the evening hours.

The existing traffic signal at the Huxley Street/Eaton Street intersection is a simple two phase operation. Cameras are located at each of the Eaton approaches for vehicles running the red (this was installed by the City of Providence).

Travel speeds on this street range between 23 and 31 mph. There is heavy foot traffic along Eaton Street between the Huxley Avenue and Pembroke Avenue intersections.

The Eaton Street eastbound approach is on a slight downgrade. The crest of the hill is approximately 400 feet west of the intersection.

Manual Turning Movement Counts:

Admiral Street/Huxley Intersection –	AM Peak Hour a total of 230 vehicles enter/exit the intersection. PM Peak Hour a total of 198 vehicles enter/exit the intersection.
Eaton Street/Huxley Intersection –	AM Peak Hour a total of 294 vehicles enter/exit the intersection. PM Peak Hour a total of 311 vehicles enter/exit the intersection.

Automatic Counts obtained 2013 & 2012

In January 2013 automatic counts were obtained along Huxley Avenue. The counts were obtained at two locations: (1) north of the campus entrance, just south of Ventura Street, and (2) south of the campus entrance, north of Eaton Street. The data obtained south of the campus showed that during the January school break, the traffic along Huxley Avenue between Eaton Street and Admiral Street was less than 300 vph (both NB/SB combined).

The traffic data obtained along Huxley Avenue in April 2012 indicate that Huxley Avenue average weekday traffic is approximately 3,400 vpd and the weekend traffic is approximately 3,200 vpd.

Capacity Analyses: Results show that the intersection of Admiral Street/Huxley Avenue operate at Level of Service (LOS) "C" during both peak periods with overall delays between 17 and 18 seconds. The preliminary redistribution analysis shows an overall delay for the intersection of approximately 24 seconds.

LOS C – delays < 25 sec
LOS D – delays > 25 sec
LOS E – delays > 35 sec
LOS F – delays > 50 sec

Preliminary Redistribution of Traffic –*(we need supplemental data to finalize a redistribution of traffic at this location) Huxley/Eaton intersection should be closed to through and college traffic for a period of time, allowing traffic to find alternative routes to access the college, at which point the intersection should be counted during both peak periods)*

Very preliminary estimates indicate that the Huxley approach volume may increase from 98 vph during the PM Peak to 180 vph (additional 82 vph)

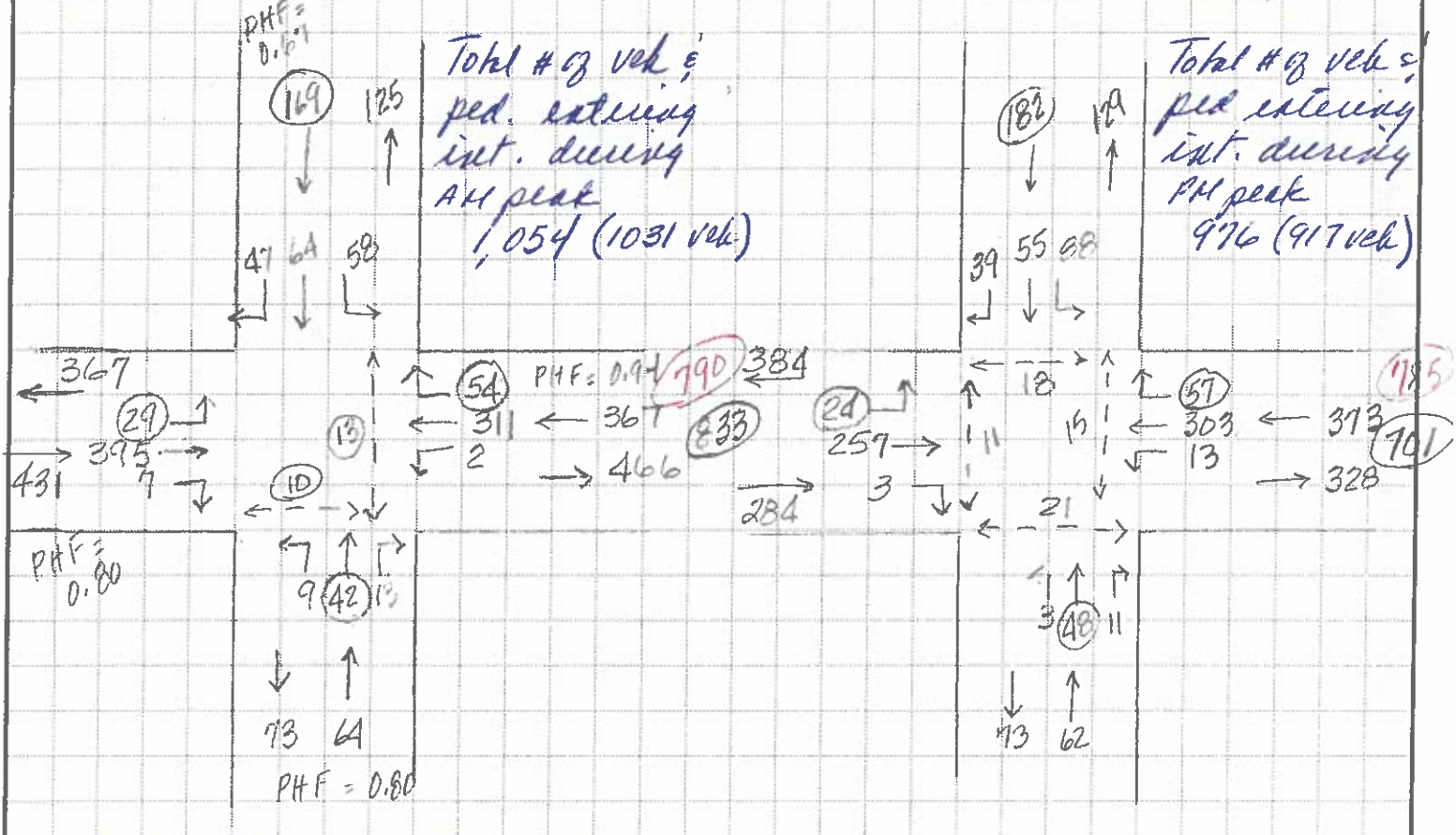
CAPUTO AND WICK LTD.
1150 Pawtucket Avenue
RUMFORD, RI 02916
(401) 434-8880

JOB Providence College
SHEET NO. Traffic Analyses
CALCULATED BY DATE 12/7/2015
CHECKED BY Manual Turning Count DATE
SCALE Eaton St.

Int. of Huxley Ave & Eaton St.

AM Peak = 7:30 – 8:30 am

PM Peak = 3:50 – 4:50 pm



Note: During the 6½ hrs of manual counts
174 pedestrians crossed Huxley &
98 pedestrians crossed Eaton @
the intersection

21 pedestrians crossed Eaton in the vicinity of Tyndall Ave & new parking lot

Work Sef

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1150 Pawtucket Avenue
Rumford, RI 02916
401-434-8880

Providence College Traffic Study
Int. of Huxley & Eaton St
Providence, RI

File Name : huxley-eaton st
Site Code : 12071501
Start Date : 12/7/2015
Page No : 1

Groups Printed- Cars/Trucks

	Huxley Ave Southbound					Eaton Street Westbound					Huxley Ave Northbound					Eaton Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	7	3	9	0	19	0	30	8	0	38	0	4	1	0	5	1	52	1	1	55	117
07:15 AM	8	12	7	0	27	1	41	5	0	47	0	4	1	0	5	5	55	3	0	63	142
07:30 AM	8	13	4	0	25	1	81	13	0	95	2	3	5	0	10	6	83	0	2	91	221
07:45 AM	20	20	23	0	63	1	81	9	0	91	2	13	4	1	20	7	94	4	4	109	283
Total	43	48	43	0	134	3	233	35	0	271	4	24	11	1	40	19	284	8	7	318	763
08:00 AM	14	15	16	0	45	0	83	15	0	98	2	11	2	3	18	9	123	2	0	134	295
08:15 AM	16	16	4	0	36	0	66	17	0	83	3	15	2	9	29	7	95	1	4	107	255
08:30 AM	10	20	6	0	36	2	52	8	0	62	1	9	1	3	14	4	69	2	1	76	188
08:45 AM	8	12	3	1	24	2	77	7	0	86	1	7	4	2	14	7	60	0	0	67	191
Total	48	63	29	1	141	4	278	47	0	329	7	42	9	17	75	27	347	5	5	384	929
09:00 AM	9	7	5	1	22	0	47	10	0	57	0	7	1	2	10	5	44	3	0	52	141
09:15 AM	11	10	4	0	25	1	41	8	0	50	1	3	1	1	6	6	36	1	1	44	125
*** BREAK ***																					
Total	20	17	9	1	47	1	88	18	0	107	1	10	2	3	16	11	80	4	1	96	266
*** BREAK ***																					
02:00 PM	18	10	5	1	34	1	51	12	3	67	2	5	6	1	14	10	58	4	4	76	191
02:15 PM	18	10	5	4	37	3	71	15	11	100	2	8	6	8	24	7	53	1	4	65	226
02:30 PM	24	16	9	1	50	1	53	13	6	73	0	7	6	1	14	8	85	3	7	103	240
02:45 PM	15	14	12	2	43	3	40	13	2	58	0	8	2	6	16	14	81	2	6	103	220
Total	75	50	31	8	164	8	215	53	22	298	4	28	20	16	68	39	277	10	21	347	877
03:00 PM	19	13	9	3	44	4	68	10	3	85	2	7	4	6	19	4	60	4	4	72	220
03:15 PM	34	19	11	1	65	5	93	15	8	121	3	9	4	6	22	4	71	1	4	80	288
03:30 PM	24	7	6	3	40	2	80	13	3	98	1	14	2	1	18	9	72	3	5	89	245
03:45 PM	11	16	13	4	44	2	62	19	7	90	1	11	3	2	17	9	58	0	5	72	223
Total	88	55	39	11	193	13	303	57	21	394	7	41	13	15	76	26	261	8	18	313	976
04:00 PM	11	9	8	1	29	6	78	15	3	102	2	8	3	0	13	9	52	1	10	72	216
04:15 PM	9	15	8	0	32	3	83	20	4	110	1	5	3	7	16	13	57	2	2	74	232
04:30 PM	18	18	15	1	52	5	77	22	7	111	1	6	1	0	8	4	67	1	6	78	249
04:45 PM	14	8	7	1	30	5	79	18	2	104	3	6	2	1	12	8	76	1	6	91	237
Total	52	50	38	3	143	19	317	75	16	427	7	25	9	8	49	34	252	5	24	315	934
05:00 PM	19	14	7	3	43	2	62	11	2	77	1	16	2	1	20	6	62	0	2	70	210
05:15 PM	8	15	11	0	34	7	85	18	5	115	1	11	5	3	20	2	56	1	7	66	235
05:30 PM	17	13	15	2	47	1	82	12	2	97	1	9	2	1	13	5	75	1	7	88	245
05:45 PM	16	16	14	0	46	2	105	19	8	134	0	12	2	4	18	11	64	1	6	82	280
Total	60	58	47	5	170	12	334	60	17	423	3	48	11	9	71	24	257	3	22	306	970
Grand Total	386	341	236	29	992	60	1768	345	76	2249	33	218	75	69	395	180	1758	43	98	2079	5715
Apprch %	38.9	34.4	23.8	2.9		2.7	78.6	15.3	3.4		8.4	55.2	19	17.5		8.7	84.6	2.1	4.7		
Total %	6.8	6	4.1	0.5	17.4	1	30.9	6	1.3	39.4	0.6	3.8	1.3	1.2	6.9	3.1	30.8	0.8	1.7	36.4	

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1150 Pawtucket Avenue
Rumford, RI 02916
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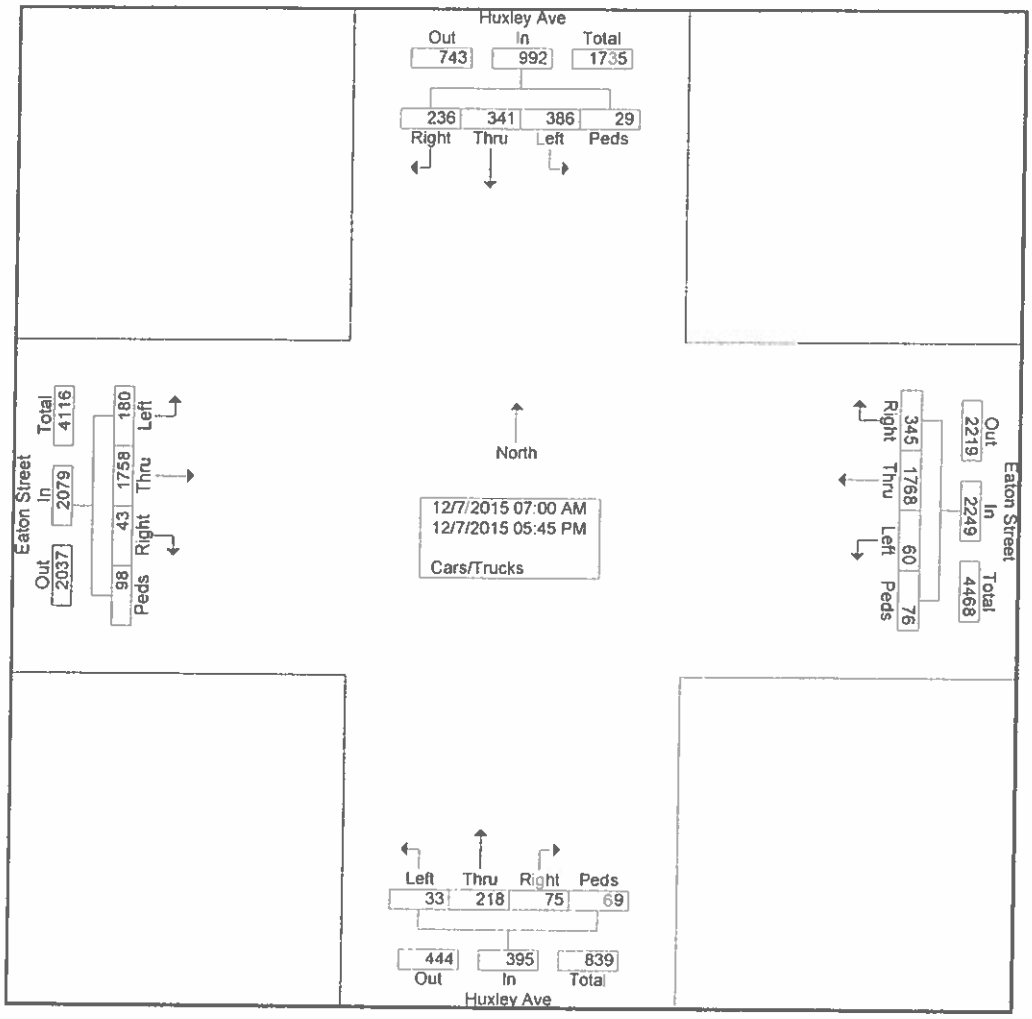
Providence College Traffic Study
Int. of Huxley & Eaton St
Providence, RI

File Name : huxley-eaton s
Site Code : 12071501
Start Date : 12/7/2015
Page No : 2



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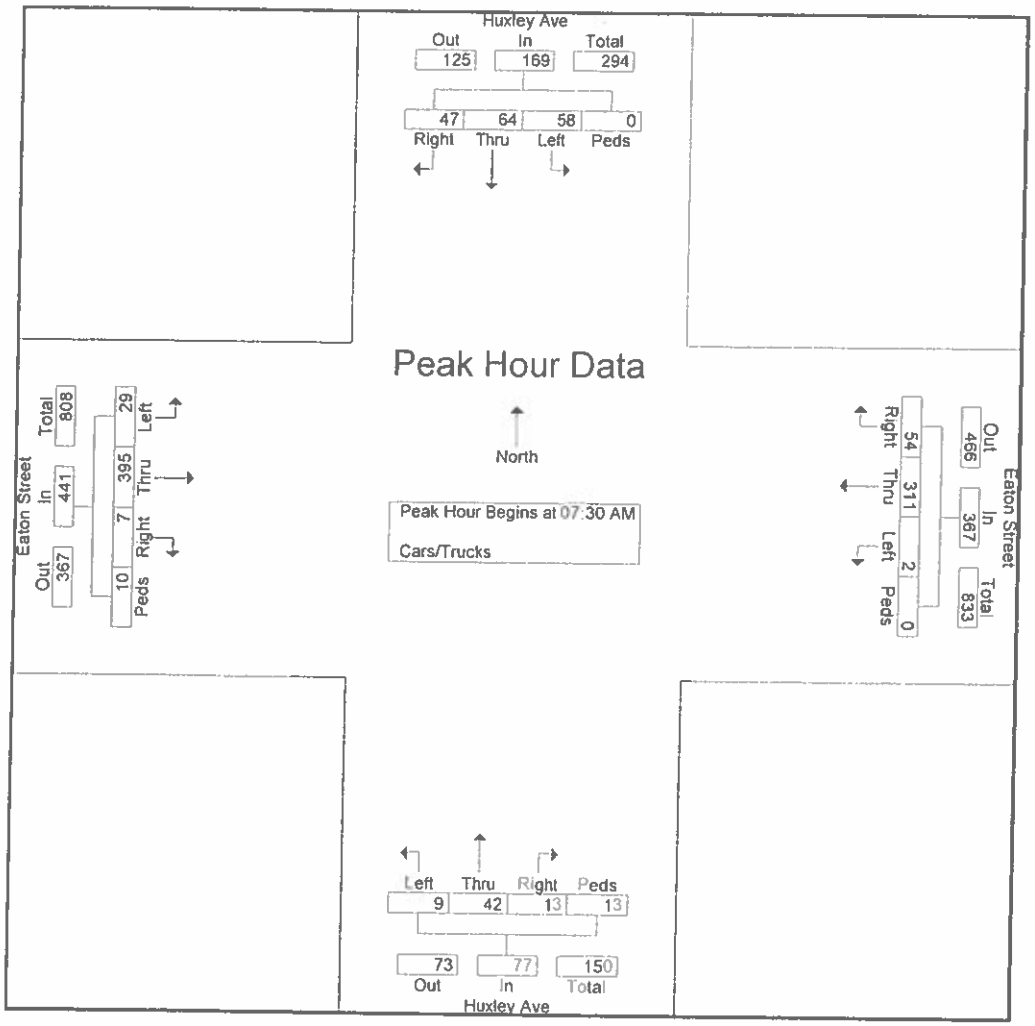
Providence College Traffic Study
Int. of Huxley & Eaton St
Providence, RI

File Name : huxley-eaton st
Site Code : 12071501
Start Date : 12/7/2015
Page No : 3

	Huxley Ave Southbound					Eaton Street Westbound					Huxley Ave Northbound					Eaton Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	13	4	0	25	**1**	81	13	0	95	2	3	**5**	0	10	6	83	0	2	91	221
07:45 AM	**20**	**20**	**23**	0	**63**	1	81	9	0	91	2	13	4	1	20	7	94	**4**	**4**	109	283
08:00 AM	14	15	16	0	45	0	**83**	15	0	**98**	2	11	2	3	18	**9**	**123**	2	0	**134**	**295**
08:15 AM	16	16	4	0	36	0	66	**17**	0	83	**3**	**15**	2	**9**	**29**	7	95	1	4	107	255
Total Volume	58	64	47	0	169	2	311	54	0	367	9	42	13	13	77	29	395	7	10	441	1054
% App. Total	34.3	37.9	27.8	0		0.5	84.7	14.7	0		11.7	54.5	16.9	16.9		6.6	89.6	1.6	2.3		
PHF	.725	.800	.511	.000	.671	.500	.937	.794	.000	.936	.750	.700	.650	.361	.664	.806	.803	.438	.625	.823	.893



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Rumford, RI 02916
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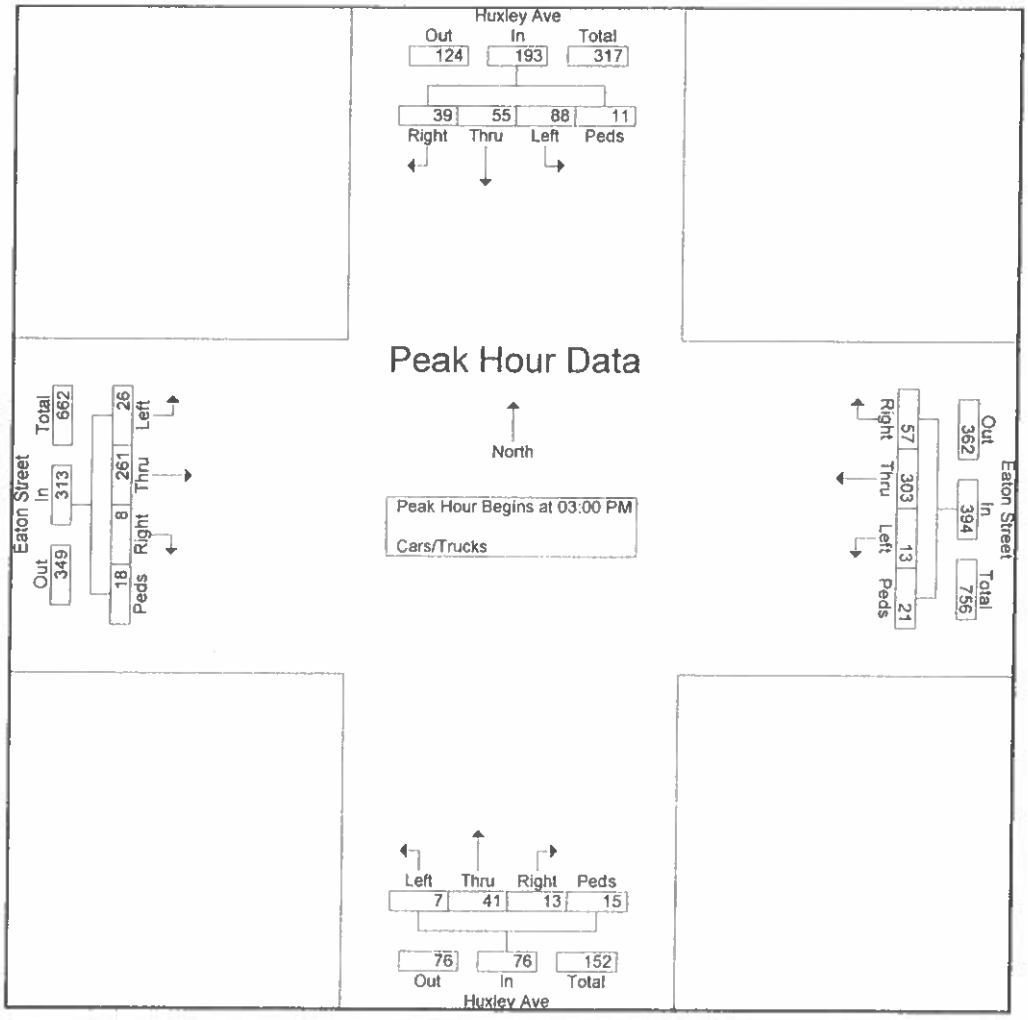
Providence College Traffic Study
Int. of Huxley & Eaton St
Providence, RI

File Name : huxley-eaton st
Site Code : 12071501
Start Date : 12/7/2015
Page No : 5

	Huxley Ave Southbound					Eaton Street Westbound					Huxley Ave Northbound					Eaton Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	19	13	9	3	44	4	68	10	3	85	2	7	**4**	**6**	19	4	60	**4**	4	72	220
03:15 PM	**34**	**19**	11	1	**65**	**5**	**93**	15	**8**	**121**	**3**	9	4	6	**22**	4	71	1	4	80	**288**
03:30 PM	24	7	6	3	40	2	80	13	3	98	1	**14**	2	1	18	**9**	**72**	3	**5**	**89**	245
03:45 PM	11	16	**13**	**4**	44	2	62	**19**	7	90	1	11	3	2	17	9	58	0	5	72	223
Total Volume	88	55	39	11	193	13	303	57	21	394	7	41	13	15	76	26	261	8	18	313	976
% App. Total	45.6	28.5	20.2	5.7		3.3	76.9	14.5	5.3		9.2	53.9	17.1	19.7		8.3	83.4	2.6	5.8		
PHF	.647	.724	.750	.688	.742	.650	.815	.750	.656	.814	.583	.732	.813	.625	.864	.722	.906	.500	.900	.879	.847



CAPUTO AND WICK LTD.
1150 Pawtucket Avenue
RUMFORD, RI 02916
(401) 434-8880

JOB Providence College
SHEET NO. Traffic Analyses
CALCULATED BY 11/17 → 19/2015 DATE
CHECKED BY Automatic Counts
SCALE Eaton St.

Eaton Street - Posted Speed = 25 mph

Volume Data: (11/17 - 11/19)

Tues = 9,280 vpd AM Peak = 7:30 (821 vph) PM Peak = 3:15 (767 vph)
Weds = 9,562 vpd AM Peak = 7:30 (771 vph) PM Peak = 4:15 (799 vph)
Thurs = 9,345 vpd AM Peak = 7:30 (774 vph) PM Peak = 3:15 (788 vph)
(9,400 vpd) (7:30 / 3:15 - :30) AM = 770 PM = 775

Peak Hour Factor = AM = 0.90 PM = 0.93

Speed Data: (11/17 - 11/19)

11/17 - 50% = 25 MPH (EB) & 20 MPH (WB)
85% = 31 " (EB) & 28 " (WB)
51% > 25 " (EB) & 49% > 25 " (WB)
11/18 - 50% = 23 " (EB) & 20 mph (WB)
85% = 30 " (EB) & 28 " (WB)
43% > 25 " (EB) & 37% > 25 (WB)
11/19 - 50% = 25 " (EB) & 21 MPH (WB)
85% = 31 " (EB) & 26 " (WB)
52% > 25 " (EB) & 18% > 25 (WB)

50% ± 23 MPH
85% ± 29 MPH
40% > 25 MPH

Class Count Data: 11/17 - 11/19

Bikes ± 55/day
2-axle long ± 645/day (trucks)
2-axle/6 tires ± 81/day (")
Buses ± 18/day
HV (> 3 axles) ± 38/day

Cars = 91%
Trucks/Buses ± 8.4%
Bikes ± 0.6%

Avg. traffic during Tues → Thurs = 9,396 say 9,400 vpd

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
Client: Caputo and Wick/ K. Harrop

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequest@pdillc.com

154808 B Volume
Site Code: TBA
Date Start: 17-Nov-15

Start	EB				WB				Combined				17-Nov-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Tue
12:00	13		67		9		69		22		136		
12:15	16		52		21		59		37		111		
12:30	13		74		16		57		29		131		
12:45	7	49	90	283	5	51	73	258	12	100	163	541	
01:00	12		66		9		52		21		118		
01:15	5		54		11		66		16		120		
01:30	7		60		9		55		16		115		
01:45	3	27	59	239	2	31	64	237	5	58	123	476	
02:00	4		74		6		60		10		134		
02:15	5		74		8		83		13		157		
02:30	0		94		9		76		9		170		
02:45	4	13	115	357	1	24	65	284	5	37	180	641	
03:00	2		78		2		82		4		160		
03:15	2		83		1		97		3		180		
03:30	2		86		1		94		3		180		
03:45	3	9	103	350	1	5	123	396	4	14	226	746	
04:00	1		69		3		112		4		181		
04:15	4		66		2		86		6		152		
04:30	5		96		2		98		7		194		
04:45	9	19	99	330	3	10	99	395	12	29	198	725	
05:00	7		76		9		105		16		181		
05:15	8		63		5		103		13		166		
05:30	13		85		5		95		18		180		
05:45	17	45	72	296	10	29	97	400	27	74	169	696	
06:00	21		97		11		83		32		180		
06:15	31		62		22		85		53		147		
06:30	32		67		25		71		57		138		
06:45	43	127	58	284	41	99	98	337	84	226	156	621	
07:00	68		65		35		59		103		124		
07:15	70		47		48		70		118		117		
07:30	115		47		79		64		194		111		
07:45	109	362	50	209	95	257	55	248	204	619	105	457	
08:00	139		46		95		56		234		102		
08:15	101		51		88		48		189		99		
08:30	79		53		71		45		150		98		
08:45	67	386	56	206	87	341	38	187	154	727	94	393	
09:00	40		62		69		37		109		99		
09:15	50		63		77		39		127		102		
09:30	48		44		58		44		106		88		
09:45	63	201	37	206	47	251	36	156	110	452	73	362	
10:00	52		45		50		26		102		71		
10:15	52		38		61		26		113		64		
10:30	41		27		59		35		100		62		
10:45	51	196	21	131	52	222	27	114	103	418	48	245	
11:00	57		23		50		19		107		42		
11:15	52		26		59		13		111		39		
11:30	61		17		65		17		126		34		
11:45	60	230	21	87	70	244	13	62	130	474	34	149	
Total	1664		2978		1564		3074		3228		6052		
Percent	51.5%		49.2%		48.5%		50.8%						
Day Total			4642				4638				9280		
Peak	07:30	-	02:30	-	07:30	-	03:15	-	07:30	-	03:15	-	-	-
Vol.	464	-	370	-	357	-	426	-	821	-	767	-	-	-
P.H.F.	0.835		0.804		0.939		0.866		0.877		0.848			

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
Client: Caputo and Wick/ K. Harrop

PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

154808 B Volume
Site Code: TBA
Date Start: 17-Nov-15

Start	EB				WB				Combined				18-Nov-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Wed
12:00	20		77		16		75		36		152		
12:15	15		67		16		67		31		134		
12:30	13		78		9		56		22		134		
12:45	9	57	59	281	12	53	66	264	21	110	125	545	
01:00	10		58		16		44		26		102		
01:15	7		61		10		77		17		138		
01:30	2		121		6		7		8		128		
01:45	6	25	138	378	5	37	0	128	11	62	138	506	
02:00	6		135		4		0		10		135		
02:15	1		119		2		0		3		119		
02:30	1		167		5		0		6		167		
02:45	3	11	142	563	2	13	0	0	5	24	142	563	
03:00	2		97		4		77		6		174		
03:15	3		71		1		102		4		173		
03:30	1		78		1		122		2		200		
03:45	1	7	95	341	2	8	95	396	3	15	190	737	
04:00	1		83		4		90		5		173		
04:15	1		86		0		112		1		198		
04:30	6		107		4		98		10		205		
04:45	10	18	86	362	4	12	118	418	14	30	204	780	
05:00	10		98		6		94		16		192		
05:15	6		77		5		102		11		179		
05:30	11		89		2		128		13		217		
05:45	20	47	83	347	14	27	88	412	34	74	171	759	
06:00	23		86		15		101		38		187		
06:15	33		83		22		79		55		162		
06:30	39		94		30		66		69		160		
06:45	57	152	71	334	40	107	88	334	97	259	159	668	
07:00	57		68		40		73		97		141		
07:15	77		60		49		69		126		129		
07:30	103		40		76		63		179		103		
07:45	126	363	58	226	85	250	51	256	211	613	109	482	
08:00	140		54		70		64		210		118		
08:15	91		34		80		42		171		76		
08:30	74		55		65		47		139		102		
08:45	70	375	43	186	58	273	47	200	128	648	90	386	
09:00	57		53		85		54		142		107		
09:15	60		75		79		71		139		146		
09:30	63		50		58		49		121		99		
09:45	54	234	56	234	71	293	53	227	125	527	109	461	
10:00	48		31		47		32		95		63		
10:15	35		36		62		31		97		67		
10:30	47		44		46		43		93		87		
10:45	46	176	31	142	58	213	35	141	104	389	66	283	
11:00	63		23		46		25		109		48		
11:15	67		24		53		20		120		44		
11:30	63		17		49		33		112		50		
11:45	72	265	23	87	49	197	14	92	121	462	37	179	
Total	1730		3481		1483		2868		3213		6349		
Percent	53.8%		54.8%		46.2%		45.2%						
Day Total			5211				4351				9562		
Peak	07:30	-	02:00	-	07:30	-	04:45	-	07:30	-	04:15	-	-	-
Vol.	460	-	563	-	311	-	442	-	771	-	799	-	-	-
P.H.F.	0.821		0.843		0.915		0.863		0.914		0.974			

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
Client: Caputo and Wick/ K. Harrop

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154808 B Volume
Site Code: TBA
Date Start: 17-Nov-15

Start	EB				WB				Combined				19-Nov-15
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Thu
12:00	17		59		14		49		31		108		
12:15	20		63		21		50		41		113		
12:30	18		54		15		63		33		117		
12:45	17	72	70	246	16	66	88	250	33	138	158	496	
01:00	11		81		15		86		26		167		
01:15	10		64		15		73		25		137		
01:30	5		56		9		58		14		114		
01:45	6	32	63	264	9	48	61	278	15	80	124	542	
02:00	6		88		2		70		8		158		
02:15	1		81		8		109		9		190		
02:30	6		111		3		80		9		191		
02:45	1	14	101	381	1	14	85	344	2	28	186	725	
03:00	1		71		5		83		6		154		
03:15	3		98		4		104		7		202		
03:30	3		92		2		93		5		185		
03:45	2	9	84	345	2	13	121	401	4	22	205	746	
04:00	1		96		2		100		3		196		
04:15	4		88		3		105		7		193		
04:30	10		100		4		83		14		183		
04:45	7	22	81	365	5	14	115	403	12	36	196	768	
05:00	10		70		3		84		13		154		
05:15	9		20		5		143		14		163		
05:30	12		0		5		149		17		149		
05:45	11	42	0	90	13	26	141	517	24	68	141	607	
06:00	24		0		12		138		36		138		
06:15	27		0		14		154		41		154		
06:30	43		0		21		127		64		127		
06:45	39	133	0	0	38	85	143	562	77	218	143	562	
07:00	55		0		33		117		88		117		
07:15	79		0		42		118		121		118		
07:30	105		0		71		108		176		108		
07:45	110	349	0	0	101	247	103	446	211	596	103	446	
08:00	122		0		78		113		200		113		
08:15	99		0		88		88		187		88		
08:30	88		0		62		84		150		84		
08:45	64	373	0	0	59	287	92	377	123	660	92	377	
09:00	54		0		57		97		111		97		
09:15	59		0		45		94		104		94		
09:30	48		0		61		87		109		87		
09:45	62	223	5	5	88	251	84	362	150	474	89	367	
10:00	56		47		55		38		111		85		
10:15	49		34		54		32		103		66		
10:30	48		40		54		36		102		76		
10:45	58	211	48	169	57	220	23	129	115	431	71	298	
11:00	54		26		49		39		103		65		
11:15	54		21		73		22		127		43		
11:30	66		15		55		19		121		34		
11:45	73	247	14	76	55	232	25	105	128	479	39	181	
Total	1727		1941		1503		4174		3230		6115		
Percent	53.5%		31.7%		46.5%		68.3%						
Day Total		3668				5677				9345			
Peak	07:30	-	02:00	-	07:30	-	05:30	-	07:30	-	03:15	-	-	-
Vol.	436	-	381	-	338	-	582	-	774	-	788	-	-	-
P.H.F.	0.893		0.858		0.837		0.945		0.917		0.961			

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
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154808 B Speed
Site Code: TBA
Date Start: 17-Nov-15

EB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
11/17/15	2	2	11	16	9	7	2	0	0	0	0	0	0	49	35	28
01:00	1	2	7	7	4	4	1	1	0	0	0	0	0	27	36	28
02:00	1	1	1	5	1	3	0	1	0	0	0	0	0	13	37	29
03:00	1	1	1	2	1	0	3	0	0	0	0	0	0	9	41	29
04:00	0	0	2	4	6	4	3	0	0	0	0	0	0	19	39	33
05:00	0	2	4	3	19	9	5	3	0	0	0	0	0	45	40	33
06:00	1	2	12	35	47	28	2	0	0	0	0	0	0	127	35	31
07:00	0	5	82	154	89	31	1	0	0	0	0	0	0	362	32	28
08:00	2	13	114	164	80	12	1	0	0	0	0	0	0	386	31	26
09:00	1	5	47	70	59	16	3	0	0	0	0	0	0	201	33	28
10:00	0	11	54	66	54	10	1	0	0	0	0	0	0	196	32	27
11:00	4	19	62	72	54	19	0	0	0	0	0	0	0	230	32	26
12 PM	2	9	113	98	53	8	0	0	0	0	0	0	0	283	30	26
13:00	4	35	74	79	40	7	0	0	0	0	0	0	0	239	30	25
14:00	2	43	181	95	32	4	0	0	0	0	0	0	0	357	28	24
15:00	2	36	156	110	43	3	0	0	0	0	0	0	0	350	28	24
16:00	4	30	167	87	39	3	0	0	0	0	0	0	0	330	28	24
17:00	1	23	129	107	30	6	0	0	0	0	0	0	0	296	28	25
18:00	2	23	89	121	43	5	1	0	0	0	0	0	0	284	29	25
19:00	1	8	78	76	29	16	1	0	0	0	0	0	0	209	31	26
20:00	1	12	64	83	32	13	1	0	0	0	0	0	0	206	31	26
21:00	2	13	99	52	33	6	1	0	0	0	0	0	0	206	30	25
22:00	0	15	43	38	30	5	0	0	0	0	0	0	0	131	31	26
23:00	1	9	25	20	23	6	3	0	0	0	0	0	0	87	33	27
Total	35	319	1615	1564	850	225	29	5	0	0	0	0	0	4642		
%	0.8%	6.9%	34.8%	33.7%	18.3%	4.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	08:00	08:00	08:00	07:00	07:00	05:00	05:00						08:00		
Vol.	2	13	114	164	89	31	5	3						386		
Midday Peak	11:00	14:00	14:00	12:00	11:00	11:00								14:00		
Vol.	4	43	181	98	54	19								357		
PM Peak	16:00	15:00	16:00	18:00	15:00	19:00	23:00							15:00		
Vol.	4	36	167	121	43	16	3							350		

% iles	
15th Percentile :	20 MPH
50th Percentile :	25 MPH
85th Percentile :	31 MPH
95th Percentile :	34 MPH

Stats	
10 MPH Pace Speed :	20-29 MPH
Number in Pace :	3179
Percent in Pace :	68.5%
Number of Vehicles > 25 MPH :	2360
Percent of Vehicles > 25 MPH :	50.8%
Mean Speed(Average) :	26 MPH

50% ≈ 23 MPH
85% ≈ 30 MPH
≈ 40% > 25 MPH

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
Client: Caputo and Wick/ K. Harrop

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154808 B Speed
Site Code: TBA
Date Start: 17-Nov-15

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
11/17/ 15	2	6	21	16	4	2	0	0	0	0	0	0	0	51	28	24
01:00	1	4	5	8	10	3	0	0	0	0	0	0	0	31	33	27
02:00	0	4	4	7	7	1	0	0	1	0	0	0	0	24	32	27
03:00	0	0	2	0	1	1	0	1	0	0	0	0	0	5	45	32
04:00	1	2	1	2	4	0	0	0	0	0	0	0	0	10	32	25
05:00	0	5	9	5	7	0	1	2	0	0	0	0	0	29	33	27
06:00	11	9	29	36	10	3	1	0	0	0	0	0	0	99	28	23
07:00	46	53	54	71	30	2	1	0	0	0	0	0	0	257	28	21
08:00	75	56	113	65	25	7	0	0	0	0	0	0	0	341	27	20
09:00	52	47	44	70	35	2	1	0	0	0	0	0	0	251	29	21
10:00	26	26	65	54	35	16	0	0	0	0	0	0	0	222	31	24
11:00	39	44	56	67	29	8	1	0	0	0	0	0	0	244	29	22
12 PM	45	65	70	44	29	4	1	0	0	0	0	0	0	258	28	20
13:00	40	60	55	50	25	6	1	0	0	0	0	0	0	237	28	21
14:00	55	74	89	47	15	4	0	0	0	0	0	0	0	284	26	19
15:00	97	91	126	49	30	3	0	0	0	0	0	0	0	396	26	19
16:00	100	91	125	61	15	3	0	0	0	0	0	0	0	395	25	18
17:00	105	70	130	71	21	3	0	0	0	0	0	0	0	400	26	19
18:00	88	71	103	45	26	3	1	0	0	0	0	0	0	337	26	19
19:00	48	57	67	51	20	4	0	1	0	0	0	0	0	248	27	20
20:00	32	36	46	47	21	3	2	0	0	0	0	0	0	187	28	21
21:00	19	42	47	33	14	1	0	0	0	0	0	0	0	156	27	21
22:00	15	25	29	27	14	3	0	1	0	0	0	0	0	114	29	22
23:00	4	12	10	23	10	3	0	0	0	0	0	0	0	62	30	24
Total	901	950	1300	949	437	85	10	5	1	0	0	0	0	4638		
%	19.4%	20.5%	28.0%	20.5%	9.4%	1.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	09:00	08:00	05:00	05:00	02:00					08:00		
Vol.	75	56	113	71	35	7	1	2	1					341		
Midday Peak	14:00	14:00	14:00	11:00	11:00	11:00	11:00							14:00		
Vol.	55	74	89	67	29	8	1							284		
PM Peak	17:00	15:00	17:00	17:00	15:00	19:00	20:00	19:00						17:00		
Vol.	105	91	130	71	30	4	2	1						400		

% iles		
	15th Percentile :	10 MPH
	50th Percentile :	20 MPH
	85th Percentile :	28 MPH
	95th Percentile :	32 MPH

Stats		
	10 MPH Pace Speed :	15-24 MPH
	Number in Pace :	2250
	Percent in Pace :	48.5%
	Number of Vehicles > 25 MPH :	1297
	Percent of Vehicles > 25 MPH :	28.0%
	Mean Speed(Average) :	20 MPH

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
Client: Caputo and Wick/ K. Harrop

PRECISION DATA INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequest@pdillc.com

154808 B Speed
Site Code: TBA
Date Start: 17-Nov-15

EB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
11/18/15	0	5	23	15	10	3	0	0	1	0	0	0	0	57	31	26
01:00	2	2	7	6	4	3	0	1	0	0	0	0	0	25	34	26
02:00	0	2	2	1	3	1	0	0	1	0	1	0	0	11	50	32
03:00	0	1	4	0	1	1	0	0	0	0	0	0	0	7	33	25
04:00	0	1	2	4	4	6	1	0	0	0	0	0	0	18	37	31
05:00	0	3	8	8	14	11	3	0	0	0	0	0	0	47	37	30
06:00	0	3	20	48	51	26	4	0	0	0	0	0	0	152	35	30
07:00	1	5	88	161	79	25	4	0	0	0	0	0	0	363	32	28
08:00	2	11	103	155	72	26	6	0	0	0	0	0	0	375	32	27
09:00	1	7	59	94	53	16	3	1	0	0	0	0	0	234	32	27
10:00	2	8	54	46	44	22	0	0	0	0	0	0	0	176	33	27
11:00	2	18	90	95	49	9	1	1	0	0	0	0	0	265	31	26
12 PM	1	18	96	97	55	13	1	0	0	0	0	0	0	281	31	26
13:00	2	9	294	43	25	3	2	0	0	0	0	0	0	378	25	23
14:00	0	0	563	0	0	0	0	0	0	0	0	0	0	563	23	22
15:00	5	18	149	97	61	10	1	0	0	0	0	0	0	341	30	25
16:00	2	20	164	131	40	4	1	0	0	0	0	0	0	362	28	25
17:00	0	21	151	134	34	6	1	0	0	0	0	0	0	347	28	25
18:00	2	22	149	123	34	4	0	0	0	0	0	0	0	334	28	25
19:00	2	25	75	78	38	7	1	0	0	0	0	0	0	226	30	25
20:00	1	24	75	62	20	4	0	0	0	0	0	0	0	186	28	24
21:00	2	40	110	56	22	4	0	0	0	0	0	0	0	234	28	23
22:00	0	25	56	32	26	2	1	0	0	0	0	0	0	142	30	24
23:00	2	12	18	29	19	7	0	0	0	0	0	0	0	87	32	26
Total	29	300	2360	1515	758	213	30	3	2	0	1	0	0	5211		
%	0.6%	5.8%	45.3%	29.1%	14.5%	4.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	01:00	08:00	08:00	07:00	07:00	06:00	08:00	01:00	00:00		02:00			08:00		
Vol.	2	11	103	161	79	26	6	1	1		1			375		
Midday Peak	11:00	11:00	14:00	12:00	12:00	12:00	13:00	11:00						14:00		
Vol.	2	18	563	97	55	13	2	1						563		
PM Peak	15:00	21:00	16:00	17:00	15:00	15:00	15:00							16:00		
Vol.	5	40	164	134	61	10	1							362		

% iles

15th Percentile :	19 MPH
50th Percentile :	23 MPH
85th Percentile :	30 MPH
95th Percentile :	33 MPH

Stats

10 MPH Pace Speed :	20-29 MPH
Number in Pace :	3875
Percent in Pace :	74.4%
Number of Vehicles > 25 MPH :	2219
Percent of Vehicles > 25 MPH :	42.6%
Mean Speed(Average) :	25 MPH

50% ≈ 22 MPH

85% ≈ 29 MPH

≈ 35% > 25 MPH

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
Client: Caputo and Wick/ K. Harrop

PRECISION
D A T A
INDUSTRIES, LLC
P.O.Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequest@pdillc.com

154808 B Speed
Site Code: TBA
Date Start: 17-Nov-15

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
11/18/ 15	4	14	16	11	6	1	1	0	0	0	0	0	0	53	29	22
01:00	3	7	10	10	7	0	0	0	0	0	0	0	0	37	30	23
02:00	0	1	2	3	4	1	0	0	1	1	0	0	0	13	49	32
03:00	1	1	2	2	2	0	0	0	0	0	0	0	0	8	31	23
04:00	1	1	3	1	4	2	0	0	0	0	0	0	0	12	34	27
05:00	2	8	7	6	3	1	0	0	0	0	0	0	0	27	28	22
06:00	13	21	25	30	14	4	0	0	0	0	0	0	0	107	29	23
07:00	35	39	68	68	32	7	1	0	0	0	0	0	0	250	29	22
08:00	41	52	76	73	22	8	0	1	0	0	0	0	0	273	28	22
09:00	40	53	62	75	47	16	0	0	0	0	0	0	0	293	31	23
10:00	30	35	54	48	37	7	1	0	1	0	0	0	0	213	30	23
11:00	25	45	51	39	36	1	0	0	0	0	0	0	0	197	30	22
12 PM	41	47	73	57	35	10	1	0	0	0	0	0	0	264	29	22
13:00	24	29	23	32	20	0	0	0	0	0	0	0	0	128	29	21
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	94	78	108	74	35	6	1	0	0	0	0	0	0	396	27	20
16:00	100	108	150	42	13	5	0	0	0	0	0	0	0	418	23	18
17:00	109	112	118	55	15	2	0	1	0	0	0	0	0	412	25	18
18:00	84	74	99	57	18	2	0	0	0	0	0	0	0	334	26	19
19:00	59	68	63	48	15	2	1	0	0	0	0	0	0	256	26	19
20:00	45	61	50	32	7	5	0	0	0	0	0	0	0	200	26	19
21:00	60	64	61	17	22	3	0	0	0	0	0	0	0	227	26	18
22:00	19	48	43	21	9	1	0	0	0	0	0	0	0	141	26	20
23:00	10	26	20	20	13	3	0	0	0	0	0	0	0	92	29	22
Total	840	992	1184	821	416	87	6	2	2	1	0	0	0	4351		
%	19.3%	22.8%	27.2%	18.9%	9.6%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	08:00	09:00	09:00	09:00	00:00	08:00	02:00	02:00				09:00		
Vol.	41	53	76	75	47	16	1	1	1	1				293		
Midday Peak	12:00	12:00	12:00	12:00	11:00	12:00	12:00							12:00		
Vol.	41	47	73	57	36	10	1							264		
PM Peak	17:00	17:00	16:00	15:00	15:00	15:00	15:00	17:00						16:00		
Vol.	109	112	150	74	35	6	1	1						418		

% iles		
	15th Percentile :	10 MPH
	50th Percentile :	20 MPH
	85th Percentile :	28 MPH
	95th Percentile :	32 MPH

Stats		
	10 MPH Pace Speed :	15-24 MPH
	Number in Pace :	2176
	Percent in Pace :	50.0%
	Number of Vehicles > 25 MPH :	1171
	Percent of Vehicles > 25 MPH :	26.9%
	Mean Speed(Average) :	20 MPH

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
Client: Caputo and Wick/ K. Harrop

PRECISION DATA INDUSTRIES, LLC
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Office: 508.481.3999 Fax: 508.545.1234
Email: datarequest@pdillc.com

154808 B Speed
Site Code: TBA
Date Start: 17-Nov-15

EB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
11/19/ 15	0	13	20	19	12	8	0	0	0	0	0	0	0	72	32	26
01:00	1	3	11	6	5	3	3	0	0	0	0	0	0	32	36	27
02:00	0	1	3	3	3	4	0	0	0	0	0	0	0	14	36	29
03:00	0	1	2	3	3	0	0	0	0	0	0	0	0	9	31	26
04:00	1	1	5	6	4	4	1	0	0	0	0	0	0	22	36	28
05:00	0	1	4	11	12	11	2	1	0	0	0	0	0	42	37	32
06:00	0	4	27	43	34	21	3	1	0	0	0	0	0	133	35	29
07:00	0	15	100	136	80	16	2	0	0	0	0	0	0	349	31	27
08:00	0	17	125	163	62	5	1	0	0	0	0	0	0	373	29	26
09:00	1	17	61	65	59	18	2	0	0	0	0	0	0	223	32	27
10:00	2	9	72	64	49	12	3	0	0	0	0	0	0	211	32	27
11:00	4	20	91	61	56	14	1	0	0	0	0	0	0	247	32	26
12 PM	0	9	71	85	57	22	2	0	0	0	0	0	0	246	32	27
13:00	2	6	99	85	57	14	1	0	0	0	0	0	0	264	31	26
14:00	2	22	149	137	54	17	0	0	0	0	0	0	0	381	30	26
15:00	2	29	138	107	50	16	2	1	0	0	0	0	0	345	30	25
16:00	1	14	161	135	46	8	0	0	0	0	0	0	0	365	28	25
17:00	0	2	33	38	12	3	2	0	0	0	0	0	0	90	30	26
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	1	2	1	1	0	0	0	0	0	0	0	0	5	30	24
22:00	5	18	73	47	20	6	0	0	0	0	0	0	0	169	29	24
23:00	1	8	32	17	13	4	0	0	0	1	0	0	0	76	31	25
Total	22	211	1279	1232	689	206	25	3	0	1	0	0	0	3668		
%	0.6%	5.8%	34.9%	33.6%	18.8%	5.6%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	01:00	08:00	08:00	08:00	07:00	06:00	01:00	05:00						08:00		
Vol.	1	17	125	163	80	21	3	1						373		
Midday Peak	11:00	14:00	14:00	14:00	12:00	12:00	12:00							14:00		
Vol.	4	22	149	137	57	22	2							381		
PM Peak	22:00	15:00	16:00	16:00	15:00	15:00	15:00	15:00		23:00				16:00		
Vol.	5	29	161	135	50	16	2	1		1				365		

% iles

15th Percentile :	20 MPH
50th Percentile :	25 MPH
85th Percentile :	31 MPH
95th Percentile :	35 MPH

Stats

10 MPH Pace Speed :	20-29 MPH
Number in Pace :	2511
Percent in Pace :	68.5%
Number of Vehicles > 25 MPH :	1910
Percent of Vehicles > 25 MPH :	52.1%
Mean Speed(Average) :	26 MPH

50% ≈ 23
85% ≈ 29
≈ 35% > 25

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
Client: Caputo and Wick/ K. Harrop

PRECISION
D A T A
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Office: 508.481.3999 Fax: 508.545.1234
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154808 B Speed
Site Code: TBA
Date Start: 17-Nov-15

WB

Start Time	1 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 9999	Total	85th % ile	Ave Speed
11/19/ 15	9	15	14	10	14	3	0	0	0	1	0	0	0	66	31	23
01:00	7	14	9	13	4	1	0	0	0	0	0	0	0	48	28	21
02:00	0	0	6	1	3	3	0	1	0	0	0	0	0	14	37	29
03:00	0	3	4	4	1	1	0	0	0	0	0	0	0	13	29	24
04:00	0	4	6	1	3	0	0	0	0	0	0	0	0	14	30	23
05:00	2	3	6	6	4	3	1	1	0	0	0	0	0	26	35	26
06:00	5	21	30	18	6	3	0	1	0	1	0	0	0	85	28	23
07:00	38	64	61	47	30	6	1	0	0	0	0	0	0	247	28	21
08:00	50	62	79	59	32	4	0	1	0	0	0	0	0	287	28	21
09:00	33	55	54	62	32	15	0	0	0	0	0	0	0	251	30	22
10:00	26	40	65	41	34	13	1	0	0	0	0	0	0	220	31	23
11:00	42	44	57	51	29	8	1	0	0	0	0	0	0	232	29	21
12 PM	30	48	59	66	33	12	2	0	0	0	0	0	0	250	30	23
13:00	50	60	71	67	26	3	1	0	0	0	0	0	0	278	28	21
14:00	71	71	75	72	42	12	1	0	0	0	0	0	0	344	29	21
15:00	101	103	126	46	10	10	1	2	0	2	0	0	0	401	25	19
16:00	91	83	144	64	20	1	0	0	0	0	0	0	0	403	25	19
17:00	28	23	439	25	2	0	0	0	0	0	0	0	0	517	23	21
18:00	0	0	562	0	0	0	0	0	0	0	0	0	0	562	23	22
19:00	0	0	446	0	0	0	0	0	0	0	0	0	0	446	23	22
20:00	0	0	377	0	0	0	0	0	0	0	0	0	0	377	23	22
21:00	3	2	356	0	1	0	0	0	0	0	0	0	0	362	23	22
22:00	26	34	30	29	8	2	0	0	0	0	0	0	0	129	27	20
23:00	9	22	30	22	17	5	0	0	0	0	0	0	0	105	30	23
Total	621	771	3106	704	351	105	9	6	0	4	0	0	0	5677		
%	10.9%	13.6%	54.7%	12.4%	6.2%	1.8%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	09:00	08:00	09:00	05:00	02:00		00:00				08:00		
Vol.	50	64	79	62	32	15	1	1		1				287		
Midday Peak	14:00	14:00	14:00	14:00	14:00	12:00	12:00							14:00		
Vol.	71	71	75	72	42	12	2							344		
PM Peak	15:00	15:00	18:00	16:00	16:00	15:00	15:00	15:00		15:00				18:00		
Vol.	101	103	562	64	20	10	1	2		2				562		

% iles

15th Percentile :	15 MPH
50th Percentile :	21 MPH
85th Percentile :	26 MPH
95th Percentile :	31 MPH

Stats

10 MPH Pace Speed :	15-24 MPH
Number in Pace :	3877
Percent in Pace :	68.3%
Number of Vehicles > 25 MPH :	1038
Percent of Vehicles > 25 MPH :	18.3%
Mean Speed(Average) :	21 MPH

Eaton Street
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City, State: Providence, RI
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154808 B Class
Site Code: TBA
Date Start: 17-Nov-15

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/17/15														
01:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
02:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
03:00	0	6	2	0	0	1	0	0	0	0	0	0	0	9
04:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
05:00	0	37	7	0	0	0	1	0	0	0	0	0	0	45
06:00	1	110	12	0	4	0	0	0	0	0	0	0	0	127
07:00	2	319	35	3	1	1	0	0	1	0	0	0	0	362
08:00	2	335	38	1	7	1	0	1	0	0	0	0	0	385
09:00	0	179	21	0	1	0	0	0	0	0	0	0	0	201
10:00	1	171	19	0	5	0	0	0	0	0	0	0	0	196
11:00	1	193	29	1	4	1	0	1	0	0	0	0	0	230
12 PM	3	248	22	1	6	1	0	1	0	0	0	0	0	282
13:00	1	214	17	0	4	3	0	0	0	0	0	0	0	239
14:00	2	305	35	1	9	1	0	3	0	1	0	0	0	357
15:00	2	303	37	1	4	3	0	0	0	0	0	0	0	350
16:00	3	300	22	0	3	1	0	1	0	0	0	0	0	330
17:00	7	269	17	0	3	0	0	0	0	0	0	0	0	296
18:00	1	267	14	0	0	2	0	0	0	0	0	0	0	284
19:00	3	187	19	0	0	0	0	0	0	0	0	0	0	209
20:00	0	197	7	0	1	1	0	0	0	0	0	0	0	206
21:00	1	192	10	0	3	0	0	0	0	0	0	0	0	206
22:00	0	122	9	0	0	0	0	0	0	0	0	0	0	131
23:00	0	82	3	0	1	1	0	0	0	0	0	0	0	87
Total	30	4127	390	8	58	17	1	7	1	1	0	0	0	4640
Percent	0.6%	88.9%	8.4%	0.2%	1.3%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	07:00	08:00	03:00	05:00	08:00	07:00					08:00
Vol.	2	335	38	3	7	1	1	1	1					385
PM Peak	17:00	14:00	15:00	12:00	14:00	13:00		14:00		14:00				14:00
Vol.	7	305	37	1	9	3		3		1				357

EB Summary

Bikes ≈ 27/day
Cars ≈ 4,036/day
T - 2-Axle long ≈ 363/day
T - 2-Axle/6 tires ≈ 46/day
Buses ≈ 11/day
HV (>3-axle) ≈ 24/day

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
Client: Caputo and Wick/ K. Harrop

PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
[illegible]

154808 B Class
Site Code: TBA
Date Start: 17-Nov-15

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/18/1														
5	0	53	4	0	0	0	0	0	0	0	0	0	0	57
01:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
05:00	0	37	8	0	1	1	0	0	0	0	0	0	0	47
06:00	0	130	18	0	2	0	0	1	1	0	0	0	0	152
07:00	1	328	29	3	0	2	0	0	0	0	0	0	0	363
08:00	0	339	32	1	1	2	0	0	0	0	0	0	0	375
09:00	2	206	20	0	3	3	0	0	0	0	0	0	0	234
10:00	0	135	30	1	8	1	0	1	0	0	0	0	0	176
11:00	0	218	41	0	4	2	0	0	0	0	0	0	0	265
12 PM	3	248	23	0	4	1	0	0	1	0	0	0	0	280
13:00	1	358	15	0	3	0	0	0	0	0	0	0	0	377
14:00	0	563	0	0	0	0	0	0	0	0	0	0	0	563
15:00	4	288	40	1	4	1	0	2	0	0	0	0	0	340
16:00	2	324	26	0	6	2	0	1	0	0	0	0	0	361
17:00	2	312	26	0	6	0	0	0	0	0	0	0	0	346
18:00	2	316	15	0	0	1	0	0	0	0	0	0	0	334
19:00	3	209	11	0	2	1	0	0	0	0	0	0	0	226
20:00	3	174	9	0	0	0	0	0	0	0	0	0	0	186
21:00	1	212	14	6	1	0	0	0	0	0	0	0	0	234
22:00	1	133	8	0	0	0	0	0	0	0	0	0	0	142
23:00	0	82	5	0	0	0	0	0	0	0	0	0	0	87
Total	25	4720	380	12	45	17	0	5	2	0	0	0	0	5206
Percent	0.5%	90.7%	7.3%	0.2%	0.9%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	11:00	07:00	10:00	09:00		06:00	06:00					08:00
Vol.	2	339	41	3	8	3		1	1					375
PM Peak	15:00	14:00	15:00	21:00	16:00	16:00		15:00	12:00					14:00
Vol.	4	563	40	6	6	2		2	1					563

Eaton Street
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Email: datareports@pdilic.com

154808 B Class
Site Code: TBA
Date Start: 17-Nov-15

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/19/1														
5	0	70	2	0	0	0	0	0	0	0	0	0	0	72
01:00	0	30	2	0	0	0	0	0	0	0	0	0	0	32
02:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
03:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
04:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
05:00	0	34	6	0	1	1	0	0	0	0	0	0	0	42
06:00	1	115	15	0	2	0	0	0	0	0	0	0	0	133
07:00	3	311	25	3	4	2	0	0	1	0	0	0	0	349
08:00	2	333	34	0	1	1	0	0	0	0	0	0	0	371
09:00	0	203	18	0	2	0	0	0	0	0	0	0	0	223
10:00	0	183	24	0	3	1	0	0	0	0	0	0	0	211
11:00	1	216	19	2	5	2	0	1	0	0	0	0	0	246
12 PM	3	213	27	1	2	0	0	0	0	0	0	0	0	246
13:00	2	224	31	1	4	2	0	0	0	0	0	0	0	264
14:00	2	341	33	0	3	2	0	0	0	0	0	0	0	381
15:00	3	296	37	1	5	2	0	1	0	0	0	0	0	345
16:00	4	338	19	0	2	1	0	1	0	0	0	0	0	365
17:00	1	82	5	0	1	1	0	0	0	0	0	0	0	90
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	1	157	9	2	0	0	0	0	0	0	0	0	0	169
23:00	1	69	5	1	0	0	0	0	0	0	0	0	0	76
Total	24	3259	317	11	35	15	0	3	1	0	0	0	0	3665
Percent	0.7%	88.9%	8.6%	0.3%	1.0%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	07:00	11:00	07:00		11:00	07:00					08:00
Vol.	3	333	34	3	5	2		1	1					371
PM Peak	16:00	14:00	15:00	22:00	15:00	13:00		15:00						14:00
Vol.	4	341	37	2	5	2		1						381
Total		12106	1087	31	138	49	1	15	4	1	0	0	0	13511

Eaton Street
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Email: datarequests@pdihc.com

154808 B Class
Site Code: TBA
Date Start: 17-Nov-15

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/17/15														
01:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
02:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
05:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29
06:00	0	77	18	0	2	1	0	0	1	0	0	0	0	99
07:00	3	233	17	1	2	0	0	1	0	0	0	0	0	257
08:00	3	315	20	1	1	1	0	0	0	0	0	0	0	341
09:00	3	228	16	0	2	2	0	0	0	0	0	0	0	251
10:00	1	197	21	0	2	1	0	0	0	0	0	0	0	222
11:00	1	217	23	0	3	0	0	0	0	0	0	0	0	244
12 PM	0	231	18	1	6	1	0	0	0	0	0	0	0	257
13:00	1	218	16	0	2	0	0	0	0	0	0	0	0	237
14:00	3	257	21	0	3	0	0	0	0	0	0	0	0	284
15:00	2	366	23	0	5	0	0	0	0	0	0	0	0	396
16:00	2	363	27	0	3	0	0	0	0	0	0	0	0	395
17:00	3	368	25	0	4	0	0	0	0	0	0	0	0	400
18:00	3	310	23	0	1	0	0	0	0	0	0	0	0	337
19:00	1	230	16	0	1	0	0	0	0	0	0	0	0	248
20:00	2	174	9	0	1	1	0	0	0	0	0	0	0	187
21:00	0	150	6	0	0	0	0	0	0	0	0	0	0	156
22:00	0	109	4	0	1	0	0	0	0	0	0	0	0	114
23:00	0	56	6	0	0	0	0	0	0	0	0	0	0	62
Total	28	4236	321	3	40	7	0	1	1	0	0	0	0	4637
Percent	0.6%	91.4%	6.9%	0.1%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	11:00	07:00	11:00	09:00		07:00	06:00					08:00
Vol.	3	315	23	1	3	2		1	1					341
PM Peak	14:00	17:00	16:00	12:00	12:00	12:00								17:00
Vol.	3	368	27	1	6	1								400

WB Summary

Bikes ≈ 28/day
Cars ≈ 4524/day
T- 2-axle long ≈ 282/day
T- 2-axle 6 tires ≈ 35/day
Buses ≈ 7/day
HV (> 3-axle) ≈ 14/day

Eaton Street
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154808 B Class
Site Code: TBA
Date Start: 17-Nov-15

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/18/1														
5	0	51	2	0	0	0	0	0	0	0	0	0	0	53
01:00	0	37	0	0	0	0	0	0	0	0	0	0	0	37
02:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	9	2	0	0	1	0	0	0	0	0	0	0	12
05:00	0	24	2	0	1	0	0	0	0	0	0	0	0	27
06:00	0	89	14	0	4	0	0	0	0	0	0	0	0	107
07:00	3	229	13	0	4	0	0	1	0	0	0	0	0	250
08:00	1	252	15	1	1	3	0	0	0	0	0	0	0	273
09:00	2	266	23	0	2	0	0	0	0	0	0	0	0	293
10:00	1	177	27	0	8	0	0	0	0	0	0	0	0	213
11:00	0	169	24	0	4	0	0	0	0	0	0	0	0	197
12 PM	4	241	16	0	3	0	0	0	0	0	0	0	0	264
13:00	0	120	8	0	0	0	0	0	0	0	0	0	0	128
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	358	27	1	5	3	0	1	0	0	0	0	0	396
16:00	2	401	13	0	1	1	0	0	0	0	0	0	0	418
17:00	2	373	30	2	2	1	0	0	0	0	0	0	0	410
18:00	2	316	11	2	2	1	0	0	0	0	0	0	0	334
19:00	4	238	12	0	1	1	0	0	0	0	0	0	0	256
20:00	2	187	10	0	0	1	0	0	0	0	0	0	0	200
21:00	0	213	9	4	0	0	1	0	0	0	0	0	0	227
22:00	0	133	8	0	0	0	0	0	0	0	0	0	0	141
23:00	0	82	10	0	0	0	0	0	0	0	0	0	0	92
Total	24	3986	276	10	38	12	1	2	0	0	0	0	0	4349
Percent	0.6%	91.7%	6.3%	0.2%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	09:00	10:00	08:00	10:00	08:00		07:00						09:00
Vol.	3	266	27	1	8	3		1						293
PM Peak	12:00	16:00	17:00	21:00	15:00	15:00	21:00	15:00						16:00
Vol.	4	401	30	4	5	3	1	1						418

Eaton Street
east of Huxley Avenue
City, State: Providence, RI
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WB

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11/19/1														
5	0	62	4	0	0	0	0	0	0	0	0	0	0	66
01:00	0	45	3	0	0	0	0	0	0	0	0	0	0	48
02:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
03:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
04:00	0	12	1	0	0	1	0	0	0	0	0	0	0	14
05:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
06:00	0	65	18	0	2	0	0	0	0	0	0	0	0	85
07:00	5	220	14	3	4	1	0	0	0	0	0	0	0	247
08:00	2	269	14	1	1	0	0	0	0	0	0	0	0	287
09:00	1	234	15	0	1	0	0	0	0	0	0	0	0	251
10:00	0	200	16	0	3	1	0	0	0	0	0	0	0	220
11:00	4	193	29	1	3	2	0	0	0	0	0	0	0	232
12 PM	1	228	19	0	1	1	0	0	0	0	0	0	0	250
13:00	5	250	18	0	2	2	1	0	0	0	0	0	0	278
14:00	3	309	26	1	2	3	0	0	0	0	0	0	0	344
15:00	4	372	22	0	3	0	0	0	0	0	0	0	0	401
16:00	4	369	23	0	2	5	0	0	0	0	0	0	0	403
17:00	1	509	6	0	1	0	0	0	0	0	0	0	0	517
18:00	0	562	0	0	0	0	0	0	0	0	0	0	0	562
19:00	0	446	0	0	0	0	0	0	0	0	0	0	0	446
20:00	0	377	0	0	0	0	0	0	0	0	0	0	0	377
21:00	0	362	0	0	0	0	0	0	0	0	0	0	0	362
22:00	0	121	8	0	0	0	0	0	0	0	0	0	0	129
23:00	0	97	8	0	0	0	0	0	0	0	0	0	0	105
Total	30	5350	249	6	25	16	1	0	0	0	0	0	0	5677
Percent	0.5%	94.2%	4.4%	0.1%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	11:00	07:00	07:00	11:00								08:00
Vol.	5	269	29	3	4	2								287
PM Peak	13:00	18:00	14:00	14:00	15:00	16:00	13:00							18:00
Vol.	5	562	26	1	3	5	1							562
Total		13572	846	19	103	35	2	3	1	0	0	0	0	14663

ATTACHMENT # 4

PROVIDENCE COLLEGE

Office of Public Affairs, Community and Government Relations

Providence, RI 02918-0001 * 401-865-2413

Providence College generally hosts three major event weekends during the year. They are Commencement (mid-May), Reunion Weekend (early June) and Homecoming Weekend (mid-October).

Commencement Weekend and Homecoming Weekend typically draw the largest crowds to campus, somewhere between 3,500-4,000 visitors. These visitors are not all on campus at the same time. The Saturday of each weekend usually draws the largest crowds and those occur from mid-morning to early evening.

The College's traffic and event management plan for these weekends is as follows:

Commencement Weekend
The heaviest traffic on and near campus during the weekend is normally from 2:00-4:00 p.m. on Saturday as families arrive for the Commencement Mass. Another heavy traffic period is from 5:30-6:30 p.m. that same evening as those families leave campus. The College typically requests Providence Police details on lower Eaton St. and Huxley Ave. to help direct traffic during those times. Our Public Safety officers direct traffic on campus to ensure a smooth and orderly flow.

All campus parking lots are open and available throughout the weekend. That includes the lots behind the Mondor Center for Nursing and Health Sciences and adjacent to the Smith Center for the Arts, just inside the lower Eaton St. entrance. We provide shuttle service for families from those lots to Peterson Center where the Commencement Mass takes place. Those shuttles operate on campus only.

At present, we have approximately 1,400 parking spaces available for families and guests to park on campus during that weekend. Parents attending Commencement receive messaging directing and encouraging them to park on campus when they attend Commencement Weekend events. Parents of graduating seniors who live off-campus are allowed to park on campus for the weekend to help mitigate parking and traffic issues on local neighborhood streets.

The College also posts information about the events of the weekend on local neighborhood social media pages and, for the past few years, has hand-delivered flyers with this information to all homes on the perimeter of campus.

Reunion Weekend

This is the smallest of the three major event weekends. It typically draws between 2,000-2,500 people to campus and not all at the same time. The heaviest influx tends to run from mid-morning on Saturday until early evening. As there are fewer traffic concerns, PC does not normally request Providence Police details for this weekend, and we have not seen or been made aware of any parking or traffic issues involving this weekend. All campus parking lots are open and available to alumni and their guests for this weekend.

This year, the College did hand-deliver flyers to the homes on the perimeter of campus alerting them to the events of the weekend.

Homecoming Weekend

The plan for Homecoming Weekend is like that of Commencement Weekend. Traffic patterns are virtually identical (larger crowds on the Saturday with several hundred arriving early for the 5k road race that takes place at 10:00 a.m. on Saturday morning). The College works with City officials to obtain the necessary permits for the race. No streets are closed for the race although there may be some temporary detours for 20-30 minutes. A Providence Police detail is in place to help direct traffic during the race (10:00 a.m.-noon on the Saturday).

All campus parking lots are open and available to alumni and their guests for this weekend. In years where advance registration has indicated larger crowds than normal, PC has rented satellite parking lots nearby and operated a shuttle service to bring attendees to and from those parking lots.

Huxley Ave.

For all three event weekends, we propose working with City traffic management on the placement of cones or other barriers on the College side of the Huxley Ave./Admiral St. intersection to prevent parking too close to the corner of Admiral St., so that RIPTA busses can navigate the turn onto Huxley Ave. (If the proposed RIPTA cuts go through and weekend service is eliminated, that would no longer be a cause for concern.)

FRIAR HOCKEY FANS:

We ask for your consideration with regard to parking when you attend Friar Hockey games this season. In recent years, fans attending hockey games have parked not only on campus, but also on both sides of Huxley Avenue, Italy Street and Dante Street adjoining the PC campus. This has created **an untenable situation for neighbors of the College** who have complained about **not being able to access their homes** on nights when hockey games are being played.

THERE IS AMPLE PARKING AVAILABLE ON CAMPUS IN THE FOLLOWING AREAS DURING HOCKEY GAMES:

- The Anderson Stadium Garage (under the tennis courts)
- The Lennon Field Garage (underneath Lennon Field)
- The Huxley Gate parking lot
- The Hunt-Cavanagh parking lot (behind the Ryan Center for Business Studies)
- The Ryan Center parking lot (adjacent to the Ryan Center)

All of the above parking lots are **accessible via the College's Huxley Avenue entrance.** The perimeter parking lots along Eaton Street (behind the Ruane Center for the Humanities, the Phillips Memorial Library, Martin Hall, and St. Dominic Chapel) are also available and are accessible via the Huxley Avenue entrance. In total, there are over 500 parking spaces available on campus for hockey game parking.

Should you be inclined to park on Huxley Avenue, Italy Street or Dante Street when attending a hockey game at PC, please be advised that the College has worked with our neighbors and Providence Police to arrange for parking on **ONE SIDE OF THESE STREETS ONLY.** On Huxley Avenue, parking will be allowed on the College side of the street. For both Italy and Dante Streets, parking will be allowed on the eastern side of each street. "No Parking" signs have been posted on the opposite sides of those streets, and **Providence Police will ticket and/or tow cars that are parked illegally during the upcoming hockey season.**

Thank you in advance for your consideration and for helping Providence College to be a good neighbor.

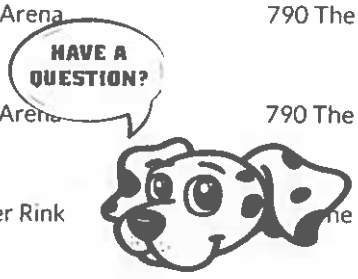
24058

PROVIDENCE COLLEGE EVENT PARKING MAP

2025-26 MEN'S ICE HOCKEY SCHEDULE

Overall	Overall Pct.	Conf	Conf Pct.
0-0	.000	0-0	.000
Streak	**Home**	**Away**	**Neutral**
---	0-0	0-0	0-0

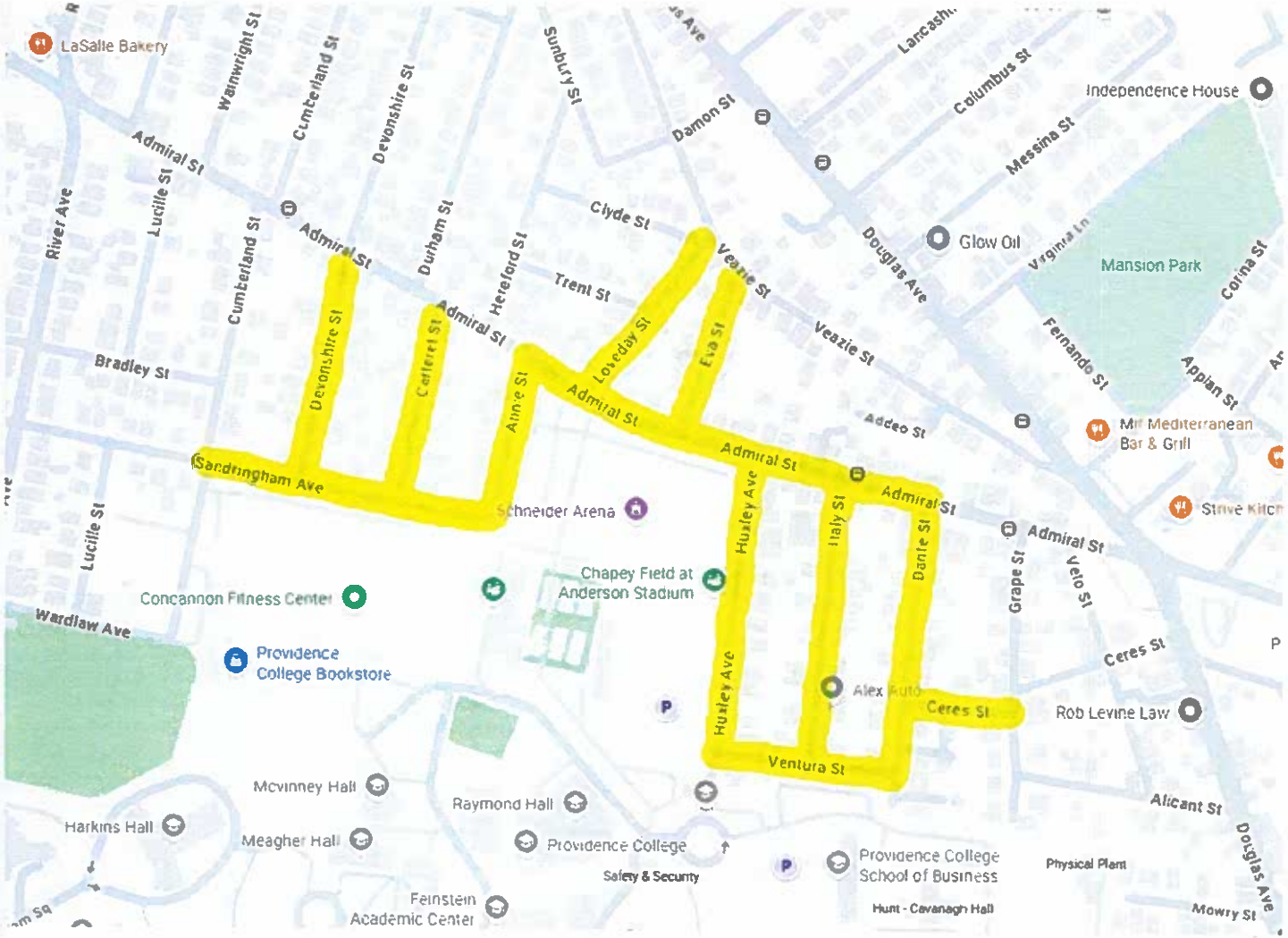
DATE	TIME	AT	OPPONENT	LOCATION	RADIO
October 03, 2025		Home	Simon Fraser (Exhibition)	Providence, RI | Schneider Arena	
October 05, 2025		Home	Quinnipiac (Exhibition)	Providence, RI | Schneider Arena	
October 10, 2025		Home	Michigan	Providence, RI | Schneider Arena	790 The Score
October 11, 2025		Home	Michigan	Providence, RI | Schneider Arena	790 The Score
October 18, 2025		Away	RPI	Troy, NY / Houston Fieldhouse	790 The Score
October 24, 2025	8:07 P.M.	Away	St. Thomas	St. Paul, MN / Lee and Penny Anderson Arena	790 The Score
October 25, 2025	8:07 P.M.	Away	St. Thomas	St. Paul, MN / Lee and Penny Anderson Arena	790 The Score
October 31, 2025		Home	UMass Lowell	Providence, RI | Schneider Arena	790 The Score
November 01, 2025		Away	UMass Lowell	Lowell, MA / Tsongas Center	790 The Score
November 07, 2025		Away	UConn	Storrs, CT / Toscano Ice Forum	790 The Score
November 08, 2025		Home	UConn	Providence, RI | Schneider Arena	790 The Score
November 14, 2025		Home	Merrimack	Providence, RI | Schneider Arena	790 The Score
November 15, 2025		Away	Merrimack	North Andover, MA / Lawler Rink	790 The Score
November 20, 2025		Home	UMass	Providence, RI | Schneider Arena	790 The Score
November 22, 2025		Away	UMass	Amherst, MA / Mullins Center	790 The Score



DATE	TIME	AT	OPPONENT	LOCATION	RADIO
November 28, 2025	9:00 P.M.	Away	Colorado College	Colorado Springs, CO / Ed Robson Arena	790 The Score
November 29, 2025	8:00 P.M.	Away	Colorado College	Colorado Springs, CO / Ed Robson Arena	790 The Score
December 09, 2025		Away	Brown	Providence, RI / Meehan Auditorium	790 The Score
January 02, 2026		Home	Alaska Fairbanks	Providence, RI | Schneider Arena	790 The Score
January 03, 2026		Home	Alaska Fairbanks	Providence, RI | Schneider Arena	790 The Score
January 09, 2026		Home	Maine	Providence, RI | Schneider Arena	790 The Score
January 10, 2026		Home	Maine	Providence, RI | Schneider Arena	790 The Score
January 16, 2026		Away	Boston College	Chestnut Hill, MA / Conte Forum	790 The Score
January 17, 2026		Home	Boston College	Providence, RI | Schneider Arena	790 The Score
January 23, 2026		Home	Boston University	Providence, RI | Schneider Arena	790 The Score
January 24, 2026		Away	Boston University	Boston, MA / Agganis Arena	790 The Score
January 31, 2026		Away	Maine	Orono, ME / Alfond Arena	790 The Score
February 06, 2026		Away	New Hampshire	Durham, NH / Whittemore Center	790 The Score
February 07, 2026		Home	Vermont	Providence, RI | Schneider Arena	790 The Score
February 13, 2026		Home	Northeastern	Providence, RI | Schneider Arena	790 The Score
February 14, 2026		Away	Northeastern	Boston, MA	790 The Score
February 20, 2026		Away	Vermont	Burlington, VT / Gutterson Fieldhouse	790 The Score
February 21, 2026		Away	Vermont	Burlington, VT / Gutterson Fieldhouse	790 The Score
February 27, 2026		Home	New Hampshire	Providence, RI | Schneider Arena	790 The Score

DATE	TIME	AT	OPPONENT	LOCATION	RADIO
February 28, 2026		Away	New Hampshire	Durham, NH / Whittemore Center	790 The Score
March 07, 2026		Home	UConn	Providence, RI | Schneider Arena	790 The Score

ATTACHMENT # 5



NORTH

STREET	LENGTH OF ROADWAY
ADMIRAL STREET	1069'
SANDRINGHAM AVE	690'
VENTURA STREET	412'
CERES STREET	240'
DEVONSHIRE STREET	544'
CARTERET STREET	467'
ANNIE STREET	380'
LOVEDAY STREET	449'
EVA STREET	399'
HUXLEY AVE	700'
ITALY STREET	669'
DANTE STREET	634'
TOTAL LINEAR FOOTAGE =	6,653 LF

STREET PARKING AREAS

RPOVIDENCE COLLEGE
GAMEDAY STREET PARKING RESTRICTIONS

CAPUTO AND WICK LTD.
Land Surveying, Civil Engineering,
Environmental Permitting, Traffic Engineering
and Construction Engineering
1150 PAWTUCKET AVE.
RUMFORD, RI 02916-1897
Tel: 401-434-8880
Fax: 401-434-1615
mail@cwltd.net
www.cwltd.net

DATE 09/03/25

SHEET 1 OF 1

ATTACHMENT # 5

ATTACHMENT # 6

ATT 6

Housing Scenario 1

* Freshman live on numbers

Fall 2025:	1168
Fall 2026:	1190
Fall 2027:	1200
Fall 2028+:	1210

* Yearly attrition rate 3% freshman to sophomore year, 3% sophomore to junior year, and 2% junior to
* Study abroad percentage of participation for Fall 2026+ is an average of the Fall 2024 and Fall 2025 p
* Seniors living off campus percentage in Fall 2024 carried through out years
* Number of incoming commuters for 2026+ is an estimate based on Fall 2025 commuters

Fall 2024 (Actual)

	Total
Total Enrollment	4,485
Commuters	139
Study Abroad	315
Off Campus	802
On Campus	3,229
Bed Capacity	3,335
Difference	106

Fall 2025

	Total
Total Enrollment	4,574
Commuters	107
Study Abroad	294
Off Campus	857
On Campus	3,316
Bed Capacity	3,334
Difference	18
Rooms Overcrowded	54
Open Beds	72

Fall 2026

	Total
Total Enrollment	4,628
Commuters	107
Study Abroad	305
Off Campus	911
On Campus	3,305
Bed Capacity	3,334
Difference	29

Fall 2027

	Total
Total Enrollment	4,633
Commuters	107
Study Abroad	295
Off Campus	926
On Campus	3,305
Bed Capacity	3,334
Difference	29

Fall 2028

	Total
Total Enrollment	4,644
Commuters	107
Study Abroad	300
Off Campus	927
On Campus	3,310
Bed Capacity	3,334
Difference	24

Fall 2029

	Total
Total Enrollment	4,693
Commuters	107
Study Abroad	304
Off Campus	977
On Campus	3,305
Bed Capacity	3,334
Difference	29

Fall 2030

	Total
Total Enrollment	4,719
Commuters	107
Study Abroad	308
Off Campus	995
On Campus	3,309
Bed Capacity	3,334
Difference	25

Enrollment

	2018	2019	2020	2021	2022	2023	2024
Freshman	1,127	1,100	1,012	1,043	1,172	1,202	1,225
Sophomore	1,037	1,066	1,056	960	1,009	1,139	1,182
Junior	995	1,002	1,031	1,031	949	981	1,078
Senior	976	973	993	1,030	983	931	977
	4,135	4,141	4,092	4,064	4,113	4,253	4,462

Student Enrollment Undergraduate Day School: 5-Year Trends
Fall Semesters 2019-2023