



April 14, 2023
Revised January 10, 2024

Mr. Dennis DeGrazia
Highridge Development Co., LLC
92 Faunce Corner Road, Suite 160
North Dartmouth, MA 02747

**RE: Traffic Impact Assessment
Proposed Hotel
Parcel #111-1, Gooding Avenue
Bristol, Rhode Island 02809
Project Number: 23103601**

Dear Dennis,

Solli Engineering, LLC has prepared this assessment to provide an analysis of the potential traffic impacts associated with the proposed 80-room hotel located along Gooding Avenue in Bristol, Rhode Island. The evaluation has been completed in accordance with the Town of Bristol and Rhode Island Department of Transportation requirements as well as standard traffic engineering methodology. Our investigation concludes that the proposed development will not have an adverse impact on the existing roadway network.

Project Description:

The property is located along Gooding Avenue between Broadcommon Road and Metacom Avenue (Route 136). The site is currently undeveloped and bound by Gooding Avenue to the north, undeveloped land to the south and east, and residential parcels to the west. The parcel is located within the General Business (GB) zoning district in the Town of Bristol. Refer to Figure 1, Site Location Map, for additional information regarding the project location.

The project proposes to construct a 80-unit hotel with appurtenant parking, loading, landscape, utility, and drainage features. Access to the site is proposed along Gooding Avenue via one full-movement STOP-controlled site driveway. Refer to the Site Layout Plan, prepared by DiPrete Engineering and included as a supporting document to this assessment, for additional information regarding the proposed site configuration.

Existing Conditions:

Gooding Avenue is an east-west roadway classified by the Rhode Island Department of Transportation as a minor arterial roadway with a posted speed limit of 35 miles per hour. Gooding Avenue is generally a two-lane, bi-directional roadway with 12-foot lanes and 6-foot shoulders. At the intersection of Metacom Avenue (Route 136) & Gooding Avenue / Narrows Road, Gooding Avenue forms the eastbound approach to the intersection and widens to provide dedicated left-, through, and right- turn lanes. Gooding Avenue provides access to commercial and industrial parcels. Concrete sidewalks are located along the northern edge of Gooding Avenue in its entirety.

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Metacom Avenue (Route 136) is a north-south roadway classified by the Rhode Island Department of Transportation as a principal arterial roadway with a posted speed limit of 40 miles per hour. Metacom Avenue (Route 136) is generally a two-lane bi-directional roadway with a shared two-way-left-turn-lane, with various additional turn lanes at intersections. Metacom Avenue (Route 136) generally consists of 11 foot lanes and 4 foot shoulders. Metacom Avenue (Route 136) provides access to various commercial and residential parcels along the corridor. At the intersection of Metacom Avenue (Route 136) & Gooding Avenue / Narrows Road, Metacom Avenue (Route 136) forms the northbound and southbound approaches of the intersection, with dedicated left-, through, and right- turn lanes at the southbound approach and a dedicated left-turn lane at the northbound approach. Sidewalks are provided along both sides of Metacom Avenue (Route 136) in the vicinity of the project site.

Narrows Road is an east-west roadway classified by the Rhode Island Department of Transportation as a major collector roadway with a posted speed limit of 25 miles per hour. Narrows Road is generally a two-lane bi-directional roadway with 11-foot lanes and 2-foot shoulders. At the intersection of Metacom Avenue (Route 136) & Gooding Avenue / Narrows Road, Narrows Road forms the westbound approach to the intersection and widens to provide dedicated left-, through, and right- turn lanes. Sidewalks are provided along both sides of Narrows Road in the vicinity of the project site.

The most recent three full years of accident data (January 2020 – December 2022) was obtained from the Bristol Police Department Records Division for the study area intersections and intermediate roadway segments. There was a total of forty-eight (48) crashes at the intersection of Gooding Avenue & Metacom Avenue (Route 136) over the three-year period, with an average of 16 crashes per year at this intersection. There was a total of thirteen (13) crashes identified along Gooding Avenue from its intersection with Broadcommon Road to its intersection with Metacom Avenue (Route 136) over the three-year period, with an average of 4.33 crashes per year. Overall, the quantity of crashes relative to the existing volumes on the arterial roadways in the study area network is low and does not indicate crash patterns or deficiencies in the roadway network that require mitigation. A letter from the Bristol Police Department Records Division confirming accident quantities in the study area is included as a supporting document to this assessment.

Turning movement count data was collected in April 2023 for the weekday AM and weekday PM peak hours, as these are the periods with the greatest potential impact on the adjacent roadways. The 2023 existing peak hour volumes for the weekday AM and weekday PM peak hours are illustrated in Figure 2. The raw turning movement count data is included as a supporting document to this assessment.

Volume and speed data were collected in April 2023 along Gooding Avenue in the vicinity of the proposed site driveway using an Automatic Traffic Recorder (ATR). The 2023 bi-directional ADT along Gooding Avenue was reported as 9,476 vehicles. The 85th percentile speed observed along Gooding Avenue was reported as 42.39 miles per hour eastbound and 35.96 miles per hour westbound. The raw ATR data is included as a supporting document to this assessment.

Proposed Conditions:

The project proposes to construct a 80-unit hotel with appurtenant parking, loading, landscape, utility, and drainage features. Access to the site is proposed along Gooding Avenue via one full-movement STOP-controlled site driveway.

Intersection sight distance (ISD) at the proposed site driveway was reviewed and evaluated per guidance provided in the 2008 edition of the RIDOT Highway Design Manual. The 85th percentile speed traveling westbound was recorded as 35.95 mph therefore the intersection sight distance looking right was based on a design speed of 40 mph (posted speed limit plus 5 mph) to provide a conservative analysis. The required sight distance looking right from the proposed driveway is 445 feet and the required sight distance looking left from the proposed driveway is 470 feet based on the 85th percentile speed of 42.39 miles per hour. The proposed site driveway has been designed to satisfy the required sight distances looking left

and right. Refer to the Intersection Sight Distance Figure, Figure ISD, for additional information regarding intersection sight distance.

To evaluate the potential traffic impact associated with the proposed development, the anticipated trips to be generated by the proposed land use was estimated using data from the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition. The trip generation was calculated for the weekday AM and weekday PM peak hours based on the proposed Hotel (Land Use Code 310) land use with an independent variable of hotel rooms, as these are the peak periods with the greatest potential for impact on the adjacent street traffic. The proposed development is anticipated to generate 37 (21 entering, 16 exiting) trips during the weekday AM peak hour and 48 (24 entering, 24 exiting) trips during the weekday PM peak hour. The trip generation rate sheets are provided as a supporting document to this assessment. A detailed breakdown of the proposed trip generation calculations is provided as a supporting document to this assessment. Table 1 below summarizes the anticipated trip generation for the proposed development.

TABLE 1 TRIP GENERATION SUMMARY						
LAND USE	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Hotel - LUC 310 (80 Rooms)	21	16	37	24	24	48
Total New Trips	21	16	37	24	24	48

The anticipated distribution of new traffic entering and exiting the site was developed based on area populations, existing traffic patterns, and the layout of the adjacent roadway network. The following distributions were applied to the new site generated trips:

- 25% to/from the north via Metacom Avenue (Route 136)
- 25% to/from the south via Metacom Avenue (Route 136)
- 50% to/from the west via Gooding Avenue

The anticipated percent distribution of the new site generated trips is illustrated in Figure 3. The new site generated trips were assigned based on the anticipated percent distributions illustrated in Figure 3 and the resulting trip assignment is illustrated in Figure 4.

As the proposed development is anticipated to be opened in 2025, background traffic growth is estimated to account for any traffic increase as a result of regional population growth. Based on Census data provided by the United States Census Bureau, there has been a minor decrease in population in the Town of Bristol in recent years. The population reported in the 2010 census was 22,954 people, while the population reported in the 202 census was 22,493 people. As a result, the existing traffic volumes were projected to the 2025 design year using a conservative 1.0 percent per year growth factor to establish the 2025 background traffic volumes. The 2025 background traffic volumes are illustrated in Figure 5. Census data provided by the United States Census Bureau is included as a supporting document to this assessment.

The trip assignment volumes illustrated in Figure 4 were combined with the 2025 background volumes in Figure 5 to develop the build traffic volumes. Figure 6 illustrates the 2025 build traffic volumes.

The Town of Bristol was contacted to identify any ongoing or proposed projects within the study area which may impact the analysis. No projects were identified which may impact the analysis.

Capacity Analysis:

To determine the operating conditions of the site driveway after the development has been constructed, the study area intersections were analyzed using the Synchro 11 capacity analysis software for the existing, background, and build peak hour conditions during the weekday AM and weekday PM peak hours, as these peak periods have the greatest potential for impact by the proposed development.

The results of the Synchro analysis describe the traffic impact in terms of Level of Service (LOS). LOS describes the operational condition of the signalized intersection in terms of delay (in seconds per vehicle) and is expressed on a scale of A through F with LOS A being the best and LOS F being the worst. LOS A reflects intersection operations with little to no vehicle delay (less than 10 seconds per vehicle) and LOS F reflects intersection conditions that are over capacity and experience long delays (more than 50 seconds of delay per vehicle at unsignalized intersections or 80 seconds of delay at signalized intersections). For unsignalized intersections, only the delay on the STOP-controlled approach is reported. Table 2 below summarizes the level of service for the study area intersections during the existing, background, and build conditions of the weekday AM and weekday PM peak hours. A detailed capacity analysis summary as well as Synchro 11 capacity analysis reports are included as supporting documents to this assessment.

TABLE 2 WEEKDAY CAPACITY ANALYSIS SUMMARY (LOS/DELAY)			
INTERSECTION	2023 Existing AM/PM	2025 Background AM/PM	2025 Build AM/PM
Metacom Avenue (Route 136) & Gooding Avenue / Narrows Road	(B/19.9) / (C/25.4)	(C/20.8) / (C/25.8)	(C/21.1) / (C/26.1)
Metacom Avenue (Route 136) – Northbound	(C/21.3) / (C/29.0)	(C/22.2) / (C/29.7)	(C/22.4) / (C/29.7)
Metacom Avenue (Route 136) – Southbound	(B/17.6) / (C/21.8)	(B/18.6) / (C/22.2)	(B/19.0) / (C/22.6)
Gooding Avenue – Eastbound	(C/23.8) / (C/28.4)	(C/23.8) / (C/28.6)	(C/24.5) / (C/29.1)
Narrows Road – Westbound	(C/20.0) / (C/20.6)	(C/20.2) / (C/20.8)	(C/20.2) / (C/20.8)
Gooding Avenue & Site Driveway*			
Site Driveway – Northbound	--	--	(B/11.3) / (B/14.2)
Gooding Avenue – Eastbound			
Gooding Avenue – Westbound			

*Unsignalized Intersection

Under the 2025 build condition, the proposed full movement STOP-controlled site driveway intersection with Gooding Avenue will operate at LOS B with 11.3 seconds of delay during the weekday AM peak hour and a LOS B with 14.2 seconds during the weekday PM peak hour. Gooding Avenue has 12-foot wide lanes and a 6-foot shoulder. It is anticipated that the existing roadway geometry will support a vehicle by-pass traveling westbound while vehicles make a left-turn into the site.

Under the 2025 build condition, the signalized intersection of Metacom Avenue (Route 136) & Gooding Avenue / Narrows Road is anticipated to operate at a LOS C with 21.1 seconds of delay during the weekday AM peak hour and a LOS C with 26.1 seconds of delay during the weekday PM peak hour. All intersection approaches and a majority of the individual intersection movements will maintain background operating conditions with one exception. The eastbound left movement is anticipated to change in operation from a LOS C with 34.5 seconds of delay to a LOS D with 35.6 seconds of delay during the weekday AM peak hour when comparing background to build conditions, representing a minor increase in delay of 1.1 seconds at this movement. The signalized intersection of Metacom Avenue (Route 136) & Gooding Avenue / Narrows Road will maintain acceptable operating conditions under the 2025 Build condition during the weekday AM and weekday PM peak hours.

The maximum 95th percentile queue at the site driveway onto Gooding Avenue is anticipated to be 0.1 vehicles during the weekday AM peak hour and 0.2 vehicles during the weekday PM peak hour, which can be accommodated with the proposed driveway layout. At the intersection of Metacom Avenue (Route 136) & Gooding Avenue / Narrows Road, no 95th percentile queue lengths are anticipated to increase more than 25 feet (1 vehicle length) during the weekday AM and weekday PM peak hours when comparing 2025 background conditions to 2025 build conditions.

Conclusion:

A traffic impact analysis of the study area intersections indicates that the proposed development along Gooding Avenue can be accommodated without adverse impacts on the study area roadway network. The project proposes to construct a 80-unit hotel with appurtenant parking, loading, landscape, utility, and drainage features. Access to the site is proposed along Gooding Avenue via one full-movement STOP-controlled site driveway.

Based on the analysis, the proposed development is anticipated to generate 37 (21 entering, 16 exiting) trips during the weekday AM peak hour and 48 (24 entering, 24 exiting) trips during the weekday PM peak hour. Under the build condition in the year 2025, the site driveway is expected to operate at level of service B during the weekday AM and weekday PM peak hours.

It is the professional opinion of Solli Engineering that the traffic anticipated to be generated by the proposed development can be accommodated by the surrounding roadway network. There is no indication that the proposed development will have an adverse impact on the operations of the adjacent roadway network.

If you have any questions or require any additional information, please call at your convenience.

Sincerely,

Solli Engineering, LLC



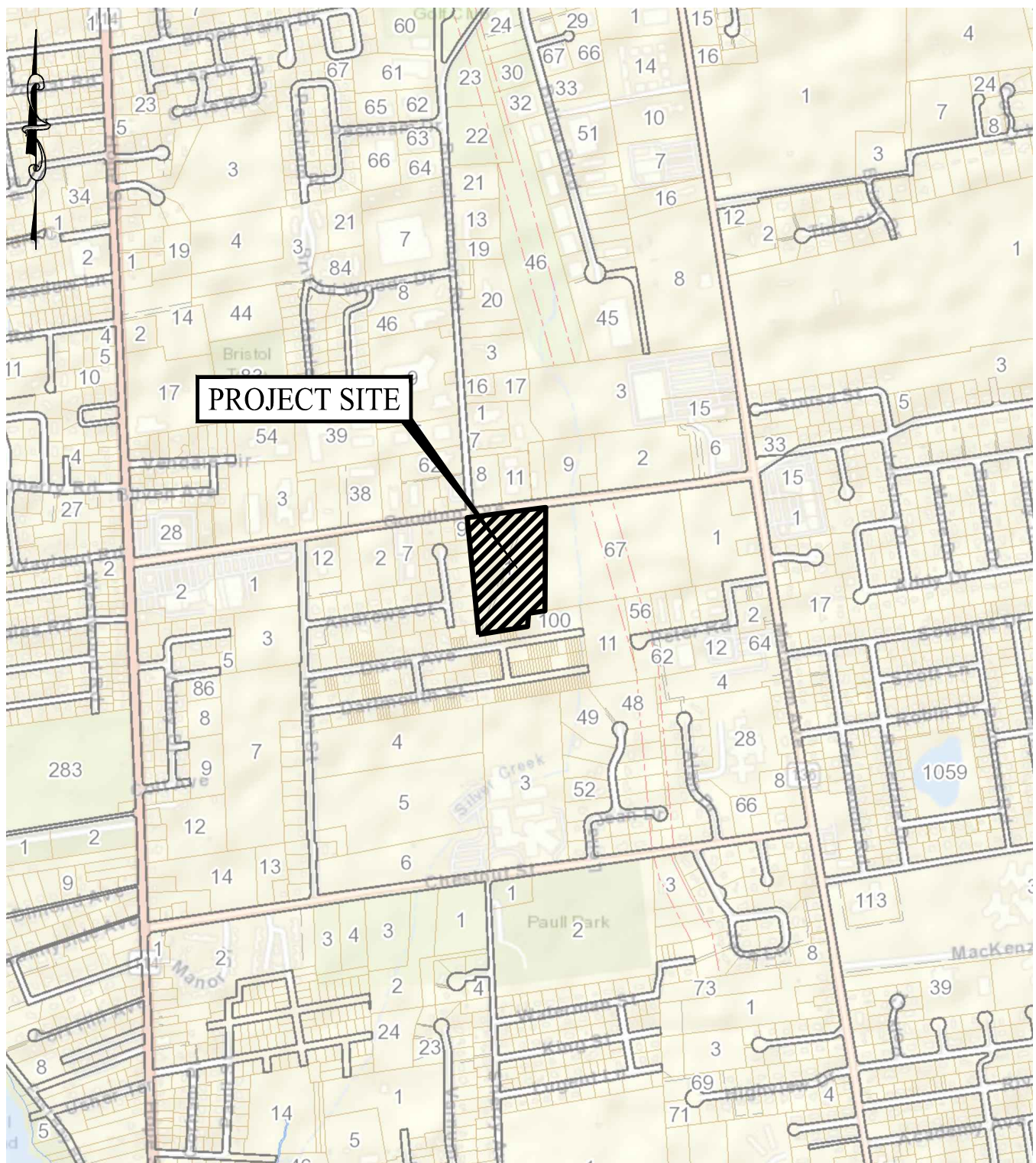
Matt Baldino, P.E., PTOE
Assistant Project Manager



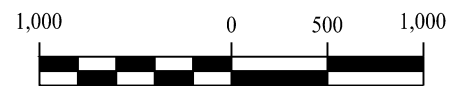
Kevin Solli, P.E., PTOE
Principal

Supporting Documents:

Site Location Map	(Figure 1)
2023 Existing Traffic Volumes	(Figure 2)
Trip Distribution	(Figure 3)
Trip Assignment	(Figure 4)
2025 Background Traffic Volumes	(Figure 5)
2025 Build Traffic Volumes	(Figure 6)
Site Plan	
Intersection Sight Distance	(ISD)
Trip Generation Summary	
ITE Trip Generation Rate Sheets	
Accident Summary Letter	
Capacity Analysis Summary Table	
Synchro Analysis Reports	
US Census Bureau Data	
Turning Movement Count Data	
ATR Data	



NOTE: BASE MAP INFORMATION TAKEN
FROM <https://www.axisgis.com/bristol/>



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SITE LOCATION MAP

GOODING AVENUE
BRISTOL, RHODE ISLAND

Project #:	23103601
Plan Date:	04/14/23
Scale:	1" = 1,000'
Figure:	1



LEGEND



SIGNALIZED INTERSECTION



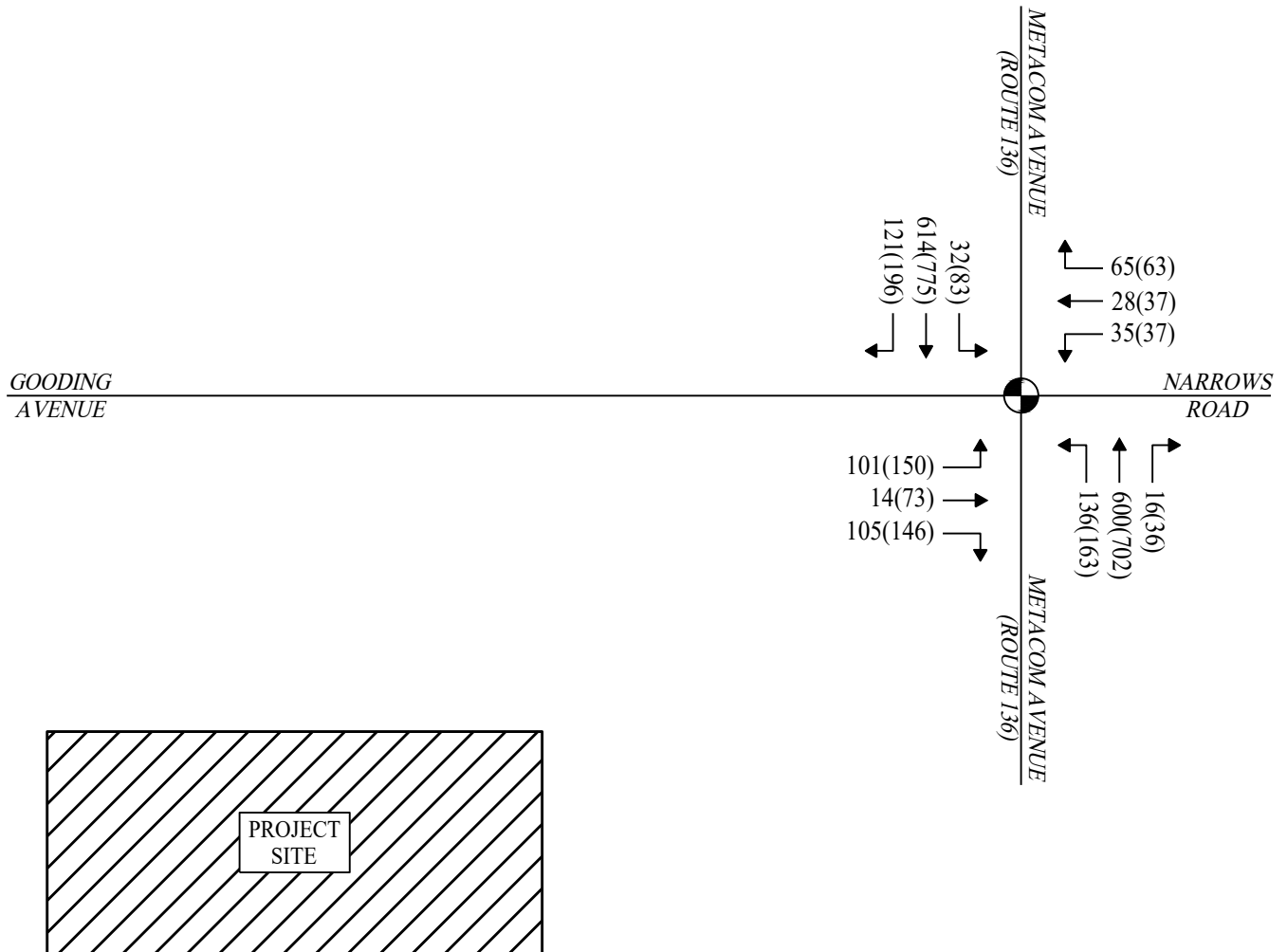
UNSIGNALIZED INTERSECTION



EXISTING ROADWAY



AM(PM)





LEGEND



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION



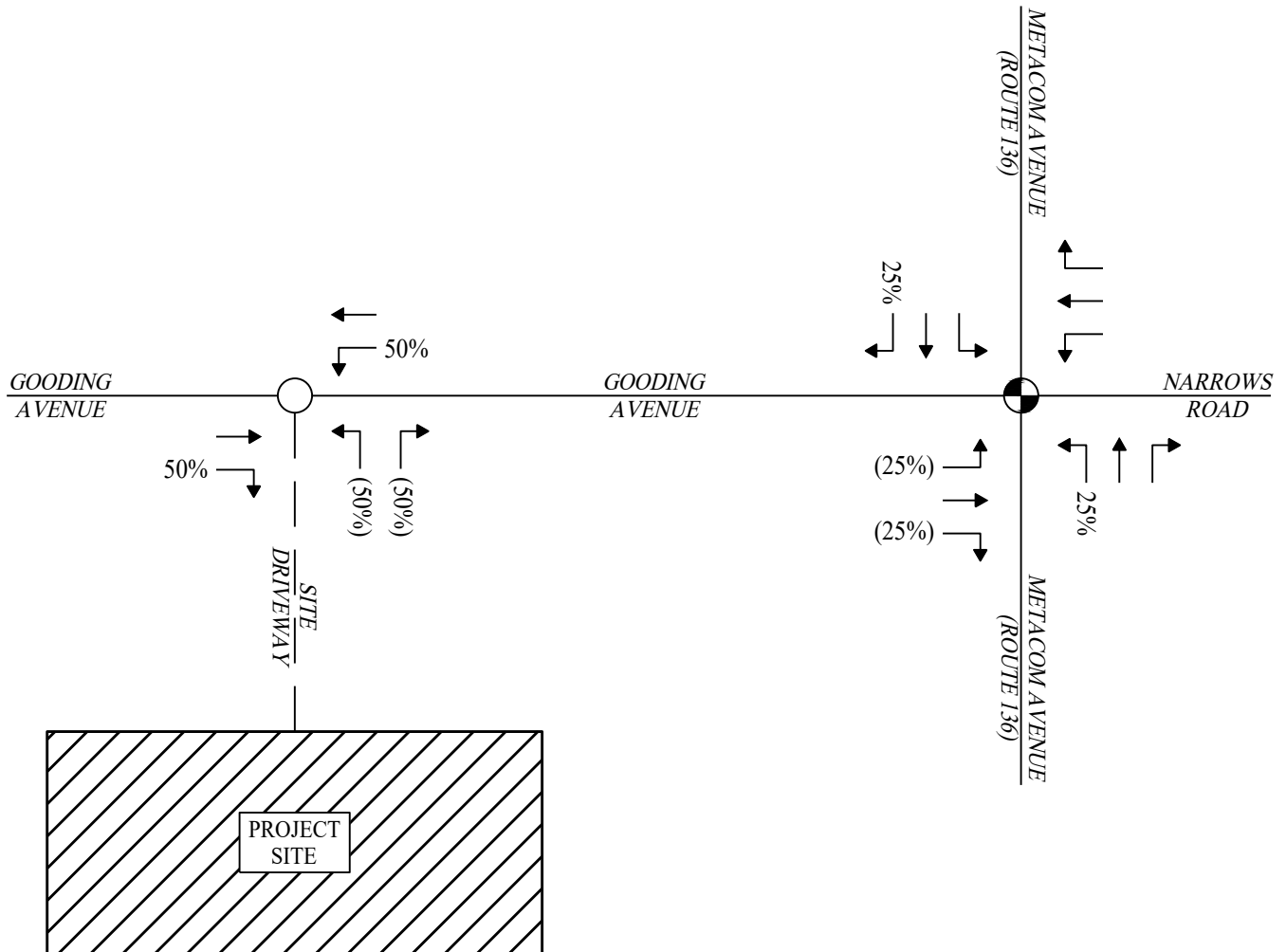
EXISTING ROADWAY



PROPOSED ROADWAY



ENTER(EXIT)





LEGEND



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION



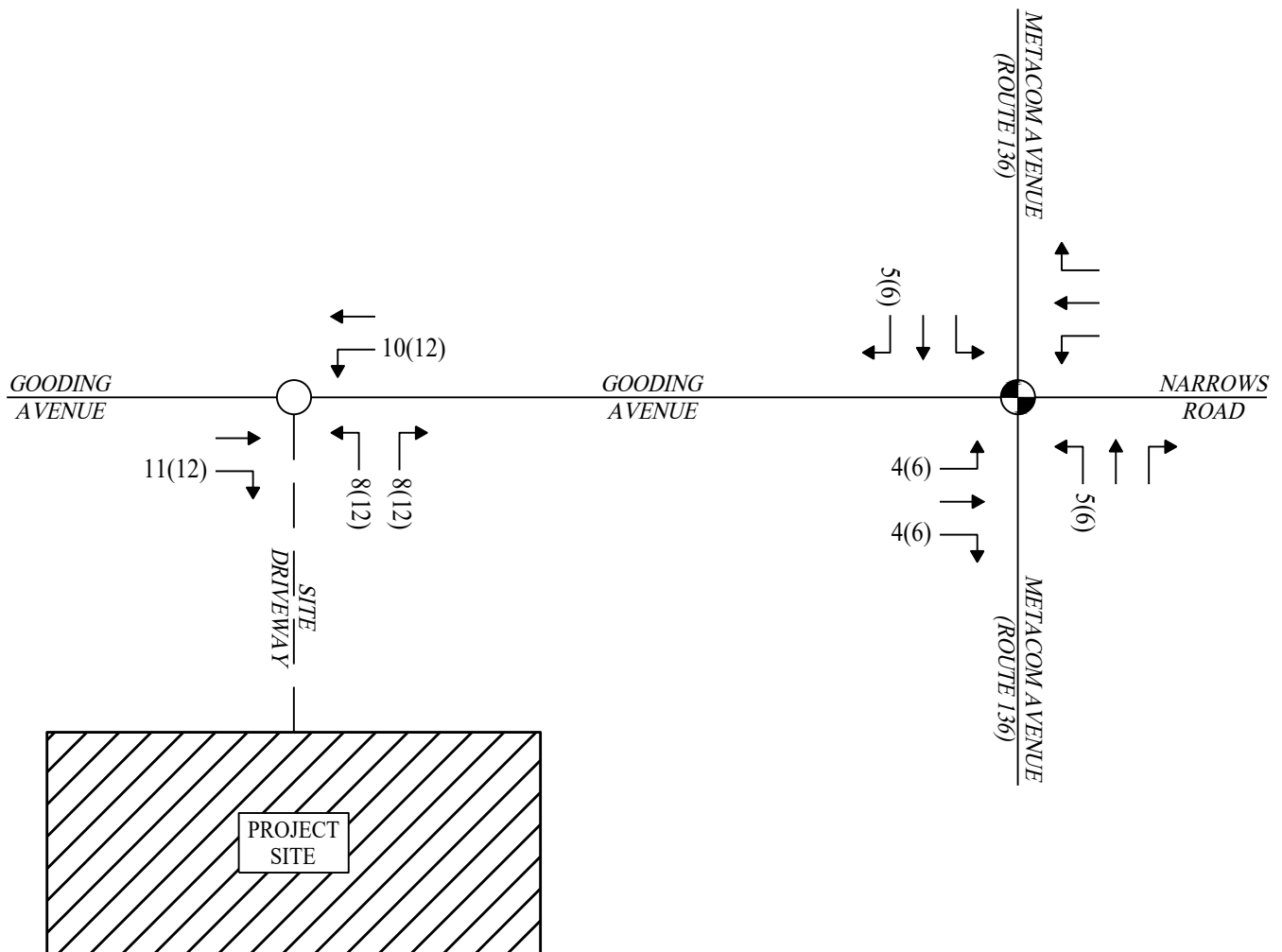
EXISTING ROADWAY



PROPOSED ROADWAY



AM(PM)



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TRIP ASSIGNMENT GOODING AVENUE BRISTOL, RHODE ISLAND

Project #: 23103601

Plan Date: 01/10/24

Scale: NTS

Figure: 4



LEGEND



SIGNALIZED INTERSECTION



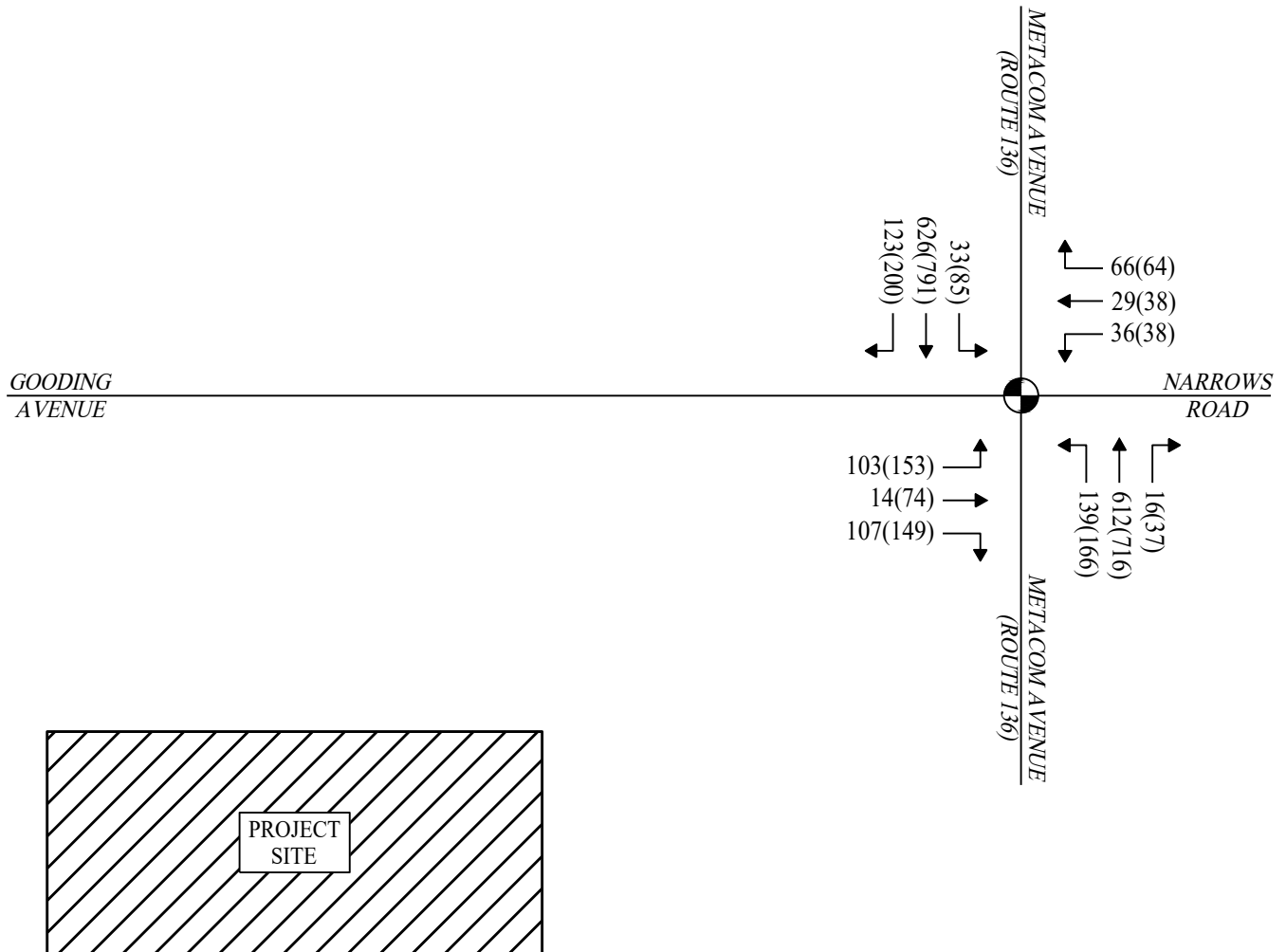
UNSIGNALIZED INTERSECTION



EXISTING ROADWAY



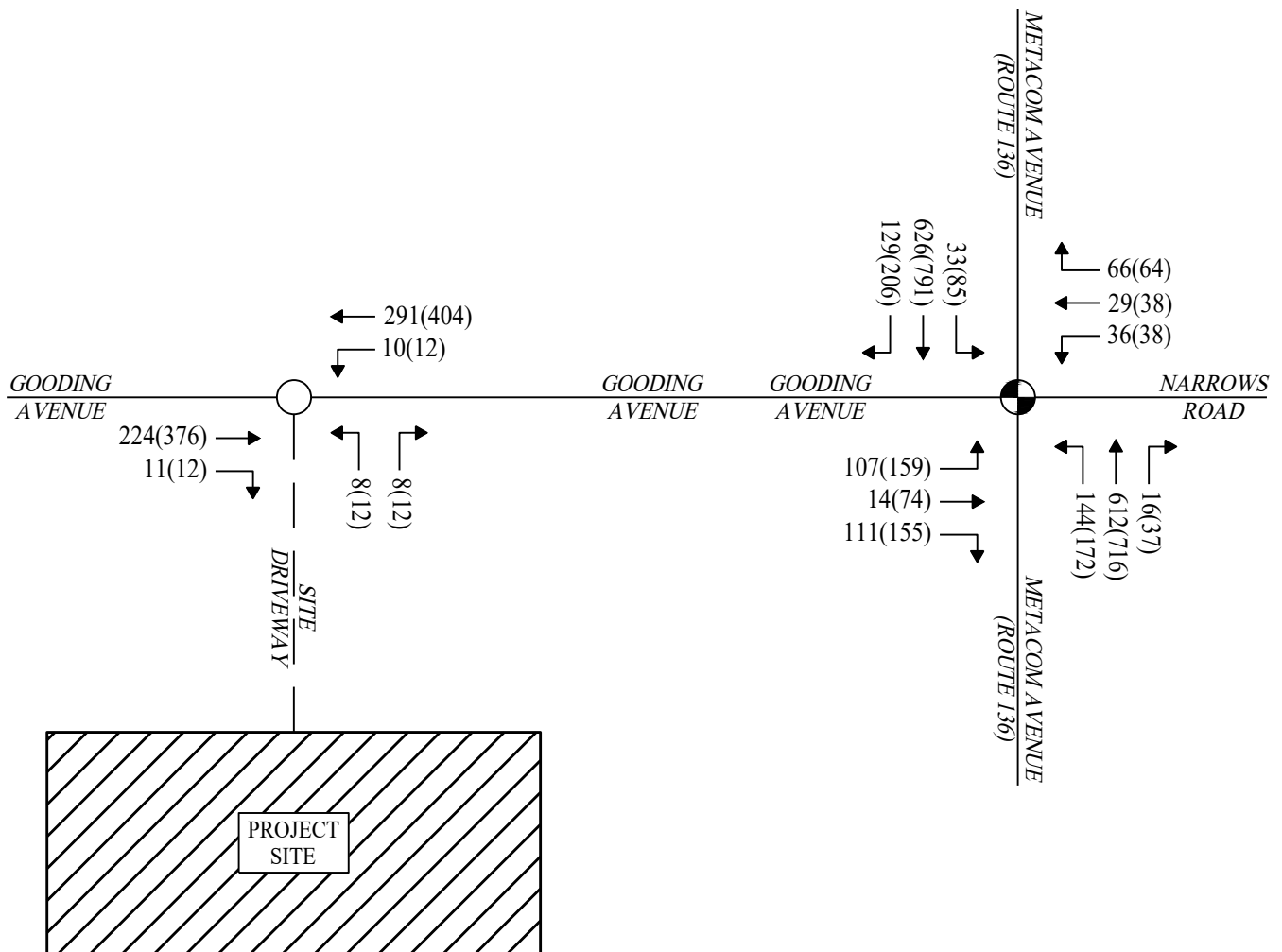
AM(PM)

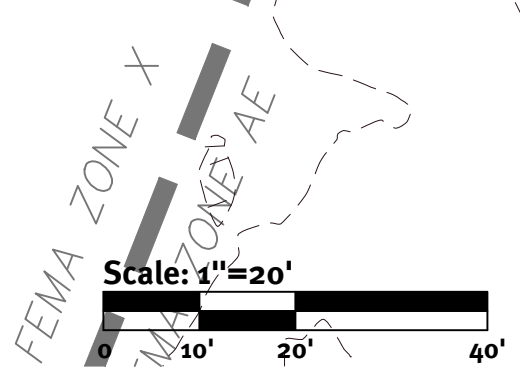
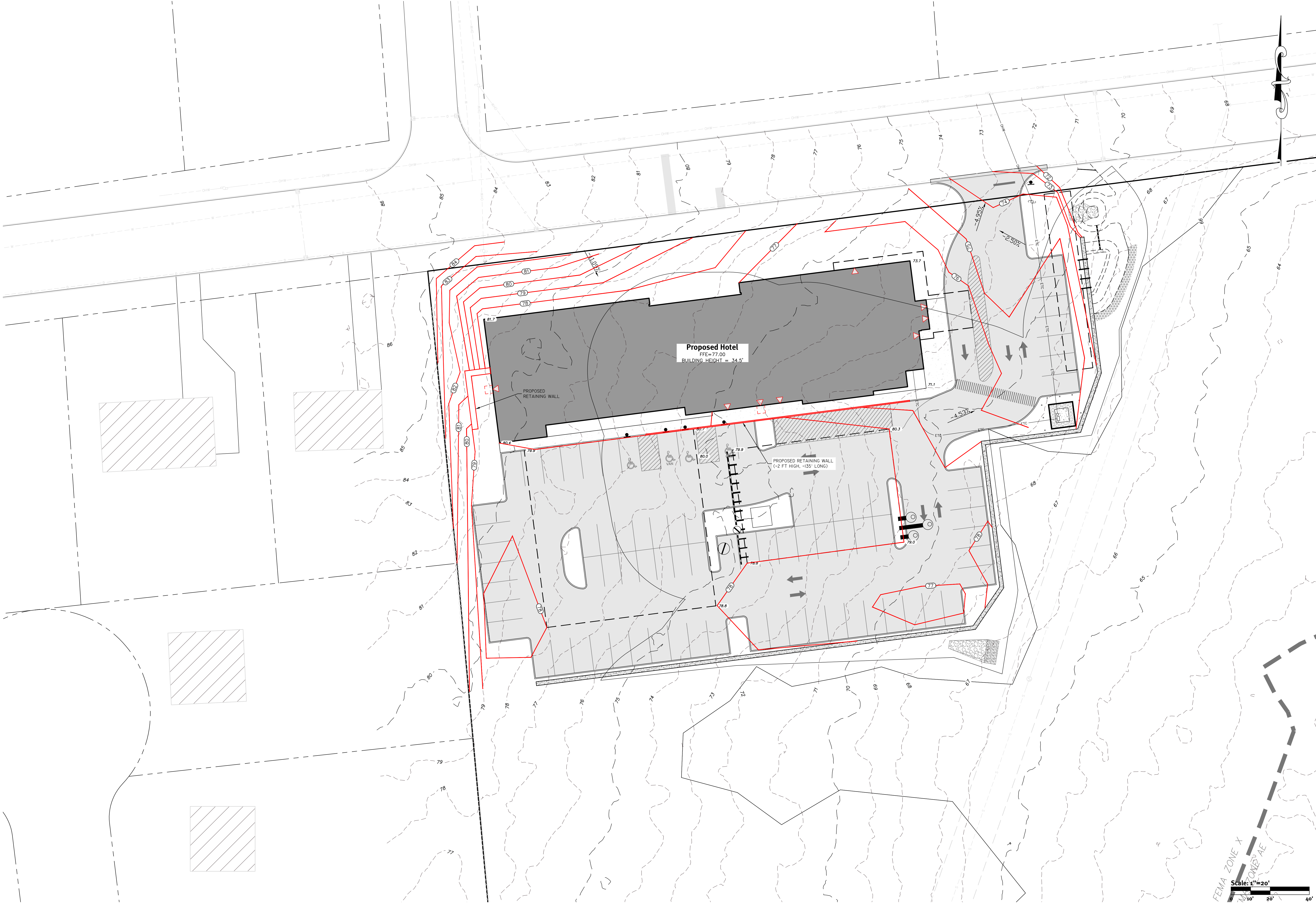




LEGEND

	SIGNALIZED INTERSECTION
	UNSIGNALIZED INTERSECTION
	EXISTING ROADWAY
	PROPOSED ROADWAY
	AM(PM)







- NOTES:
1. INTERSECTION SIGHT DISTANCE IS MEASURED 15 FEET FROM THE SHOULDER.
 2. INTERSECTION SIGHT DISTANCE IS BASED ON A DESIGN SPEED SPEED OF 40 MILES PER HOUR WESTBOUND AND AN 85TH PERCENTILE SPEED OF 42.39 MILES PER HOUR EASTBOUND ALONG GOODING AVENUE.
 3. INTERSECTION SIGHT DISTANCES BASED ON GUIDANCE PROVIDED IN THE 2008 EDITION OF THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION HIGHWAY DESIGN MANUAL.



1	01/10/24	Revised Per Site Layout Change
Rev. #:	Date	Description



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Drawn By:	ABS
Checked By:	KMS
Project #:	23103601
Plan Date:	04/14/23
Scale:	1" = 60'

Project:

PROPOSED DEVELOPMENT

GOODING AVENUE
BRISTOL, RHODE ISLAND

Sheet Title:

**INTERSECTION SIGHT
DISTANCE**

SHEET #:

ISD

Trip Generation Summary Proposed Hotel, Bristol, Rhode Island								
	Variable	LUC	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Hotel	80	310	21	16	37	24	24	48
Total New Trips			21	16	37	24	24	48

Source: ITE Trip Generation, 11th Edition

Land Use	Time Period	Avg Rate	Entering	Exiting
LUC 310 - Hotel	AM	0.46	56%	44%
	PM	0.59	51%	49%

Land Use: 310

Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Ontario (CAN), Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951, 1009, 1021, 1026, 1046

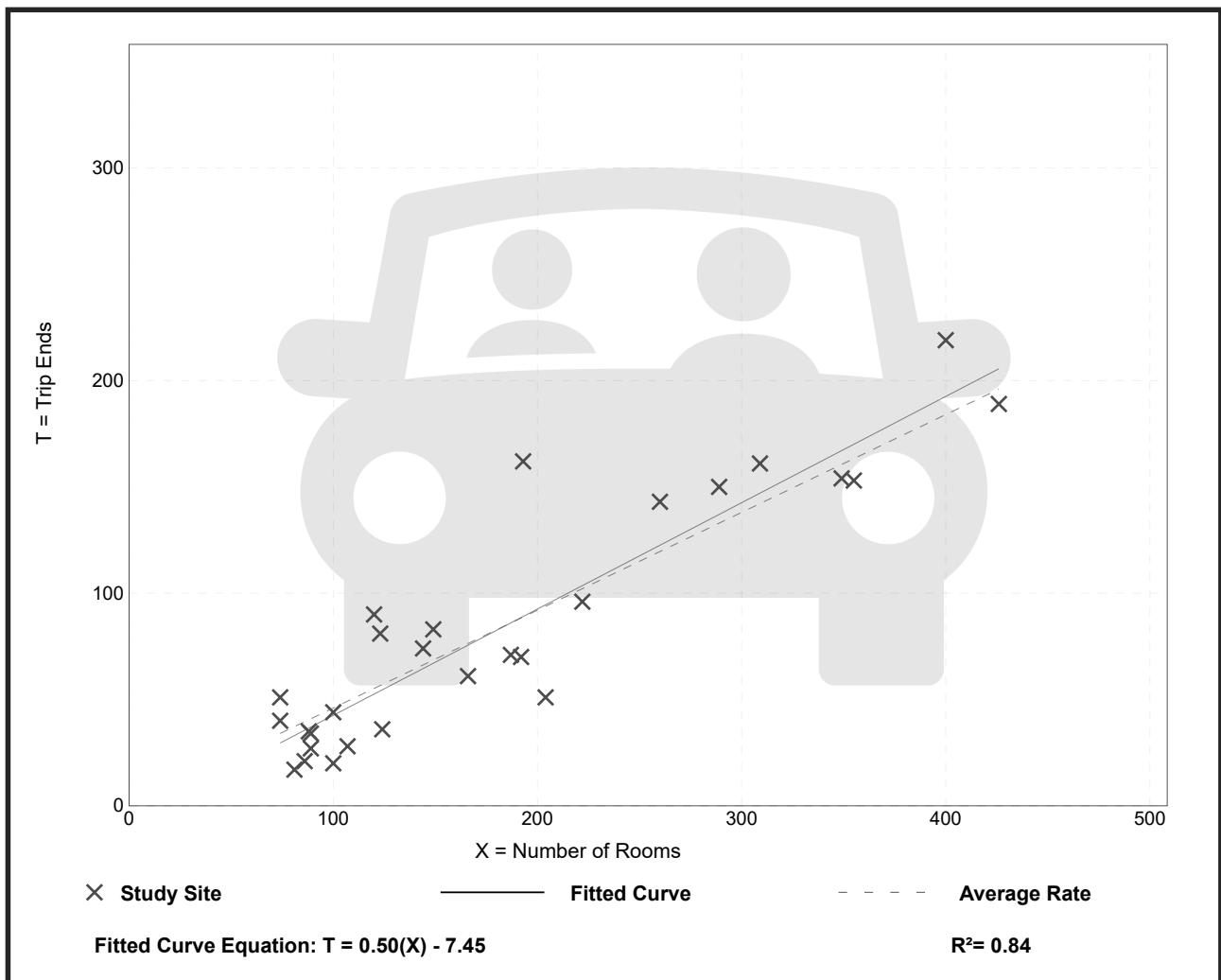
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 28
 Avg. Num. of Rooms: 182
 Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



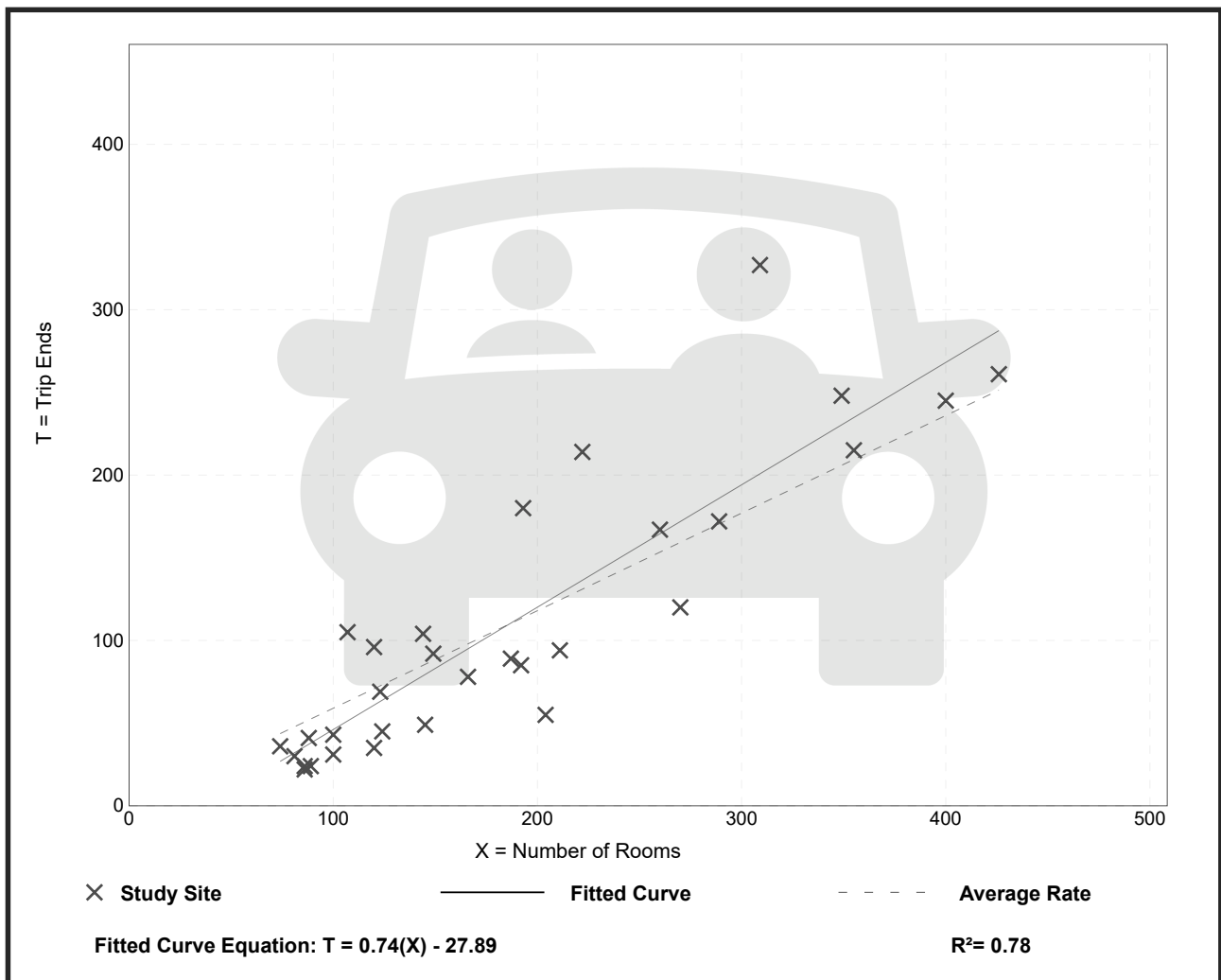
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 31
 Avg. Num. of Rooms: 186
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation





Bristol Police Department

395 METACOM AVENUE ❖ BRISTOL, RHODE ISLAND 02809
TELEPHONE (401) 253-6900



KEVIN M. LYNCH
Chief of Police

April 3, 2023

Mr. Andrew Schroder
501 Main Street, Suite 2A
Monroe, CT 06468

Dear Mr. Schroder:

Your Public Records request for motor vehicle accident reports/data for the last three (3) years January 2020 – December 2022 from the Bristol Police Department has been received.

As per our phone conversation here are the numbers for those years:

- 2020 Gooding Ave. from Broadcommon Rd. to Metacom Ave. 6 MVA's reported with 6 at the intersection of Gooding and Metacom and 10 at Metacom and Gooding Ave.
- 2021 Gooding Ave. from Broadcommon Rd. to Metacom Avenue 3 MVA's reported with 6 reported on Gooding at Metacom and 9 at Metacom and Gooding Ave.
- 2022 Gooding Ave. from Broadcommon Rd. to Metacom Ave. 4 MVA's reported with 7 on Gooding at Metacom and 10 Metacom Ave. at Gooding Ave.

There is no cost for this information as I indicated in our phone conversation as the first hour of retrieval is free, however should you require the actual reports or further data after the first hour its \$22.50 per hour and \$.15 per page. To include self-addressed postage. You may however set up a cooperate account as we discussed through LexisNexis for your convenience.

If you have any questions or should require further assistance, please contact us.

Sincerely,

Natalie Carroll
Clerk

Weekday AM Peak Hour Capacity Analysis Summary Proposed Development - Gooding Avenue, Bristol, RI														
			2023 Existing				2025 Background				2025 Build			
			LOS/Delay(s)	V/C Ratio	Queue (ft)		LOS/Delay(s)	V/C Ratio	Queue (ft)		LOS/Delay(s)	V/C Ratio	Queue (ft)	
Lane Use	Storage Length (ft)				50th	95th			50th	95th			50th	95th
Metacom Avenue (Route 136) & Gooding Avenue / Narrows Road														
Gooding Avenue														
	EB-LEFT	300	C/34.8	0.45	52	96	C/34.5	0.44	53	98	D/35.6	0.48	56	101
	EB-THRU		D/36.3	0.07	8	27	D/36.2	0.07	8	27	D/36.1	0.07	8	27
	EB-RIGHT	150	B/11.6	0.41	0	46	B/11.8	0.41	0	48	B/12.1	0.42	0	49
	Overall EB Approach		C/23.8				C/23.8				C/24.5			
Narrows Road														
	WB-LEFT	90	C/29.0	0.18	18	42	C/28.9	0.18	19	42	C/28.9	0.18	19	42
	WB-THRU		D/41.8	0.22	18	44	D/41.8	0.22	19	45	D/41.8	0.22	19	45
	WB-RIGHT	100	A/5.8	0.31	0	12	A/5.9	0.31	0	12	A/5.9	0.31	0	12
	Overall WB Approach		C/20.0				C/20.2				C/20.2			
Metacom Avenue (Route 136)														
	NB-LEFT	225	D/44.9	0.58	79	139	D/44.6	0.58	80	141	D/44.0	0.58	83	145
	NB-THRU/RIGHT		B/16.1	0.58	261	439	B/17.3	0.63	270	455	B/17.4	0.63	272	456
	Overall NB Approach		C/21.3				C/22.2				C/22.4			
	SB-LEFT	125	D/42.8	0.26	20	47	D/43.1	0.27	21	49	D/43.1	0.27	21	49
	SB-THRU/RIGHT		B/16.5	0.48	166	229	B/17.5	0.52	172	234	B/18.0	0.53	177	236
	Overall SB Approach		B/17.6				B/18.6				B/19.0			
Overall Intersection			B/19.9				C/20.8				C/21.1			
Gooding Avenue & Site Driveway*														
Gooding Avenue														
	EB-THRU/RIGHT													
	Overall EB Approach													
	WB-LEFT/THRU										A/7.8	0.008	0.0***	
	Overall WB Approach													
Site Driveway														
	NB-LEFT/RIGHT										B/11.3	0.030	0.1***	
	Overall NB Approach													
Overall Intersection														

*** = Queue length recorded in vehicles

*= Unsignalized Intersection

Weekday PM Peak Hour Capacity Analysis Summary Proposed Development - Gooding Avenue, Bristol, RI														
			2023 Existing				2025 Background				2025 Build			
			LOS/Delay(s)	V/C Ratio	Queue (ft)		LOS/Delay(s)	V/C Ratio	Queue (ft)		LOS/Delay(s)	V/C Ratio	Queue (ft)	
Lane Use	Storage Length (ft)				50th	95th			50th	95th			50th	95th
Metacom Avenue (Route 136) & Gooding Avenue / Narrows Road														
Gooding Avenue														
	EB-LEFT	300	D/39.9	0.60	75	126	D/40.4	0.61	77	128	D/41.8	0.64	81	134
	EB-THRU		D/39.4	0.32	41	82	D/39.5	0.32	42	82	D/39.4	0.32	42	82
	EB-RIGHT	150	B/11.2	0.46	0	53	B/11.1	0.46	0	54	B/11.1	0.47	0	55
	Overall EB Approach		C/28.4				C/28.6				C/29.1			
Narrows Road														
	WB-LEFT	90	C/28.4	0.18	18	42	C/28.5	0.18	18	42	C/28.5	0.18	18	42
	WB-THRU		D/41.3	0.23	21	51	D/41.4	0.24	22	51	D/41.4	0.24	22	51
	WB-RIGHT	100	A/3.8	0.27	0	8	A/3.9	0.27	0	8	A/3.9	0.27	0	8
	Overall WB Approach		C/20.6				C/20.8				C/20.8			
Metacom Avenue (Route 136)														
	NB-LEFT	225	D/45.4	0.62	91	157	D/45.1	0.62	92	161	D/44.6	0.62	95	166
	NB-THRU/RIGHT		C/25.4	0.77	350	#672	C/26.3	0.79	363	#693	C/26.4	0.79	363	#693
	Overall NB Approach		C/29.0				C/29.7				C/29.7			
	SB-LEFT	125	D/45.5	0.47	48	90	D/45.6	0.47	49	91	D/45.6	0.47	49	91
	SB-THRU/RIGHT		B/19.7	0.62	220	310	C/20.2	0.64	228	319	C/20.7	0.65	233	321
	Overall SB Approach		C/21.8				C/22.2				C/22.6			
Overall Intersection			C/25.4				C/25.8				C/26.1			
Gooding Avenue & Site Driveway*														
Gooding Avenue														
	EB-THRU/RIGHT													
	Overall EB Approach													
	WB-LEFT/THRU										A/8.2	0.011	0.0***	
	Overall WB Approach													
Site Driveway														
	NB-LEFT/RIGHT										B/14.2	0.062	0.2***	
	Overall NB Approach													
Overall Intersection														

*** = Queue length recorded in vehicles

* = Unsignalized Intersection

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

Lanes, Volumes, Timings

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2023 Existing AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	14	105	35	28	65	136	600	16	32	614	121
Future Volume (vph)	101	14	105	35	28	65	136	600	16	32	614	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	11	11	11	11	11	11
Storage Length (ft)	300		150	90		100	225		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850		0.996			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1837	1446	1805	1827	1615	1678	1758	0	1646	3256	0
Flt Permitted	0.513			0.747			0.950			0.950		
Satd. Flow (perm)	937	1837	1446	1419	1827	1615	1678	1758	0	1646	3256	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			121		2			32	
Link Speed (mph)		35			25			40			40	
Link Distance (ft)		2032			751			749			760	
Travel Time (s)		39.6			20.5			12.8			13.0	
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	8%	0%	4%	0%	4%	4%	6%	6%	5%	2%
Adj. Flow (vph)	112	16	117	41	33	76	148	652	17	36	698	138
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	16	117	41	33	76	148	669	0	36	836	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		2	2	
Detector Template	Left		Right	Left		Right	Left					
Leading Detector (ft)	40	40	40	40	40	30	40	40		211	211	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	30	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)										205	205	
Detector 2 Size(ft)										6	6	
Detector 2 Type										Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)										0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	

Lanes, Volumes, Timings

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2023 Existing AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						
Detector Phase	3	8	8	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	9.0	11.5	11.5	9.0	11.5	11.5	11.0	12.0		11.0	12.0	
Total Split (s)	13.0	22.0	22.0	11.0	20.0	20.0	13.0	46.0		11.0	44.0	
Total Split (%)	14.4%	24.4%	24.4%	12.2%	22.2%	22.2%	14.4%	51.1%		12.2%	48.9%	
Maximum Green (s)	9.0	17.5	17.5	7.0	15.5	15.5	9.0	41.0		7.0	39.0	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.0	4.5	4.5	4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.7	2.7	2.5	2.7	2.7	2.5	2.7		2.5	2.7	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	17.0	11.3	11.3	12.8	7.5	7.5	13.6	58.7		7.7	47.4	
Actuated g/C Ratio	0.19	0.13	0.13	0.14	0.08	0.08	0.15	0.65		0.09	0.53	
v/c Ratio	0.45	0.07	0.41	0.18	0.22	0.31	0.58	0.58		0.26	0.48	
Control Delay	34.8	36.3	11.6	29.0	41.8	5.8	44.9	16.1		42.8	16.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	34.8	36.3	11.6	29.0	41.8	5.8	44.9	16.1		42.8	16.5	
LOS	C	D	B	C	D	A	D	B		D	B	
Approach Delay		23.8			20.0			21.3			17.6	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 47 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 19.9

Intersection LOS: B

Intersection Capacity Utilization 61.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

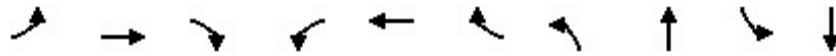


Queues

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2023 Existing AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT		
Lane Group Flow (vph)	112	16	117	41	33	76	148	669	36	836		
v/c Ratio	0.45	0.07	0.41	0.18	0.22	0.31	0.58	0.58	0.26	0.48		
Control Delay	34.8	36.3	11.6	29.0	41.8	5.8	44.9	16.1	42.8	16.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	34.8	36.3	11.6	29.0	41.8	5.8	44.9	16.1	42.8	16.5		
Queue Length 50th (ft)	52	8	0	18	18	0	79	261	20	166		
Queue Length 95th (ft)	96	27	46	42	44	12	139	439	47	229		
Internal Link Dist (ft)	1952				671				669		680	
Turn Bay Length (ft)	300			150	90			100	225			125
Base Capacity (vph)	263	363	382	243	314	378	253	1148	140	1730		
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0		
Reduced v/c Ratio	0.43	0.04	0.31	0.17	0.11	0.20	0.58	0.58	0.26	0.48		
Intersection Summary												

Lanes, Volumes, Timings

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2023 Existing PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	73	146	37	37	63	163	702	36	83	775	196
Future Volume (vph)	150	73	146	37	37	63	163	702	36	83	775	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	11	11	11	11	11	11
Storage Length (ft)	300		150	90		100	225		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850		0.993			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1837	1546	1752	1900	1583	1728	1790	0	1745	3345	0
Flt Permitted	0.470			0.708			0.950			0.950		
Satd. Flow (perm)	875	1837	1546	1306	1900	1583	1728	1790	0	1745	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152			121		3			43	
Link Speed (mph)		35			25			40			40	
Link Distance (ft)		2032			751			749			760	
Travel Time (s)		39.6			20.5			12.8			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	1%	3%	0%	2%	1%	2%	0%	0%	1%	2%
Adj. Flow (vph)	156	76	152	39	39	66	172	739	38	87	816	206
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	76	152	39	39	66	172	777	0	87	1022	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		2	2	
Detector Template	Left		Right	Left		Right	Left					
Leading Detector (ft)	40	40	40	40	40	30	40	40		211	211	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	30	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)										205	205	
Detector 2 Size(ft)										6	6	
Detector 2 Type										Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)										0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						
Detector Phase	3	8	8	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	11.5	11.5	9.0	11.5	11.5	11.0	12.0		11.0	12.0	
Total Split (s)	13.0	22.0	22.0	11.0	20.0	20.0	14.0	42.0		15.0	43.0	
Total Split (%)	14.4%	24.4%	24.4%	12.2%	22.2%	22.2%	15.6%	46.7%		16.7%	47.8%	
Maximum Green (s)	9.0	17.5	17.5	7.0	15.5	15.5	10.0	37.0		11.0	38.0	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.0	4.5	4.5	4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.7	2.7	2.5	2.7	2.7	2.5	2.7		2.5	2.7	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	17.7	11.8	11.8	13.1	7.9	7.9	14.4	50.8		9.6	43.8	
Actuated g/C Ratio	0.20	0.13	0.13	0.15	0.09	0.09	0.16	0.56		0.11	0.49	
v/c Ratio	0.60	0.32	0.46	0.18	0.23	0.27	0.62	0.77		0.47	0.62	
Control Delay	39.9	39.4	11.2	28.4	41.3	3.8	45.4	25.4		45.5	19.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	39.9	39.4	11.2	28.4	41.3	3.8	45.4	25.4		45.5	19.7	
LOS	D	D	B	C	D	A	D	C		D	B	
Approach Delay		28.4			20.6			29.0			21.8	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 44 (49%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 25.4

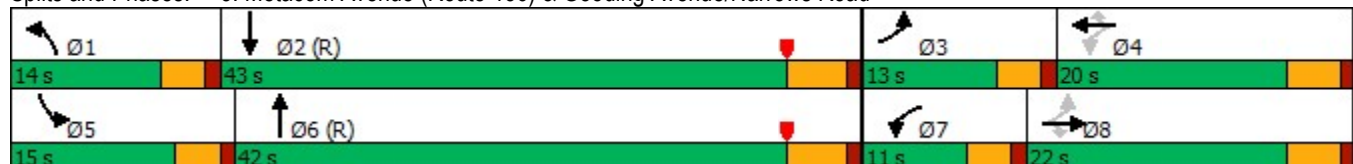
Intersection LOS: C

Intersection Capacity Utilization 71.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

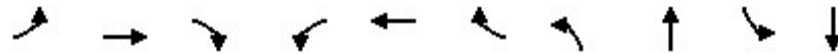


Queues

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2023 Existing PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	156	76	152	39	39	66	172	777	87	1022
v/c Ratio	0.60	0.32	0.46	0.18	0.23	0.27	0.62	0.77	0.47	0.62
Control Delay	39.9	39.4	11.2	28.4	41.3	3.8	45.4	25.4	45.5	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	39.4	11.2	28.4	41.3	3.8	45.4	25.4	45.5	19.7
Queue Length 50th (ft)	75	41	0	18	21	0	91	350	48	220
Queue Length 95th (ft)	126	82	53	42	51	8	157	#672	90	310
Internal Link Dist (ft)		1952			671			669		680
Turn Bay Length (ft)	300		150	90		100	225		125	
Base Capacity (vph)	264	367	431	236	327	372	276	1011	221	1649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.21	0.35	0.17	0.12	0.18	0.62	0.77	0.39	0.62

Intersection Summary

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

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

Gooding Avenue - Bristol, RI

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

2025 Background AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	14	107	36	29	66	139	612	16	33	626	123
Future Volume (vph)	103	14	107	36	29	66	139	612	16	33	626	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	11	11	11	11	11	11
Storage Length (ft)	300		150	90		100	225		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850		0.996			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1837	1446	1805	1827	1615	1678	1758	0	1646	3256	0
Flt Permitted	0.540			0.747			0.950			0.950		
Satd. Flow (perm)	987	1837	1446	1419	1827	1615	1678	1758	0	1646	3256	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			121		2			32	
Link Speed (mph)		35			25			40			40	
Link Distance (ft)		2032			751			749			760	
Travel Time (s)		39.6			20.5			12.8			13.0	
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	8%	0%	4%	0%	4%	4%	6%	6%	5%	2%
Adj. Flow (vph)	114	16	119	42	34	77	151	665	17	38	711	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	16	119	42	34	77	151	682	0	38	851	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		2	2	
Detector Template	Left		Right	Left		Right	Left					
Leading Detector (ft)	40	40	40	40	40	30	40	40		211	211	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	30	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)										205	205	
Detector 2 Size(ft)										6	6	
Detector 2 Type										Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)										0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	

Lanes, Volumes, Timings

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2025 Background AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						
Detector Phase	3	8	8	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	9.0	11.5	11.5	9.0	11.5	11.5	11.0	12.0		11.0	12.0	
Total Split (s)	13.0	22.0	22.0	11.0	20.0	20.0	13.0	46.0		11.0	44.0	
Total Split (%)	14.4%	24.4%	24.4%	12.2%	22.2%	22.2%	14.4%	51.1%		12.2%	48.9%	
Maximum Green (s)	9.0	17.5	17.5	7.0	15.5	15.5	9.0	41.0		7.0	39.0	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.0	4.5	4.5	4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.7	2.7	2.5	2.7	2.7	2.5	2.7		2.5	2.7	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	17.3	11.3	11.3	13.3	7.5	7.5	13.9	55.4		7.7	44.8	
Actuated g/C Ratio	0.19	0.13	0.13	0.15	0.08	0.08	0.15	0.62		0.09	0.50	
v/c Ratio	0.44	0.07	0.41	0.18	0.22	0.31	0.58	0.63		0.27	0.52	
Control Delay	34.5	36.2	11.8	28.9	41.8	5.9	44.6	17.3		43.1	17.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	34.5	36.2	11.8	28.9	41.8	5.9	44.6	17.3		43.1	17.5	
LOS	C	D	B	C	D	A	D	B		D	B	
Approach Delay		23.8			20.2			22.2			18.6	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 47 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 20.8

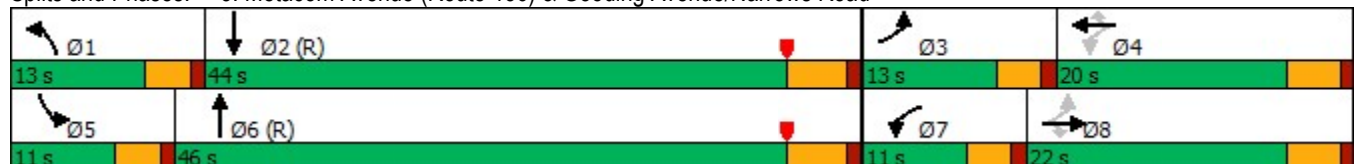
Intersection LOS: C

Intersection Capacity Utilization 62.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

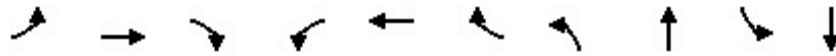


Queues

Gooding Avenue - Bristol, RI

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

2025 Background AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	16	119	42	34	77	151	682	38	851
v/c Ratio	0.44	0.07	0.41	0.18	0.22	0.31	0.58	0.63	0.27	0.52
Control Delay	34.5	36.2	11.8	28.9	41.8	5.9	44.6	17.3	43.1	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	36.2	11.8	28.9	41.8	5.9	44.6	17.3	43.1	17.5
Queue Length 50th (ft)	53	8	0	19	19	0	80	270	21	172
Queue Length 95th (ft)	98	27	48	42	45	12	141	455	49	234
Internal Link Dist (ft)	1952			671			669			680
Turn Bay Length (ft)	300		150	90		100	225		125	
Base Capacity (vph)	268	363	382	245	314	378	259	1082	141	1636
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.04	0.31	0.17	0.11	0.20	0.58	0.63	0.27	0.52

Intersection Summary

Lanes, Volumes, Timings

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2025 Background PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	74	149	38	38	64	166	716	37	85	791	200
Future Volume (vph)	153	74	149	38	38	64	166	716	37	85	791	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	11	11	11	11	11	11
Storage Length (ft)	300		150	90		100	225		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Fr't			0.850			0.850		0.993			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1837	1546	1752	1900	1583	1728	1790	0	1745	3345	0
Flt Permitted	0.470			0.707			0.950			0.950		
Satd. Flow (perm)	875	1837	1546	1304	1900	1583	1728	1790	0	1745	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			121		4			43	
Link Speed (mph)		35			25			40			40	
Link Distance (ft)		2032			751			749			760	
Travel Time (s)		39.6			20.5			12.8			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	1%	3%	0%	2%	1%	2%	0%	0%	1%	2%
Adj. Flow (vph)	159	77	155	40	40	67	175	754	39	89	833	211
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	77	155	40	40	67	175	793	0	89	1044	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		2	2	
Detector Template	Left		Right	Left		Right	Left					
Leading Detector (ft)	40	40	40	40	40	30	40	40		211	211	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	30	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)										205	205	
Detector 2 Size(ft)										6	6	
Detector 2 Type										Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)										0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	

Lanes, Volumes, Timings

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2025 Background PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						
Detector Phase	3	8	8	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	11.5	11.5	9.0	11.5	11.5	11.0	12.0		11.0	12.0	
Total Split (s)	13.0	22.0	22.0	11.0	20.0	20.0	14.0	42.0		15.0	43.0	
Total Split (%)	14.4%	24.4%	24.4%	12.2%	22.2%	22.2%	15.6%	46.7%		16.7%	47.8%	
Maximum Green (s)	9.0	17.5	17.5	7.0	15.5	15.5	10.0	37.0		11.0	38.0	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.0	4.5	4.5	4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.7	2.7	2.5	2.7	2.7	2.5	2.7		2.5	2.7	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	17.7	11.8	11.8	13.1	7.9	7.9	14.7	50.7		9.7	43.5	
Actuated g/C Ratio	0.20	0.13	0.13	0.15	0.09	0.09	0.16	0.56		0.11	0.48	
v/c Ratio	0.61	0.32	0.46	0.18	0.24	0.27	0.62	0.79		0.47	0.64	
Control Delay	40.4	39.5	11.1	28.5	41.4	3.9	45.1	26.3		45.6	20.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	40.4	39.5	11.1	28.5	41.4	3.9	45.1	26.3		45.6	20.2	
LOS	D	D	B	C	D	A	D	C		D	C	
Approach Delay		28.6			20.8			29.7			22.2	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 44 (49%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 25.8

Intersection LOS: C

Intersection Capacity Utilization 72.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

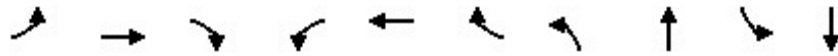


Queues

Gooding Avenue - Bristol, RI

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

2025 Background PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	159	77	155	40	40	67	175	793	89	1044
v/c Ratio	0.61	0.32	0.46	0.18	0.24	0.27	0.62	0.79	0.47	0.64
Control Delay	40.4	39.5	11.1	28.5	41.4	3.9	45.1	26.3	45.6	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	39.5	11.1	28.5	41.4	3.9	45.1	26.3	45.6	20.2
Queue Length 50th (ft)	77	42	0	18	22	0	92	363	49	228
Queue Length 95th (ft)	128	82	54	42	51	8	161	#693	91	319
Internal Link Dist (ft)	1952			671			669			680
Turn Bay Length (ft)	300		150	90		100	225		125	
Base Capacity (vph)	264	367	433	235	327	372	281	1009	221	1638
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.21	0.36	0.17	0.12	0.18	0.62	0.79	0.40	0.64

Intersection Summary

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

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

Gooding Avenue - Bristol, RI

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

2025 Build AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	14	111	36	29	66	144	612	16	33	626	129
Future Volume (vph)	107	14	111	36	29	66	144	612	16	33	626	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	11	11	11	11	11	11
Storage Length (ft)	300		150	90		100	225		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850		0.996			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1837	1446	1805	1827	1615	1678	1758	0	1646	3253	0
Flt Permitted	0.463			0.747			0.950			0.950		
Satd. Flow (perm)	846	1837	1446	1419	1827	1615	1678	1758	0	1646	3253	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			121		2			34	
Link Speed (mph)		35			25			40			40	
Link Distance (ft)		1337			751			749			760	
Travel Time (s)		26.0			20.5			12.8			13.0	
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles (%)	4%	0%	8%	0%	4%	0%	4%	4%	6%	6%	5%	2%
Adj. Flow (vph)	119	16	123	42	34	77	157	665	17	38	711	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	16	123	42	34	77	157	682	0	38	858	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		2	2	
Detector Template	Left		Right	Left		Right	Left					
Leading Detector (ft)	40	40	40	40	40	30	40	40		211	211	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	30	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)										205	205	
Detector 2 Size(ft)										6	6	
Detector 2 Type										Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)										0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	

Lanes, Volumes, Timings

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2025 Build AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						
Detector Phase	3	8	8	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	9.0	11.5	11.5	9.0	11.5	11.5	11.0	12.0		11.0	12.0	
Total Split (s)	13.0	22.0	22.0	11.0	20.0	20.0	13.0	46.0		11.0	44.0	
Total Split (%)	14.4%	24.4%	24.4%	12.2%	22.2%	22.2%	14.4%	51.1%		12.2%	48.9%	
Maximum Green (s)	9.0	17.5	17.5	7.0	15.5	15.5	9.0	41.0		7.0	39.0	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.0	4.5	4.5	4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.7	2.7	2.5	2.7	2.7	2.5	2.7		2.5	2.7	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	17.4	11.4	11.4	12.8	7.6	7.6	14.5	55.3		7.7	44.1	
Actuated g/C Ratio	0.19	0.13	0.13	0.14	0.08	0.08	0.16	0.61		0.09	0.49	
v/c Ratio	0.48	0.07	0.42	0.18	0.22	0.31	0.58	0.63		0.27	0.53	
Control Delay	35.6	36.1	12.1	28.9	41.8	5.9	44.0	17.4		43.1	18.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.6	36.1	12.1	28.9	41.8	5.9	44.0	17.4		43.1	18.0	
LOS	D	D	B	C	D	A	D	B		D	B	
Approach Delay		24.5			20.2			22.4			19.0	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 47 (52%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 21.1

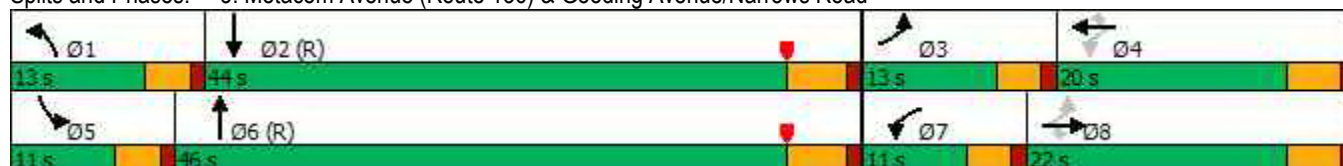
Intersection LOS: C

Intersection Capacity Utilization 62.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road



Queues

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2025 Build AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	119	16	123	42	34	77	157	682	38	858
v/c Ratio	0.48	0.07	0.42	0.18	0.22	0.31	0.58	0.63	0.27	0.53
Control Delay	35.6	36.1	12.1	28.9	41.8	5.9	44.0	17.4	43.1	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	36.1	12.1	28.9	41.8	5.9	44.0	17.4	43.1	18.0
Queue Length 50th (ft)	56	8	0	19	19	0	83	272	21	177
Queue Length 95th (ft)	101	27	49	42	45	12	145	456	49	236
Internal Link Dist (ft)	1257				671				669	
Turn Bay Length (ft)	300			150	90			100	225	125
Base Capacity (vph)	257	363	385	243	314	378	269	1080	141	1611
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.04	0.32	0.17	0.11	0.20	0.58	0.63	0.27	0.53

Intersection Summary

Lanes, Volumes, Timings
8: Site Driveway & Gooding Avenue

Gooding Avenue - Bristol, RI
2025 Build AM

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	224	11	10	291	8	8
Future Volume (vph)	224	11	10	291	8	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.932	
Flt Protected				0.998	0.976	
Satd. Flow (prot)	1852	0	0	1859	1694	0
Flt Permitted				0.998	0.976	
Satd. Flow (perm)	1852	0	0	1859	1694	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	217			1337	298	
Travel Time (s)	4.2			26.0	6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	243	12	11	316	9	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	255	0	0	327	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	224	11	10	291	8	8
Future Vol, veh/h	224	11	10	291	8	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	243	12	11	316	9	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	255	0	587	249
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	338	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1310	-	472	790
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1310	-	467	790
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	715	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		11.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	587	-	-	1310	-	
HCM Lane V/C Ratio	0.03	-	-	0.008	-	
HCM Control Delay (s)	11.3	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Lanes, Volumes, Timings

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2025 Build PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	74	155	38	38	64	172	716	37	85	791	206
Future Volume (vph)	159	74	155	38	38	64	172	716	37	85	791	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	12	12	11	11	11	11	11	11
Storage Length (ft)	300		150	90		100	225		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850			0.850		0.993			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1837	1546	1752	1900	1583	1728	1790	0	1745	3341	0
Flt Permitted	0.468			0.707			0.950			0.950		
Satd. Flow (perm)	872	1837	1546	1304	1900	1583	1728	1790	0	1745	3341	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			121		4			45	
Link Speed (mph)		35			25			40			40	
Link Distance (ft)		1337			751			749			760	
Travel Time (s)		26.0			20.5			12.8			13.0	
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	1%	3%	0%	2%	1%	2%	0%	0%	1%	2%
Adj. Flow (vph)	166	77	161	40	40	67	181	754	39	89	833	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	77	161	40	40	67	181	793	0	89	1050	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		2	2	
Detector Template	Left		Right	Left		Right	Left					
Leading Detector (ft)	40	40	40	40	40	30	40	40		211	211	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40	30	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)										205	205	
Detector 2 Size(ft)										6	6	
Detector 2 Type										Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)										0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						
Detector Phase	3	8	8	7	4	4	1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	11.5	11.5	9.0	11.5	11.5	11.0	12.0		11.0	12.0	
Total Split (s)	13.0	22.0	22.0	11.0	20.0	20.0	14.0	42.0		15.0	43.0	
Total Split (%)	14.4%	24.4%	24.4%	12.2%	22.2%	22.2%	15.6%	46.7%		16.7%	47.8%	
Maximum Green (s)	9.0	17.5	17.5	7.0	15.5	15.5	10.0	37.0		11.0	38.0	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.0	4.5	4.5	4.0	5.0		4.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.7	2.7	2.5	2.7	2.7	2.5	2.7		2.5	2.7	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	17.7	11.8	11.8	13.1	7.9	7.9	15.2	50.6		9.7	43.0	
Actuated g/C Ratio	0.20	0.13	0.13	0.15	0.09	0.09	0.17	0.56		0.11	0.48	
v/c Ratio	0.64	0.32	0.47	0.18	0.24	0.27	0.62	0.79		0.47	0.65	
Control Delay	41.8	39.4	11.1	28.5	41.4	3.9	44.6	26.4		45.6	20.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	41.8	39.4	11.1	28.5	41.4	3.9	44.6	26.4		45.6	20.7	
LOS	D	D	B	C	D	A	D	C		D	C	
Approach Delay		29.1			20.8			29.7			22.6	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 44 (49%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 26.1

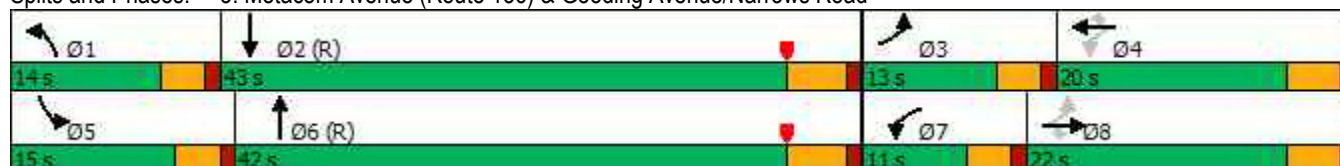
Intersection LOS: C

Intersection Capacity Utilization 72.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road



Queues

3: Metacom Avenue (Route 136) & Gooding Avenue/Narrows Road

Gooding Avenue - Bristol, RI

2025 Build PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	166	77	161	40	40	67	181	793	89	1050
v/c Ratio	0.64	0.32	0.47	0.18	0.24	0.27	0.62	0.79	0.47	0.65
Control Delay	41.8	39.4	11.1	28.5	41.4	3.9	44.6	26.4	45.6	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	39.4	11.1	28.5	41.4	3.9	44.6	26.4	45.6	20.7
Queue Length 50th (ft)	81	42	0	18	22	0	95	363	49	233
Queue Length 95th (ft)	134	82	55	42	51	8	166	#693	91	321
Internal Link Dist (ft)	1257				671		669		680	
Turn Bay Length (ft)	300			150	90			100	225	125
Base Capacity (vph)	263	367	438	235	327	372	291	1008	221	1618
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.21	0.37	0.17	0.12	0.18	0.62	0.79	0.40	0.65

Intersection Summary

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

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
8: Site Driveway & Gooding Avenue

Gooding Avenue - Bristol, RI
2025 Build PM

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	376	12	12	404	12	12
Future Volume (vph)	376	12	12	404	12	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996				0.932	
Flt Protected				0.999	0.976	
Satd. Flow (prot)	1855	0	0	1861	1694	0
Flt Permitted				0.999	0.976	
Satd. Flow (perm)	1855	0	0	1861	1694	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	217			1337	298	
Travel Time (s)	4.2			26.0	6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	409	13	13	439	13	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	422	0	0	452	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 40.9%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	376	12	12	404	12	12
Future Vol, veh/h	376	12	12	404	12	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	409	13	13	439	13	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	422	0	881	416
Stage 1	-	-	-	-	416	-
Stage 2	-	-	-	-	465	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1137	-	317	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1137	-	312	637
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	623	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		14.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	419	-	-	1137	-	
HCM Lane V/C Ratio	0.062	-	-	0.011	-	
HCM Control Delay (s)	14.2	-	-	8.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	



QuickFacts

Bristol town, Bristol County, Rhode Island

QuickFacts provides statistics for all states and counties, and for cities and towns with a *population of 5,000 or more*.

Table

All Topics ▼	Bristol town, Bristol County, Rhode Island
Population Estimates, July 1, 2022, (V2022)	NA
 PEOPLE	
Population	
Population Estimates, July 1, 2022, (V2022)	NA
Population Estimates, July 1, 2021, (V2021)	22,226
Population estimates base, April 1, 2020, (V2022)	NA
Population estimates base, April 1, 2020, (V2021)	22,224
Population, percent change - April 1, 2020 (estimates base) to July 1, 2022, (V2022)	NA
Population, percent change - April 1, 2020 (estimates base) to July 1, 2021, (V2021)	Z
Population, Census, April 1, 2020	22,493
Population, Census, April 1, 2010	22,954
Age and Sex	
Persons under 5 years, percent	2.6%
Persons under 18 years, percent	13.4%
Persons 65 years and over, percent	22.0%
Female persons, percent	50.1%
Race and Hispanic Origin	
White alone, percent	93.4%
Black or African American alone, percent (a)	1.4%
American Indian and Alaska Native alone, percent (a)	0.1%
Asian alone, percent (a)	2.0%
Native Hawaiian and Other Pacific Islander alone, percent (a)	0.0%
Two or More Races, percent	2.6%
Hispanic or Latino, percent (b)	2.1%
White alone, not Hispanic or Latino, percent	92.0%
Population Characteristics	
Veterans, 2017-2021	1,199
Foreign born persons, percent, 2017-2021	11.1%
Housing	
Housing units, July 1, 2021, (V2021)	X
Owner-occupied housing unit rate, 2017-2021	68.7%
Median value of owner-occupied housing units, 2017-2021	\$363,200
Median selected monthly owner costs -with a mortgage, 2017-2021	\$2,260
Median selected monthly owner costs -without a mortgage, 2017-2021	\$860
Median gross rent, 2017-2021	\$1,170
Building permits, 2021	X
Families & Living Arrangements	
Households, 2017-2021	8,065
Persons per household, 2017-2021	2.30
Living in same house 1 year ago, percent of persons age 1 year+, 2017-2021	85.9%
Language other than English spoken at home, percent of persons age 5 years+, 2017-2021	15.1%
Computer and Internet Use	
Households with a computer, percent, 2017-2021	89.5%
Households with a broadband Internet subscription, percent, 2017-2021	

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Education	
High school graduate or higher, percent of persons age 25 years+, 2017-2021	88.5%
Bachelor's degree or higher, percent of persons age 25 years+, 2017-2021	41.0%
Health	
With a disability, under age 65 years, percent, 2017-2021	7.5%
Persons without health insurance, under age 65 years, percent	 2.1%
Economy	
In civilian labor force, total, percent of population age 16 years+, 2017-2021	57.5%
In civilian labor force, female, percent of population age 16 years+, 2017-2021	53.2%
Total accommodation and food services sales, 2017 (\$1,000) (c)	51,040
Total health care and social assistance receipts/revenue, 2017 (\$1,000) (c)	55,921
Total transportation and warehousing receipts/revenue, 2017 (\$1,000) (c)	D
Total retail sales, 2017 (\$1,000) (c)	160,436
Total retail sales per capita, 2017 (c)	\$7,224
Transportation	
Mean travel time to work (minutes), workers age 16 years+, 2017-2021	25.5
Income & Poverty	
Median household income (in 2021 dollars), 2017-2021	\$80,727
Per capita income in past 12 months (in 2021 dollars), 2017-2021	\$42,658
Persons in poverty, percent	 6.4%
 BUSINESSES	
Businesses	
Total employer establishments, 2020	X
Total employment, 2020	X
Total annual payroll, 2020 (\$1,000)	X
Total employment, percent change, 2019-2020	X
Total nonemployer establishments, 2019	X
All employer firms, Reference year 2017	530
Men-owned employer firms, Reference year 2017	404
Women-owned employer firms, Reference year 2017	59
Minority-owned employer firms, Reference year 2017	S
Nonminority-owned employer firms, Reference year 2017	476
Veteran-owned employer firms, Reference year 2017	32
Nonveteran-owned employer firms, Reference year 2017	454
 GEOGRAPHY	
Geography	
Population per square mile, 2020	2,297.8
Population per square mile, 2010	2,336.4
Land area in square miles, 2020	9.79
Land area in square miles, 2010	9.82
FIPS Code	4400109280

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 Yes

 No

Value Notes

 Estimates are not comparable to other geographic levels due to methodology differences that may exist between different data sources.

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable.] Click the Quick Info  icon to the left of each row in T. learn about sampling error.

In Vintage 2022, as a result of the formal request from the state, Connecticut transitioned from eight counties to nine planning regions. For more details, please see the Vintage 2022 release notes available here: [Release Notes](#).

The vintage year (e.g., V2022) refers to the final year of the series (2020 thru 2022). Different vintage years of estimates are not comparable.

Users should exercise caution when comparing 2017-2021 ACS 5-year estimates to other ACS estimates. For more information, please visit the [2021 5-year ACS Comparison Guidance](#) page.

Fact Notes

- (a) Includes persons reporting only one race
- (b) Hispanics may be of any race, so also are included in applicable race categories
- (c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

Value Flags

- D Suppressed to avoid disclosure of confidential information
- F Fewer than 25 firms
- FN Footnote on this item in place of data
- NA Not available
- S Suppressed; does not meet publication standards
- X Not applicable
- Z Value greater than zero but less than half unit of measure shown
- Either no or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest or upper interval of an open ended distribution
- N Data for this geographic area cannot be displayed because the number of sample cases is too small.

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State Housing Unit Estimates, County Business Patterns, Nonemployer Statistics, Economic Census, Survey of Business Owners, Building Permits.

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Measuring America's People, Places, and Economy

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 Yes

 No

Client: Matt Baldino, PE
 Project #: 1220_1_Solli
 BTM #: Location 1
 Location: Bristol, RI
 Street 1: Metacom Avenue (Route 136)
 Street 2: Gooding Avenue/Narrows Road
 Count Date: 4/5/2023
 Day of Week: Wednesday
 Weather: Cloudy, 40°F

BOSTON

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PASSENGER CARS & HEAVY VEHICLES COMBINED

Metacom Avenue (Route 136)					Metacom Avenue (Route 136)				Gooding Avenue				Narrows Road			
Northbound					Southbound				Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	23	163	0	0	7	132	21	0	25	2	11	0	6	8	18
7:15 AM	0	22	150	2	0	4	146	21	0	19	2	18	0	15	8	14
7:30 AM	0	26	153	4	0	9	172	37	0	23	6	25	0	5	7	18
7:45 AM	0	35	166	4	0	10	171	35	0	25	3	33	0	7	5	25
8:00 AM	0	40	145	4	0	5	133	25	0	31	1	18	0	8	7	14
8:15 AM	0	35	136	4	0	8	138	24	0	22	4	29	0	15	9	8
8:30 AM	0	26	123	5	0	4	159	29	0	26	5	20	0	7	8	14
8:45 AM	0	39	153	3	0	6	146	30	0	36	7	34	0	9	13	17

Metacom Avenue (Route 136) Northbound					Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	29	202	5	0	21	181	34	0	35	10	42	0	12	11	19
4:15 PM	0	38	190	4	0	17	203	56	0	43	19	34	0	6	7	18
4:30 PM	0	47	155	12	0	25	176	43	0	34	25	37	0	11	7	18
4:45 PM	0	34	177	8	0	18	194	51	0	36	16	29	0	10	11	15
5:00 PM	0	44	180	12	0	23	202	46	0	37	13	46	0	10	12	12
5:15 PM	0	33	145	9	0	17	172	27	0	32	16	46	0	6	9	13
5:30 PM	0	38	152	10	0	15	168	40	0	29	6	48	0	6	14	11
5:45 PM	0	31	140	6	0	9	164	26	0	33	10	42	0	7	14	9

AM PEAK HOUR 7:30 AM to 8:30 AM PHF HV %	Metacom Avenue (Route 136) Northbound				Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	136	600	16	0	32	614	121	0	101	14	105	0	35	28	65
	0.92				0.88				0.90				0.86			
	0.0%	3.7%	4.5%	6.3%	0.0%	6.3%	5.0%	2.5%	0.0%	4.0%	0.0%	7.6%	0.0%	0.0%	3.6%	0.0%

PM PEAK HOUR 4:15 PM to 5:15 PM PHF HV %	Metacom Avenue (Route 136) Northbound				Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	163	702	36	0	83	775	196	0	150	73	146	0	37	37	63
	0.95				0.95				0.96				0.95			
	0.0%	0.6%	2.3%	0.0%	0.0%	0.0%	0.8%	1.5%	0.0%	2.0%	0.0%	0.7%	0.0%	2.7%	0.0%	1.6%

Client: Matt Baldino, PE
 Project #: 1220_1_Solli
 BTD #: Location 1
 Location: Bristol, RI
 Street 1: Metacom Avenue (Route 136)
 Street 2: Gooding Avenue/Narrows Road
 Count Date: 4/5/2023
 Day of Week: Wednesday
 Weather: Cloudy, 40°F

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HEAVY VEHICLES

Metacom Avenue (Route 136) Northbound					Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	2	7	0	0	1	6	0	0	0	0	1	0	0	0	2
7:15 AM	0	1	5	0	0	0	6	0	0	2	0	2	0	0	0	0
7:30 AM	0	0	6	0	0	1	7	2	0	0	0	4	0	0	0	0
7:45 AM	0	2	12	1	0	0	8	1	0	0	0	0	0	0	1	0
8:00 AM	0	2	6	0	0	0	11	0	0	1	0	1	0	0	0	0
8:15 AM	0	1	3	0	0	1	5	0	0	3	0	3	0	0	0	0
8:30 AM	0	0	2	1	0	1	2	0	0	2	0	2	0	0	1	0
8:45 AM	0	2	5	0	0	0	4	2	0	2	0	2	0	0	0	0

Metacom Avenue (Route 136) Northbound					Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	3	0	0	0	1	0	0	1	1	0	0	0	0	2
4:15 PM	0	0	7	0	0	0	2	1	0	2	0	1	0	0	0	1
4:30 PM	0	0	4	0	0	0	1	1	0	0	0	0	0	1	0	0
4:45 PM	0	0	4	0	0	0	2	1	0	1	0	0	0	0	0	0
5:00 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM PHF	Metacom Avenue (Route 136) Northbound				Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	5	29	1	0	1	32	3	0	3	0	7	0	0	1	0
	0.58				0.82				0.63				0.25			

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Metacom Avenue (Route 136) Northbound				Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	1	18	0	0	0	6	3	0	4	1	1	0	1	0	3
	0.68				0.75				0.50				0.50			

Client: Matt Baldino, PE
 Project #: 1220_1_Solli
 BTM #: Location 1
 Location: Bristol, RI
 Street 1: Metacom Avenue (Route 136)
 Street 2: Gooding Avenue/Narrows Road
 Count Date: 4/5/2023
 Day of Week: Wednesday
 Weather: Cloudy, 40°F

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PEDESTRIANS & BICYCLES

Metacom Avenue (Route 136) Northbound					Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0

Metacom Avenue (Route 136) Northbound					Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:30 AM to 8:30 AM	Metacom Avenue (Route 136) Northbound				Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Metacom Avenue (Route 136) Northbound				Metacom Avenue (Route 136) Southbound				Gooding Avenue Eastbound				Narrows Road Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Volume Report

Job 1220_1_Solli_ATR
Area Bristol, RI
Location Gooding Avenue, west of Metacom Ave

BOSTON TRAFFIC DATA

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Tuesday, April 4, 2023

Time	Total	EB	WB		Time	Total	EB	WB
0000	9	5	4		1200	218	110	108
0015	7	4	3		1215	192	81	111
0030	6	3	3		1230	199	89	110
0045	3	2	1	11	1245	180	92	88
0100	1	0	1		1300	198	106	92
0115	3	2	1		1315	157	77	80
0130	6	3	3		1330	161	73	88
0145	3	1	2	7	1345	165	84	81
0200	1	1	0		1400	154	80	74
0215	2	1	1		1415	166	94	72
0230	2	0	2		1430	190	86	104
0245	2	2	0	3	1445	233	132	101
0300	3	2	1		1500	207	103	104
0315	0	0	0		1515	194	110	84
0330	0	0	0		1530	190	103	87
0345	1	0	1	2	1545	200	111	89
0400	4	1	3		1600	247	123	124
0415	6	3	3		1615	219	106	113
0430	6	2	4		1630	235	123	112
0445	12	6	6	16	1645	204	102	102
0500	11	5	6		1700	220	105	115
0515	12	7	5		1715	188	106	82
0530	15	6	9		1730	240	116	124
0545	14	8	6	26	1745	208	96	112
0600	19	11	8		1800	204	112	92
0615	40	15	25		1815	169	86	83
0630	55	21	34		1830	140	80	60
0645	73	31	42	109	1845	140	64	76
0700	87	43	44		1900	121	69	52
0715	85	33	52		1915	98	50	48
0730	122	53	69		1930	125	77	48
0745	136	56	80	245	1945	96	49	47
0800	130	59	71		2000	80	39	41
0815	120	55	65		2015	67	33	34
0830	132	52	80		2030	53	31	22
0845	133	69	64	280	2045	38	20	18
0900	139	64	75		2100	43	23	20
0915	137	64	73		2115	41	19	22
0930	152	70	82		2130	35	17	18
0945	134	67	67	297	2145	33	18	15
1000	143	65	78		2200	19	9	10
1015	148	71	77		2215	10	5	5
1030	166	83	83		2230	6	4	2
1045	195	104	91	329	2245	6	5	1
1100	152	77	75		2300	8	6	2
1115	181	93	88		2315	12	5	7
1130	171	93	78		2330	7	5	2
1145	173	75	98	339	2345	8	4	4
Total	9476	4726	4750					

Volume Report

Job 1220_1_Solli_ATR
Area Bristol, RI
Location Gooding Avenue, west of Metacom Ave

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Wednesday, April 5, 2023

Time	Total	EB	WB		Time	Total	EB	WB
0000	6	4	2		1200	185	106	79
0015	6	5	1		1215	201	90	111
0030	6	3	3		1230	163	78	85
0045	6	3	3	9	1245	166	86	80
0100	1	1	0		1300	172	82	90
0115	6	4	2		1315	149	73	76
0130	0	0	0		1330	145	77	68
0145	1	0	1	3	1345	187	99	88
0200	1	1	0		1400	181	93	88
0215	2	2	0		1415	168	90	78
0230	1	1	0		1430	180	76	104
0245	0	0	0	0	1445	203	113	90
0300	0	0	0		1500	199	99	100
0315	1	1	0		1515	202	103	99
0330	1	1	0		1530	217	120	97
0345	4	1	3	3	1545	205	107	98
0400	2	1	1		1600	207	108	99
0415	5	2	3		1615	223	112	111
0430	5	1	4		1630	220	109	111
0445	9	6	3	11	1645	211	86	125
0500	10	5	5		1700	248	125	123
0515	8	5	3		1715	184	96	88
0530	12	8	4		1730	180	87	93
0545	20	9	11	23	1745	171	88	83
0600	10	5	5		1800	154	68	86
0615	38	15	23		1815	157	74	83
0630	49	22	27		1830	142	81	61
0645	78	32	46	101	1845	136	72	64
0700	88	35	53		1900	122	57	65
0715	94	39	55		1915	90	55	35
0730	144	70	74		1930	78	42	36
0745	138	62	76	258	1945	67	35	32
0800	135	55	80		2000	54	34	20
0815	139	66	73		2015	43	24	19
0830	130	60	70		2030	61	33	28
0845	156	74	82	305	2045	48	29	19
0900	135	76	59		2100	34	16	18
0915	118	60	58		2115	39	23	16
0930	126	63	63		2130	29	12	17
0945	177	87	90	270	2145	32	20	12
1000	172	96	76		2200	18	13	5
1015	143	71	72		2215	14	9	5
1030	153	75	78		2230	8	6	2
1045	158	67	91	317	2245	11	8	3
1100	156	78	78		2300	7	3	4
1115	151	75	76		2315	12	9	3
1130	183	90	93		2330	9	3	6
1145	146	72	74	321	2345	9	4	5
Total	9071	4542	4529					

Classification Report

Job # 1220_1_Solli_ATR
Area Bristol, RI
Location Gooding Avenue, west of Metacom Ave
Direction Eastbound
Tuesday, April 4, 2023

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Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi- Trailer	Class 13 7 Axle or more Multi-Trailer
0000	14	0	13	1	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	0	0	0	0	0	0	1	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	12	0	8	4	0	0	0	0	0	0	0	0	0	0
0500	26	0	17	6	2	1	0	0	0	0	0	0	0	0
0600	78	0	54	16	3	3	2	0	0	0	0	0	0	0
0700	185	0	141	36	3	2	1	0	0	2	0	0	0	0
0800	235	0	177	45	5	6	1	0	0	1	0	0	0	0
0900	265	2	202	53	5	2	0	0	0	1	0	0	0	0
1000	323	0	254	57	3	7	1	0	0	1	0	0	0	0
1100	338	2	283	50	2	0	0	0	0	1	0	0	0	0
1200	372	2	302	59	2	5	0	0	0	2	0	0	0	0
1300	340	1	274	60	0	4	0	0	0	1	0	0	0	0
1400	392	4	313	65	3	6	0	0	0	1	0	0	0	0
1500	427	4	351	63	3	4	1	0	0	1	0	0	0	0
1600	454	1	375	72	4	2	0	0	0	0	0	0	0	0
1700	423	4	374	41	1	2	1	0	0	0	0	0	0	0
1800	342	4	294	39	1	4	0	0	0	0	0	0	0	0
1900	245	0	214	30	0	1	0	0	0	0	0	0	0	0
2000	123	0	108	13	0	2	0	0	0	0	0	0	0	0
2100	77	0	72	4	0	1	0	0	0	0	0	0	0	0
2200	23	0	21	2	0	0	0	0	0	0	0	0	0	0
2300	20	0	17	3	0	0	0	0	0	0	0	0	0	0
Total	4726	24	3873	721	37	52	7	0	0	12	0	0	0	0
	100.00%	0.51%	81.95%	15.26%	0.78%	1.10%	0.15%	0.00%	0.00%	0.25%	0.00%	0.00%	0.00%	0.00%

Classification Report

Job # 1220_1_Solli_ATR
Area Bristol, RI
Location Gooding Avenue, west of Metacom Ave
Direction Eastbound
Wednesday, April 5, 2023

BOSTON
TRAFFIC DATA

 PO BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
 DataRequests@BostonTrafficData.com
 www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi- Trailer	Class 13 7 Axle or more Multi-Trailer
0000	15	0	12	2	0	1	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	0	0	1	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	7	2	1	0	0	0	0	0	0	0	0	0
0500	27	0	20	6	0	1	0	0	0	0	0	0	0	0
0600	74	0	53	13	4	3	1	0	0	0	0	0	0	0
0700	206	0	155	43	1	7	0	0	0	0	0	0	0	0
0800	255	0	204	35	5	8	2	0	0	1	0	0	0	0
0900	286	0	223	51	3	5	1	0	1	2	0	0	0	0
1000	309	2	249	47	2	6	2	0	0	1	0	0	0	0
1100	315	1	248	59	5	2	0	0	0	0	0	0	0	0
1200	360	1	294	57	1	6	1	0	0	0	0	0	0	0
1300	331	0	275	47	3	6	0	0	0	0	0	0	0	0
1400	372	0	328	39	1	4	0	0	0	0	0	0	0	0
1500	429	0	349	69	5	6	0	0	0	0	0	0	0	0
1600	415	0	344	58	3	9	0	0	0	1	0	0	0	0
1700	396	0	337	52	1	6	0	0	0	0	0	0	0	0
1800	295	0	263	28	2	2	0	0	0	0	0	0	0	0
1900	189	0	162	25	0	2	0	0	0	0	0	0	0	0
2000	120	0	102	18	0	0	0	0	0	0	0	0	0	0
2100	71	0	64	6	0	1	0	0	0	0	0	0	0	0
2200	36	1	26	9	0	0	0	0	0	0	0	0	0	0
2300	19	0	16	3	0	0	0	0	0	0	0	0	0	0
Total	4542	5	3741	670	37	76	7	0	1	5	0	0	0	0
	100.00%	0.11%	82.36%	14.75%	0.81%	1.67%	0.15%	0.00%	0.02%	0.11%	0.00%	0.00%	0.00%	0.00%

Classification Report

Job # 1220_1_Solli_ATR
Area Bristol, RI
Location Gooding Avenue, west of Metacom Ave
Direction Westbound
Tuesday, April 4, 2023

BOSTON
TRAFFIC DATA

 PO BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
 DataRequests@BostonTrafficData.com
 www.BostonTrafficData.com

Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi- Trailer	Class 13 7 Axle or more Multi-Trailer
0000	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0100	7	0	6	0	0	0	0	0	0	1	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	16	0	0	0	0	0	0	0	0	0	0	0
0500	26	1	24	0	0	0	0	0	0	1	0	0	0	0
0600	109	2	96	9	0	0	2	0	0	0	0	0	0	0
0700	245	0	223	16	2	1	1	0	0	2	0	0	0	0
0800	280	1	259	16	2	2	0	0	0	0	0	0	0	0
0900	297	1	277	17	1	0	1	0	0	0	0	0	0	0
1000	329	2	299	24	0	4	0	0	0	0	0	0	0	0
1100	339	1	318	17	1	0	1	0	0	1	0	0	0	0
1200	417	2	396	15	0	2	0	0	0	2	0	0	0	0
1300	341	3	323	10	3	1	1	0	0	0	0	0	0	0
1400	351	2	331	13	1	0	1	0	0	3	0	0	0	0
1500	364	4	343	14	3	0	0	0	0	0	0	0	0	0
1600	451	2	416	31	0	1	1	0	0	0	0	0	0	0
1700	433	7	411	15	0	0	0	0	0	0	0	0	0	0
1800	311	3	296	12	0	0	0	0	0	0	0	0	0	0
1900	195	0	187	8	0	0	0	0	0	0	0	0	0	0
2000	115	0	110	5	0	0	0	0	0	0	0	0	0	0
2100	75	0	74	1	0	0	0	0	0	0	0	0	0	0
2200	18	0	18	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	14	1	0	0	0	0	0	0	0	0	0	0
Total	4750	31	4451	226	13	11	8	0	0	10	0	0	0	0
	100.00%	0.65%	93.71%	4.76%	0.27%	0.23%	0.17%	0.00%	0.00%	0.21%	0.00%	0.00%	0.00%	0.00%

Classification Report

Job # 1220_1_Solli_ATR
Area Bristol, RI
Location Gooding Avenue, west of Metacom Ave
Direction Westbound
Wednesday, April 5, 2023

BOSTON
TRAFFIC DATA

 PG BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
 DataRequests@BostonTrafficData.com
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Time	Total	Class 1 Motorcycle	Class 2 Passenger Car	Class 3 Vans, Pick up Trucks	Class 4 Bus	Class 5 2 Axle 6 Tires	Class 6 3 Axle Unit	Class 7 4 Axles or more Unit	Class 8 3 or 4 Axle Trailer	Class 9 5 Axle Trailer	Class 10 6 Axle or more Trailer	Class 11 5 Axle or less Multi-Trailer	Class 12 6 Axle Multi-Trailer	Class 13 7 Axle or more Multi-Trailer
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0100	3	1	2	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	20	2	0	0	1	0	0	0	0	0	0	0
0600	101	1	89	9	1	0	1	0	0	0	0	0	0	0
0700	258	0	232	22	1	1	1	0	0	1	0	0	0	0
0800	305	0	275	22	3	1	3	0	0	1	0	0	0	0
0900	270	1	255	12	0	2	0	0	0	0	0	0	0	0
1000	317	1	301	14	0	0	0	0	0	1	0	0	0	0
1100	321	0	294	18	3	5	1	0	0	0	0	0	0	0
1200	355	0	328	23	3	1	0	0	0	0	0	0	0	0
1300	322	0	308	14	0	0	0	0	0	0	0	0	0	0
1400	360	0	348	8	1	2	0	1	0	0	0	0	0	0
1500	394	0	372	19	2	0	0	0	0	1	0	0	0	0
1600	446	0	429	15	1	0	0	0	0	1	0	0	0	0
1700	387	0	370	16	0	1	0	0	0	0	0	0	0	0
1800	294	0	282	10	1	1	0	0	0	0	0	0	0	0
1900	168	0	164	4	0	0	0	0	0	0	0	0	0	0
2000	86	0	84	2	0	0	0	0	0	0	0	0	0	0
2100	63	0	61	2	0	0	0	0	0	0	0	0	0	0
2200	15	0	14	1	0	0	0	0	0	0	0	0	0	0
2300	18	0	18	0	0	0	0	0	0	0	0	0	0	0
Total	4529	4	4269	213	16	14	7	1	0	5	0	0	0	0
	100.00%	0.09%	94.26%	4.70%	0.35%	0.31%	0.15%	0.02%	0.00%	0.11%	0.00%	0.00%	0.00%	0.00%

Speed Report

Job 1220_1_Solli_ATR
 Area Bristol, RI
 Location Gooding Avenue, west of Metacom Ave
 Dir Eastbound
 Tuesday, April 4, 2023

BOSTON
TRAFFIC DATA
 PO BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
 DataRequest@BostonTrafficData.com
 www.BostonTrafficData.com

Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	14	0	0	0	0	0	1	5	6	2	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	1	3	3	3	2	0	0	0	0	0	0
0500	26	0	0	0	0	0	1	3	9	10	1	2	0	0	0	0	0
0600	78	0	0	0	0	0	3	15	27	23	9	1	0	0	0	0	0
0700	185	0	0	0	0	0	3	41	68	57	16	0	0	0	0	0	0
0800	235	0	0	0	0	1	3	42	107	75	7	0	0	0	0	0	0
0900	265	0	0	0	1	2	8	55	116	67	14	2	0	0	0	0	0
1000	323	0	0	0	1	3	20	69	140	78	10	2	0	0	0	0	0
1100	338	0	0	0	0	0	15	92	139	77	13	2	0	0	0	0	0
1200	372	0	0	0	0	1	6	87	184	84	7	3	0	0	0	0	0
1300	340	0	0	0	0	2	14	79	147	81	14	3	0	0	0	0	0
1400	392	0	0	0	0	0	25	107	148	97	13	2	0	0	0	0	0
1500	427	0	0	0	0	0	24	118	182	93	7	3	0	0	0	0	0
1600	454	0	0	0	0	0	16	124	206	91	16	1	0	0	0	0	0
1700	423	0	0	0	0	0	4	75	227	101	14	1	0	0	0	0	0
1800	342	0	0	0	0	3	10	94	149	69	16	1	0	0	0	0	0
1900	245	0	0	0	0	0	13	63	109	50	10	0	0	0	0	0	0
2000	123	0	0	0	0	0	6	31	53	24	7	2	0	0	0	0	0
2100	77	0	0	0	0	0	3	19	35	15	4	1	0	0	0	0	0
2200	23	0	0	0	0	0	3	2	7	9	2	0	0	0	0	0	0
2300	20	0	0	0	0	0	0	2	13	4	1	0	0	0	0	0	0
Total	4726	0	0	0	2	12	179	1130	2078	1113	185	26	0	0	0	0	0

100.00% 0.00% 0.00% 0.00% 0.04% 0.25% 3.79% 23.91% 43.97% 23.55% 3.91% 0.55% 0.00% 0.00% 0.00% 0.00% 0.00%

Maximum = 53.7 mph, Minimum = 16.1 mph, Mean = 37.7 mph
 85% Speed = 42.39 mph, 95% Speed = 45.52 mph, Median = 37.52 mph
 10 mph Pace = 32 - 42, Number in Pace = 3484 (73.91%)
 Variance = 22.65, Standard Deviation = 4.76 mph

Speed Report

Job 1220_1_Solli_ATR
 Area Bristol, RI
 Location Gooding Avenue, west of Metacom Ave
 Dir Eastbound
 Wednesday, April 5, 2023

BOSTON
TRAFFIC DATA
 PO BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
 DataRequest@BostonTrafficData.com
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Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	15	0	0	0	0	0	1	3	6	3	2	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0
0300	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
0400	10	0	0	0	0	0	2	2	1	3	1	1	0	0	0	0	0
0500	27	0	0	0	0	0	1	7	8	10	1	0	0	0	0	0	0
0600	74	0	0	0	0	0	5	11	25	19	10	4	0	0	0	0	0
0700	206	0	0	0	0	0	9	46	98	44	9	0	0	0	0	0	0
0800	255	0	0	0	2	2	14	66	104	56	11	0	0	0	0	0	0
0900	286	0	0	0	0	0	15	76	141	43	10	1	0	0	0	0	0
1000	309	0	1	1	0	0	17	79	145	53	12	1	0	0	0	0	0
1100	315	0	0	0	0	3	19	75	129	77	10	2	0	0	0	0	0
1200	360	0	0	0	0	0	17	95	168	65	13	2	0	0	0	0	0
1300	331	0	0	0	0	0	10	84	156	73	6	2	0	0	0	0	0
1400	372	0	0	0	0	1	17	106	159	74	11	4	0	0	0	0	0
1500	429	0	0	0	0	7	29	151	164	66	9	3	0	0	0	0	0
1600	415	0	0	0	0	3	21	132	181	63	13	2	0	0	0	0	0
1700	396	0	0	0	0	4	17	105	174	78	15	3	0	0	0	0	0
1800	295	0	0	0	0	1	7	91	123	60	12	1	0	0	0	0	0
1900	189	0	0	0	0	0	5	37	92	43	10	2	0	0	0	0	0
2000	120	0	0	0	0	0	7	32	43	29	7	2	0	0	0	0	0
2100	71	0	0	0	0	0	2	11	30	21	7	0	0	0	0	0	0
2200	36	0	0	1	0	0	3	6	11	9	5	1	0	0	0	0	0
2300	19	0	0	0	0	0	0	4	8	6	1	0	0	0	0	0	0
Total	4542	0	1	2	2	21	218	1221	1968	901	176	32	0	0	0	0	0

100.00% 0.00% 0.02% 0.04% 0.04% 0.46% 4.80% 26.88% 43.33% 19.84% 3.87% 0.70% 0.00% 0.00% 0.00% 0.00% 0.00%

Maximum = 53.6 mph, Minimum = 9.2 mph, Mean = 37.3 mph
 85% Speed = 41.94 mph, 95% Speed = 45.63 mph, Median = 37.02 mph
 10 mph Pace = 32 - 42, Number in Pace = 3359 (73.95%)
 Variance = 23.63, Standard Deviation = 4.86 mph

Speed Report

Job 1220_1_Solli_ATR
 Area Bristol, RI
 Location Gooding Avenue, west of Metacom Ave
 Dir Westbound
 Tuesday, April 4, 2023

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TRAFFIC DATA
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Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	11	0	0	0	0	0	1	6	4	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	1	6	7	2	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	0	7	11	6	2	0	0	0	0	0	0	0
0600	109	0	0	0	0	1	12	57	33	6	0	0	0	0	0	0	0
0700	245	0	0	0	0	3	36	134	65	7	0	0	0	0	0	0	0
0800	280	0	0	0	1	1	55	142	75	5	1	0	0	0	0	0	0
0900	297	0	0	1	7	3	65	160	50	10	1	0	0	0	0	0	0
1000	329	0	0	1	0	11	76	174	66	1	0	0	0	0	0	0	0
1100	339	0	0	0	1	3	77	183	68	7	0	0	0	0	0	0	0
1200	417	0	0	0	0	14	85	239	72	6	1	0	0	0	0	0	0
1300	341	0	0	0	1	2	74	201	54	8	1	0	0	0	0	0	0
1400	351	0	0	0	0	6	69	200	70	6	0	0	0	0	0	0	0
1500	364	0	0	0	0	3	89	202	63	6	1	0	0	0	0	0	0
1600	451	0	0	1	1	11	108	252	70	7	1	0	0	0	0	0	0
1700	433	0	0	0	0	4	66	268	85	9	0	0	0	0	0	0	0
1800	311	0	0	1	4	7	61	156	79	3	0	0	0	0	0	0	0
1900	195	0	0	0	0	0	49	104	37	4	1	0	0	0	0	0	0
2000	115	0	0	0	0	1	25	59	24	6	0	0	0	0	0	0	0
2100	75	0	0	1	0	1	16	36	16	5	0	0	0	0	0	0	0
2200	18	0	0	0	0	0	8	6	4	0	0	0	0	0	0	0	0
2300	15	0	0	0	1	1	3	5	5	0	0	0	0	0	0	0	0
Total	4750	0	0	5	16	73	989	2613	948	98	7	0	0	0	0	0	0

100.00% 0.00% 0.00% 0.11% 0.34% 1.54% 20.82% 55.01% 19.96% 2.06% 0.15% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%

Maximum = 48.7 mph, Minimum = 10.9 mph, Mean = 32.5 mph
 85% Speed = 35.96 mph, 95% Speed = 38.42 mph, Median = 32.38 mph
 10 mph Pace = 28 - 38, Number in Pace = 4033 (85.08%)
 Variance = 14.32, Standard Deviation = 3.78 mph

Speed Report

Job 1220_1_Solli_ATR
 Area Bristol, RI
 Location Gooding Avenue, west of Metacom Ave
 Dir Westbound
 Wednesday, April 5, 2023

BOSTON
TRAFFIC DATA
 PO BOX 1723, Framingham, MA 01701
 Office: 978-746-1259
 DataRequest@BostonTrafficData.com
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Time	Total	Speed Bins (mph)															
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80
0000	9	0	0	0	0	0	2	3	4	0	0	0	0	0	0	0	0
0100	3	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	1	2	7	1	0	0	0	0	0	0	0	0
0500	23	0	0	0	0	0	8	10	4	1	0	0	0	0	0	0	0
0600	101	0	0	0	0	1	8	52	34	5	1	0	0	0	0	0	0
0700	258	0	0	0	0	3	42	143	59	10	1	0	0	0	0	0	0
0800	305	0	0	0	0	4	57	178	62	3	1	0	0	0	0	0	0
0900	270	0	0	0	0	5	86	132	43	4	0	0	0	0	0	0	0
1000	317	0	1	0	0	5	96	157	55	3	0	0	0	0	0	0	0
1100	321	0	0	0	0	10	101	168	39	3	0	0	0	0	0	0	0
1200	355	0	0	0	0	6	122	186	39	2	0	0	0	0	0	0	0
1300	322	0	0	0	0	10	69	168	71	4	0	0	0	0	0	0	0
1400	360	0	0	0	0	9	97	203	45	5	1	0	0	0	0	0	0
1500	394	0	0	0	0	5	111	220	53	5	0	0	0	0	0	0	0
1600	446	0	0	0	0	11	111	230	87	7	0	0	0	0	0	0	0
1700	387	0	0	0	0	3	61	225	85	11	2	0	0	0	0	0	0
1800	294	0	0	0	0	2	36	172	80	4	0	0	0	0	0	0	0
1900	168	0	0	0	0	1	26	98	37	6	0	0	0	0	0	0	0
2000	86	0	0	0	0	5	15	39	22	5	0	0	0	0	0	0	0
2100	63	0	0	0	0	0	14	30	15	3	1	0	0	0	0	0	0
2200	15	0	0	0	0	0	3	8	4	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	1	2	9	5	1	0	0	0	0	0	0	0
Total	4529	0	2	0	0	82	1070	2441	845	82	7	0	0	0	0	0	0

100.00% 0.00% 0.04% 0.00% 0.00% 1.81% 23.63% 53.90% 18.66% 1.81% 0.15% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%

Maximum = 47.8 mph, Minimum = 9.3 mph, Mean = 32.3 mph
 85% Speed = 35.82 mph, 95% Speed = 38.20 mph, Median = 32.21 mph
 10 mph Pace = 27 - 37, Number in Pace = 3855 (85.12%)
 Variance = 12.88, Standard Deviation = 3.59 mph