



FUSS & O'NEILL

August 9, 2022

Revised March 17, 2023

Chris Reynolds, PE
Senior Project Manager
Brady Sullivan Properties, LLC
670 North Commercial Street, Suite 303
Manchester, NH 03101

Re: Traffic Impact Study
Bristol Yarn Mill Redevelopment
Assessors Plat 10 Lots 41, 42, 43, 44, 49, 60, 61, 62, 68, 73, 74, 76, and 125 Thames Street
Bristol, RI

Dear Mr. Reynolds:

Brady Sullivan Properties, LLC (Brady Sullivan) proposes to redevelop the existing historic Bristol Yarn Mill complex at 125 Thames Street in Bristol, Rhode Island. The redevelopment will include approximately 127 residential apartment units and approximately 6,300 square feet of commercial space with both on-site and off-site parking spaces. The off-site parking is planned for lots 41, 42, 43, 44, 49, 60, 61, 62, 68, 73, 74, and 76, which jointly have frontage on Thames Street and Hope Street. The development is expected to open in 2024.

Brady Sullivan has retained Fuss & O'Neill to study the impact of the proposed development on traffic conditions throughout the adjacent roadway network. This letter has been prepared to document the findings of the study in support of the project's land use applications with the Town of Bristol.

Existing Project Site Conditions

The total project site is approximately three acres in Bristol's Waterfront Planned Unit Development District and is partially occupied by an approximately 300,000 square-foot brick building, formerly the Bristol Yarn Corporation and Robin Rug carpet store. The site is bound by Thames Street to the east, Constitution Street to the south, Bristol Fireman's Memorial Park to the north, and Bristol Harbor to the west. Access to the site is currently provided by two full access driveways: one on Constitution Street west of its intersection with Thames Street, and one that is shared with Bristol Maritime Welcome Center on the northern portion of the site.

317 Iron Horse Way
Suite 204
Providence, RI
02908
† 401.861.3070
800.286.2469
f 401.861.3076

www.fando.com

California

Connecticut

Maine

Massachusetts

New Hampshire

Rhode Island

Vermont

\\Private\DFS\Projectdata\P2006\1150\A22\Traffic\Letter\Traffic Review Letter_HMR_Revised.Docx



Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 2

Adjacent Roadway Network

Thames Street is a north/south roadway that extends approximately 0.67 miles south from Hope Street to its terminus at Constitution Street. The roadway is classified by Rhode Island Department of Transportation (RIDOT) as a major collector roadway under local jurisdiction. The roadway is approximately 30 feet wide and provides one travel lane in each direction, on-street parking on the west side of the roadway, and sidewalks on both sides of the roadway. Dedicated bicycle facilities are not provided; however, the East Bay Bike Path is accessible from Thames Street approximately one-half mile north of the site.

Hope Street (RI-Route 114) is a north/south roadway classified by RIDOT as a principal arterial under State jurisdiction. The roadway is approximately 30 feet wide in the vicinity of the site providing one travel lane in each direction, and on-street parking on the west side of the roadway south of Church Street. Sidewalks are located on both sides of the roadway, and dedicated bicycle facilities are not provided. Additionally, a bus stop that services the Rhode Island Public Transit Authority (RIPTA) Route 60 Bus is located approximately one-quarter mile north of the site at the intersection of Hope Street and Church Street.

Constitution Street is an east/west roadway that extends approximately 0.4 miles east from Bristol Harbor to its terminus at Wood Street. The roadway is classified by RIDOT as a major collector under local jurisdiction. The roadway is approximately 40 feet wide and carries one lane of traffic in each direction. On-street parking and sidewalks are provided on both sides of the roadway, and dedicated bicycle facilities are not provided.

State Street is an east/west roadway that extends approximately one mile east from Bristol Harbor to its terminus at Metacom Avenue (RI-Route 136). The roadway is classified by RIDOT as a major collector under local jurisdiction. The roadway is approximately 55 feet wide between Thames Street and Hope Street and carries one-lane of traffic in each direction. On-street parking and sidewalks are provided on both sides of the roadway, and dedicated bicycle facilities are not provided.

Washington Street is an east/west roadway that extends approximately one-quarter mile east from Hope Street to its terminus at Monroe Avenue. The roadway is classified by RIDOT as a major collector under local jurisdiction. The roadway is approximately 35 feet wide and carries one lane of traffic in each direction. On-street parking and sidewalks are provided on both sides of the roadway, and dedicated bicycle facilities are not provided.



Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 3

Study Area Intersections

The intersection of Hope Street and Constitution Street is a four-legged two-way-stop controlled intersection, with Hope Street providing the free flowing northbound and southbound approaches and Constitution Street providing the stop-controlled eastbound and westbound approaches. Each of the four approaches provide one travel lane shared for all movements. Sidewalks are present on both sides of each of the four approaches, and crosswalks and pedestrian ramps are present on the southern, eastern, and western legs of the intersection. Dedicated bike facilities are not present at this intersection.

The intersection of Hope Street and Church Street is a four-legged two-way-stop controlled intersection, with Hope Street providing the free flowing northbound and southbound approaches and Church Street providing the stop-controlled eastbound and westbound approaches. Each of the four approaches provide one travel lane shared for all movements. Sidewalks are present on both sides of each of the four approaches, and crosswalks and pedestrian ramps are present on the northern, eastern, and western legs of the intersection. Dedicated bike facilities are not present at this intersection.

The intersection of Thames Street and Church Street is a three-legged three-way-stop controlled intersection, with Thames Street providing the northbound and southbound approaches and Church Street providing the westbound approach. Each of the three approaches provide one travel lane shared for all movements. Sidewalks are present on both sides of each of the three approaches, and crosswalks and pedestrian ramps are present on the northern and eastern legs of the intersection. Dedicated bike facilities are not present at this intersection.

The intersection of Thames Street and State Street is a four-legged four-way-stop controlled intersection, with Thames Street providing the northbound and southbound approaches and State Street providing the eastbound and westbound approaches. Each of the four approaches provide one travel lane shared for all movements. Sidewalks are present on both sides of each of the four approaches, and crosswalks and pedestrian ramps are present on the northern and eastern legs of the intersection. Dedicated bike facilities are not present at this intersection.

The intersection of Hope Street at Thames Street and Washington Street is an askew four-legged two-way-stop controlled intersection, with Thames Street providing the stop-controlled northeast bound approach, Hope Street providing the free-flowing northbound and southbound approaches, and Washington Street providing the stop-controlled westbound approach. The southbound approach provides one dedicated left-turn lane and a dedicated through lane that has a right-turn slip lane onto Thames Street. The westbound approach provides one dedicated left-turn lane and



Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 4

one dedicated right-turn lane. The northeast bound approach provides one shared lane for both right-turns and left-turns. The northbound approach provides one travel lane shared for all movements. Sidewalks are present on both sides of each of the four approaches, and crosswalks and pedestrian ramps are present on the northbound, northeast bound, and westbound approaches. Dedicated bike facilities are not present at this intersection, but the E Bay Bike Path is located approximately 50-feet west of the intersection along Bristol Harbor. Figure 1 below provides an aerial image of this intersection.

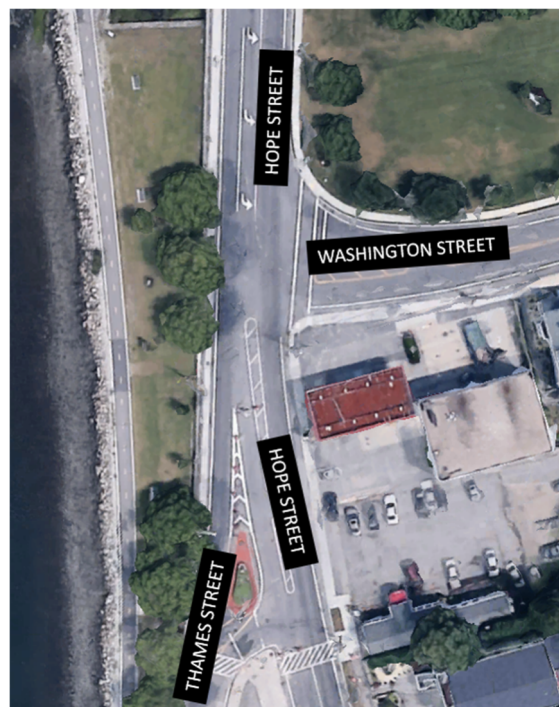


Figure 1. Intersection of Thames Street and Hope Street and Washington Street

Traffic Volumes and Counts

The potential for traffic impact on the roadway network by the proposed development is highest during the morning and afternoon peak hours when commuter related trips are at their highest. Representatives of Fuss & O'Neill conducted morning and afternoon turning movement counts (TMC) on Thursday, July 21, 2022 at the intersection of Constitution Street and Hope Street. The traffic count data collected indicates that the morning peak hour of traffic is from 8:00 am to 9:00 am, and the afternoon peak hour is from 4:00 pm to 5:00 pm.



Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 5

With an expansion of the study area, representatives of Fuss & O'Neill conducted morning and afternoon TMC on Tuesday, January 31, 2023 at the following intersections:

- Thames Street at Church Street
- Thames Street at State Street
- Hope Street at Church Street
- Hope Street at Thames Street and Washington Street

These peak hours were subsequently analyzed for impacts and the existing traffic volumes for these peak hours are shown in the attached *Figure No. 1*.

A seasonal adjustment factor of ten percent was applied to the turning movement counts collected on January 31, 2023. This factor was found by comparing traffic volumes on Hope Street during the two different data collection periods.

Fuss & O'Neill also conducted a 48-hour automatic traffic recorder (ATR) count on Thursday, July 21, 2022 and Friday, July 22, 2022 to collect volumes and speeds. The ATR was located on Thames Street approximately 250 feet south of Church Street.

The 85th percentile speed on Thames Street was recorded at 26 miles per hour for northbound vehicles and 27 miles per hour for southbound vehicles. The 24-hour traffic volume on this roadway (total for both directions) was recorded to be 1,640 vehicles.

Copies of the TMC and ATR traffic data are attached to this letter.

An annual growth rate of 0.5 percent was applied to existing traffic volumes to develop the 2032 No-Build condition, depicted in the attached *Figure No. 2*.

Additionally, Fuss and O'Neill coordinated with the Town of Bristol Planning Department to identify any other pending or approved developments having site related traffic in the study area. No such developments were identified.

Proposed Conditions

The existing building on the project site is proposed to be redeveloped with 127 residential apartment units and approximately 6,300 square feet of first floor commercial space. A total of 148 parking spaces are proposed on-site, and 151 parking spaces are proposed off-site. Vehicle access to the building site will be provided by a full access driveway on Thames Street and a full-access



Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 6

driveway on Constitution Street. Vehicle access to the off-site parking will be provided on Thames Street by two full-access driveways and one entrance only driveway.

Pedestrians may access the site from the off-site parking by sidewalks on Thames Street and a proposed midblock crosswalk, located approximately 200 feet south of Church Street.

Trip Distribution

The distribution of new vehicle traffic generated by the project that will enter or exit the project site was applied to the road network based on the existing regional traffic distributions and the layout of the adjacent roadway network. During the peak hours, the following arrival distributions of new traffic are anticipated:

- 50 percent from Thames Street north of the site
- 10 percent from Hope Street north of the site
- 40 percent from Hope Street south of the site

An arrival/departure distribution for the site is depicted in the attached *Figure No. 3*.

Trip Generation

The expected site generated vehicle traffic for the morning and afternoon peak hours was calculated from existing empirical data from the Institute of Transportation Engineers (ITE) publication *Trip Generation*, 11th edition, 2021. This publication is an industry-accepted resource for determining trip generation.

Trip generation for this development has been modeled using two different land use codes (LUC), one to represent the residential portion and another to represent the commercial portion of the development.

LUC 220 “Multi-Family Housing (Low-Rise)” was used to model the residential portion of the development. Based on 127 units, the residential portion of the development is expected to generate 62 vehicle trips (15 entering, 47 exiting) during the morning peak hour, and 75 vehicle trips (47 entering, 28 exiting) during the afternoon peak hour.

LUC 822 “Strip Retail Plaza (<40k)” was used to model the proposed commercial space. Although the specific land uses of this space have not yet been determined, this LUC is intended to represent a variety of possible commercial uses. Based on 6,300 square feet, the commercial portion of the



Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 7

development is expected to generate 21 vehicle trips (13 entering, 8 exiting) during the morning peak hour, and 56 vehicle trips (28 entering, 28 exiting) during the afternoon peak hour.

Therefore, the development may be expected to generate 83 total vehicle trips (28 entering, 55 exiting) during the morning peak hour, and 131 total vehicle trips (75 entering, 56 exiting) during the afternoon peak hour.

Anticipated trip generation is summarized in *Table 1* below.

Table 1 – Trip Generation

	Residential (LUC 220)	Commercial (LUC 822)	TOTAL
AM Peak Hour	62	21	83
<i>Entering</i>	15	13	28
<i>Exiting</i>	47	8	55
PM Peak Hour	75	56	131
<i>Entering</i>	47	28	75
<i>Exiting</i>	28	28	56

This trip generation estimate is thought to be conservative. Based on 127 units LUC 230 “Low-Rise Residential with Ground-Floor Commercial”, 56 vehicle trips (13 entering, 43 exiting) would be expected during the morning peak hour, and 46 vehicle trips (32 entering, 14 exiting) would be expected during the afternoon peak hour. Nonetheless, to provide a conservative assessment of potential impacts, the trip generation estimate based on LUC 220 and LUC 822 was used for analysis in this study.

The total trips generated by the proposed development, depicted in the attached *Figure No. 4*, were added to the 2032 No-Build volumes to yield the 2032 Build volumes, shown in the attached *Figure No. 5*.

Traffic Capacity Analysis

Intersection Capacity Analysis

Capacity analysis for the study area intersection was conducted using Synchro Professional Software, version 11.0.



Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 8

For intersection capacity analysis results, Level of Service (LOS) is used to describe the operating condition of the road or intersection. LOS is a measure of the delay experienced by stopped vehicles at an intersection. LOS is rated on a scale from A to F, with A describing a condition of very low delay (less than 10 seconds per vehicle), and F describing a condition where delays will exceed 50 seconds per vehicle for unsignalized intersections and 80 seconds per vehicle for signalized intersections. Delay is described as a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Therefore, intersections with longer delay times are less acceptable to most drivers.

For two-way stop-controlled intersection capacity analyses, LOS is used to provide a description of the delay and operational characteristics of the turns from the minor street (stop sign controlled) to the major street and turns from the major street to the minor street. Through vehicles are not delayed by the minor street and do not experience delay, therefore they are not rated with a level of service.

The definition for LOS, as well as the methodology for conducting unsignalized intersection capacity analyses, are taken from the 2000 Highway Capacity Manual published by the Transportation Research Board.

The determination of the traffic impact from the proposed development is made through a comparison of the No-Build condition LOS (without the proposed development) versus the Build condition LOS (with the proposed development).

Using the above referenced methodologies, weekday morning and weekday afternoon peak hour capacity analyses were conducted at the unsignalized study intersections, as well as the off-site parking full-access driveways on Thames Street.

At the study intersections, all critical movements operate at LOS C or better during the morning and afternoon peak hours under No-Build and Build conditions with the exception of the intersection of Thames Street and Hope Street. During the afternoon peak hour this intersection operates at LOS D during the No-Build condition and LOS E during the Build condition. Drivers are expected to experience an increase in average delay of approximately eight seconds per vehicle.

The unsignalized driveways accessing the off-site parking on Thames Street are expected to operate at LOS A in both the morning and afternoon peak hours.

Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 9

Table 2 presents a summary of the levels of service and delay under No-Build and Build conditions. Copies of the analysis worksheets for the No-Build and Build conditions of morning and afternoon peak hours have been included as attachments to this letter.

Table 2 – Unsignalized Intersection Level of Service

Stop Controlled Intersections (Critical Movements)	Morning Peak Hour		Afternoon Peak Hour	
	No Build	Build	No Build	Build
Hope Street at Constitution Street				
Eastbound Approach	LOS B	LOS B	LOS C	LOS C
Westbound Approach	LOS B	LOS B	LOS B	LOS C
Hope Street at Church Street				
Eastbound Approach	LOS C	LOS C	LOS B	LOS B
Westbound Approach	LOS B	LOS B	LOS B	LOS B
Thames Street at Church Street				
Eastbound Approach	LOS A	LOS A	LOS A	LOS A
Westbound Approach	LOS A	LOS A	LOS A	LOS A
Northbound Approach	LOS A	LOS A	LOS A	LOS A
Thames Street at State Street				
Eastbound Approach	LOS A	LOS A	LOS A	LOS A
Westbound Approach	LOS A	LOS A	LOS A	LOS A
Northbound Approach	LOS A	LOS A	LOS A	LOS A
Southbound Approach	LOS A	LOS A	LOS A	LOS A
Thames Street at Hope Street				
Northeast bound Approach	LOS C	LOS C	LOS D	LOS E
Hope Street at Washington Street				
Westbound Approach	LOS B	LOS B	LOS C	LOS C
Site Driveway #3				
Westbound Approach	N/A	LOS A	N/A	LOS A
Site Driveway #4				
Westbound Approach	N/A	LOS A	N/A	LOS A

Queue Analysis

No-Build and Build condition 95th percentile queue lengths were reviewed at the study intersections and the proposed full access driveways for the proposed development. The 95th percentile queue lengths represent the maximum queue lengths that can be expected at each of the critical approach



Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 10

lanes of the study area intersections. The queue lengths are provided in the attached analysis worksheets.

During the morning and afternoon peak hours, the 95th percentile queue lengths at each of the study intersections are expected to be two vehicle lengths or less under the No-Build and Build conditions. The only exception is on the Thames Street approach to Hope Street, where the northeast bound queue is expected to be approximately four vehicle lengths, which can be accommodated without impacting the driveway immediately south of the intersection on Thames Street.

Queueing is not anticipated at the site driveways. *Table 3* presents a summary of the 95th percentile queue lengths for the No-Build and Build conditions during the morning and afternoon peak hours.

Table 3 - Peak Hour Queue Length Summary

Intersection	Approach Lane	Morning Peak Hour		Afternoon Peak Hour		Available Storage
		No Build	Build	No Build	Build	
Hope Street at Constitution Street	EB Approach	5* ft	10 ft	20 ft	25 ft	370 ft
	WB Approach	10 ft	10 ft	5 ft	5 ft	410 ft
	NB Left	0 ft	0 ft	0 ft	5 ft	360 ft
	SB Left	0 ft	0 ft	0 ft	0 ft	400 ft
Hope Street at Church Street	EB Approach	10 ft	15 ft	5 ft	10 ft	325 ft
	WB Approach	10 ft	10 ft	15 ft	15 ft	300 ft
	NB Left	0 ft	0 ft	0 ft	0 ft	170 ft
	SB Left	0 ft	0 ft	5 ft	5 ft	230 ft
Thames Street at Church Street	WB Approach	15 ft	15 ft	5 ft	5 ft	325 ft
	NB Approach	5 ft	10 ft	5 ft	10 ft	525 ft
	SB Approach	10 ft	15 ft	5 ft	10 ft	230 ft
Thames Street at State Street	EB Approach	5 ft	5 ft	5 ft	5 ft	80 ft
	WB Approach	5 ft	5 ft	10 ft	10 ft	300 ft
	NB Approach	20 ft	30 ft	5 ft	10 ft	290 ft
	SB Approach	20 ft	25 ft	10 ft	15 ft	530 ft
Thames Street at Hope Street	NEB Approach	15 ft	25 ft	60 ft	90 ft	330 ft
Hope Street at Washington Street	WB Left	0 ft	0 ft	10 ft	10 ft	70 ft
	WB Right	25 ft	25 ft	30 ft	35 ft	380 ft
	SB Left	5 ft	5 ft	10 ft	10 ft	85 ft
Site Driveway #3	WB Approach	-	0 ft	-	0 ft	140 ft
Site Driveway #4	WB Approach	-	0 ft	-	0 ft	140 ft

*Queue lengths reported have been rounded to the nearest five feet

Traffic Safety Analysis

Intersection Sight Distance Analysis

Intersection sight distances were measured at the project site driveway locations in accordance with criteria set forth in the 2008 Rhode Island Department of Transportation (RIDOT) Highway Design Manual. This sight distance is measured from a point 15 feet back from the edge of travelway at a height of 3.5 feet, the standard height of a driver's eye.



Mr. Chris Reynolds, PE
August 9, 2022
Revised March 17, 2023
Page 12

The speed limit posted on Constitution Street and Thames Street is 25 miles per hour. In accordance with criteria set forth in the 2008 RIDOT Highway Design Manual, 280 feet of intersection sight distance is required for a passenger car turning left out of the project site, and 240 feet of intersection sight distance is required for a passenger car turning right out of the project site.

At each of the four site egress locations, in both directions, the sight distance triangle is not obstructed and does not encroach upon abutting landowner property. The sight distances are clear to the nearest intersection and exceed RIDOT criteria for safe egress from the site. *Table 4* presents a summary of the required stopping sight distances and field measured distances.

Table 4 – Intersection Sight Distances Summary

			Measured ISD	
	Speed Limit	Required SSD	Left	Right
Site Driveway 1	25 mph	155 ft	350 ft	-
Site Driveway 3	25 mph	155 ft	300 ft	230 ft
Site Driveway 4	25 mph	155 ft	370 ft	160 ft
Site Driveway 5	10 mph	-	150 ft	130 ft

Note: Site driveway number two is an entrance only and does not provide access to exiting vehicles

Site driveway five is located between the proposed development building and the Bristol Maritime Welcome Center building. These buildings force exiting vehicles to slowly move forward before proceeding to Thames Street. However, vehicles are not able to turn left out of this driveway since the road is closed to unauthorized vehicles closer to Bristol Harbor. Therefore, sight distances are not expected to be a concern at this egress location.

Crash Analysis

Crash data was obtained from the Bristol Police Department for the five most recent years of available data, January 1, 2017 – December 31, 2021 for the following areas in the vicinity of the site:

- Constitution Street between Thames Street and Hope Street
- Thames Street between Church Street and Constitution Street
- Thames Street between Church Street and Washington Street
- Church Street between Thames Street and Hope Street
- State Street between Thames Street and Hope Street



Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 13

Constitution Street between Thames Street and Hope Street also experienced eight crashes during the five-year study period, averaging approximately two crashes per year. Five of the crashes occurred with parked vehicles, two were angle crashes, and one was a sideswipe crash. None of the crashes resulted in injury.

Along the block of Thames Street between Church Street and Constitution Street, eight crashes were reported during the five-year study period, averaging approximately two crashes per year. Six of the crashes occurred with parked vehicles, one was an angle crash, and the manner of one collision is unknown. Of the eight crashes, three resulted in property damage only and the severity of the remaining five crashes is unknown.

Along the half-mile of Thames Street between Church Street and Washington Street, Thames Street experienced 130 crashes during the five-year study period, averaging 26 crashes per year. Of the 130 crashes, 26 were rear-to-side, 22 occurred between a vehicle and a fixed object, 19 were rear end crashes, 17 were sideswipe crashes, 15 were angle crashes, eight were rear-to-rear, six crashes were described as other, and three crashes were head on, and the manner of 14 collisions is unknown. Of the 130 crashes, 116 resulted in property damage only, one resulted in a non-incapacitating injury, five resulted in minor injuries, and the severity of the remaining eight crashes is unknown.

Along Church Street between Thames Street and Hope Street, Church Street experienced 57 crashes during the five-year study period, averaging approximately 11 crashes per year. Of the 57 crashes, 19 were sideswipe crashes, 13 were angle crashes, ten occurred between a vehicle and a fixed object, six crashes were rear ends, two were rear-to-side, two were rear-to-rear, and the manner of five collisions is unknown. Of the 57 crashes, one crash resulted in a non-incapacitating injury and the other 56 crashes resulted in property damage only.

Along State Street between Thames Street and Hope Street, State Street experienced 91 crashes during the five-year study period, averaging approximately 18 crashes per year. Of the 91 crashes, 23 were rear-to-side, 18 crashes occurred between a vehicle and a fixed object, 13 were sideswipe crashes, nine crashes were rear ends, six were rear-to-rear, five were angle crashes, four crashes were described as other, three crashes were head on, and the manner of ten collisions is unknown. Of the 91 crashes, three resulted in minor injuries, 80 resulted in property damage only, and the severity of the remaining eight crashes is unknown.

Based on the data provided from Bristol Police Department, 16 of the aforementioned crashes occurred at study intersections with Thames Street: six crashes at Church Street, five crashes at State Street, and another five crashes at Hope Street. The manner of collision for these specific



Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 14

intersections was not explicitly provided, however the data does not indicate any abnormal crash patterns or frequencies, and zero crashes were reported to involve bicyclists or pedestrians.

Pedestrian Safety

The crash records obtained from the Bristol Police Department do not indicate a history of pedestrian or bicycle collisions in the study area. Additionally, the measured 85th percentile vehicle speed on Thames Street is under 30 miles per hour in both directions, greatly reducing the risk of serious pedestrian injury.

The proposed development includes a painted midblock crosswalk across Thames Street located approximately 200 feet south of Church Street. This proposed crosswalk is intended to accommodate the anticipated increase in foot traffic crossing Thames Street to travel between the building and the off-site parking.

Therefore, the proposed development is not expected to adversely impact pedestrian safety.

Conclusion

The purpose of preparing a traffic impact study is to identify the impact of the proposed development's site generated traffic. The study efforts have indicated the proposed facility is expected to generate 83 total vehicle trips (28 entering, 55 exiting) during the morning peak hour, and 131 total vehicle trips (75 entering, 56 exiting) during the afternoon peak hour.

Results of capacity analysis indicate the most significant increase in delay experienced on any approach at any of the study area intersections is less than nine seconds per vehicle. The most significant increase in queue lengths is approximately one vehicle length between the No-Build and Build conditions throughout the study area.

A review of crash data provided by the Bristol Police Department did not indicate any abnormal crash patterns or frequencies. The development is not expected to exacerbate crash patterns or frequencies.

Sight distances at the proposed driveway locations exceed criteria set forth in the RIDOT Highway Design Manual for safe egress for the site.

Based on the results of the foregoing analysis, it is the professional opinion of Fuss & O'Neill, Inc. that the proposed development will not have a significant impact to traffic operations within the



FUSS & O'NEILL

Mr. Chris Reynolds, PE

August 9, 2022

Revised March 17, 2023

Page 15

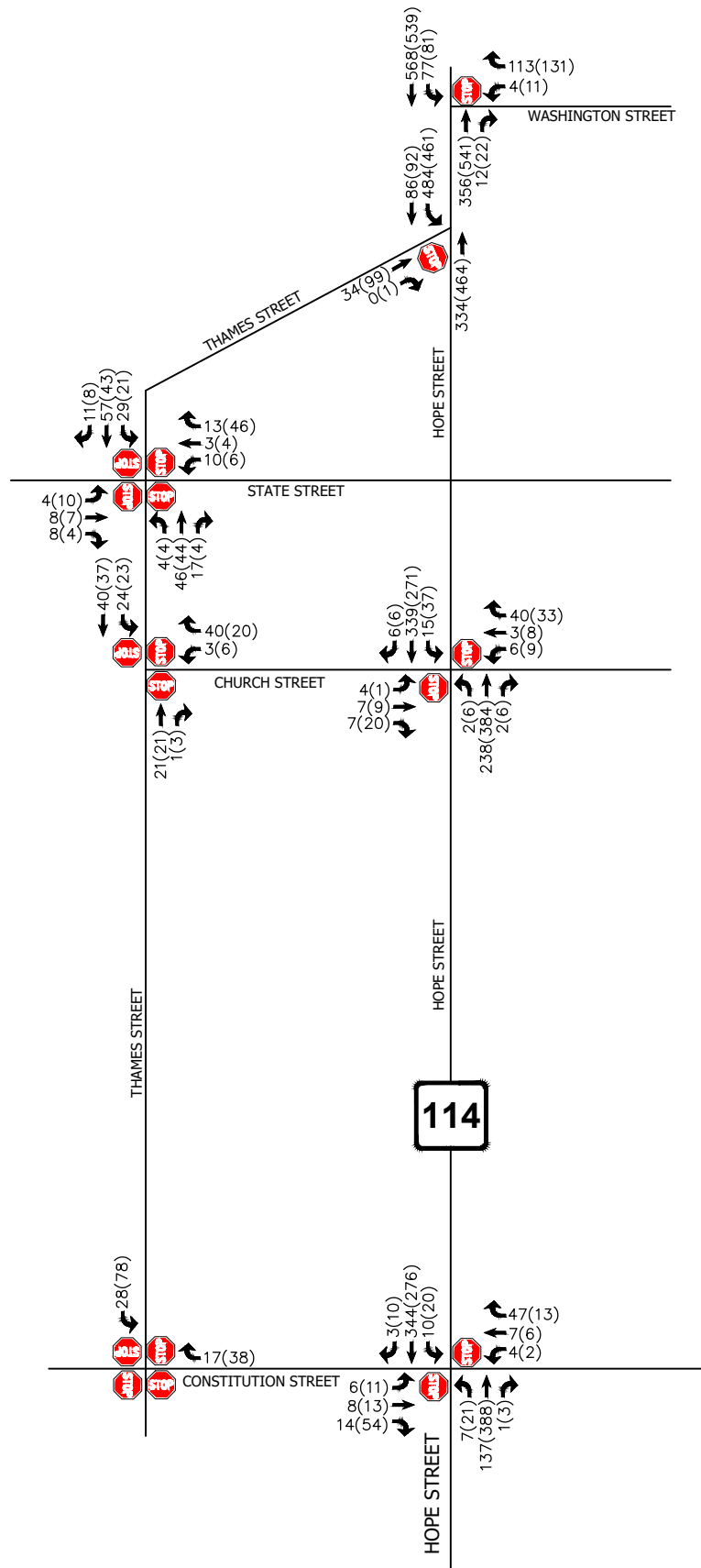
study area. We trust that this information will be sufficient for your review; however, if you should require additional information or have any questions, please contact us.

Sincerely,

Katherine Patch
Senior Transportation Engineer

Shawn M. Martin, PE
Senior Vice President

Enclosures: Traffic Volume Figures
 Capacity Analysis Worksheets
 Traffic Counts



xxx(xxx) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)



FUSS & O'NEILL

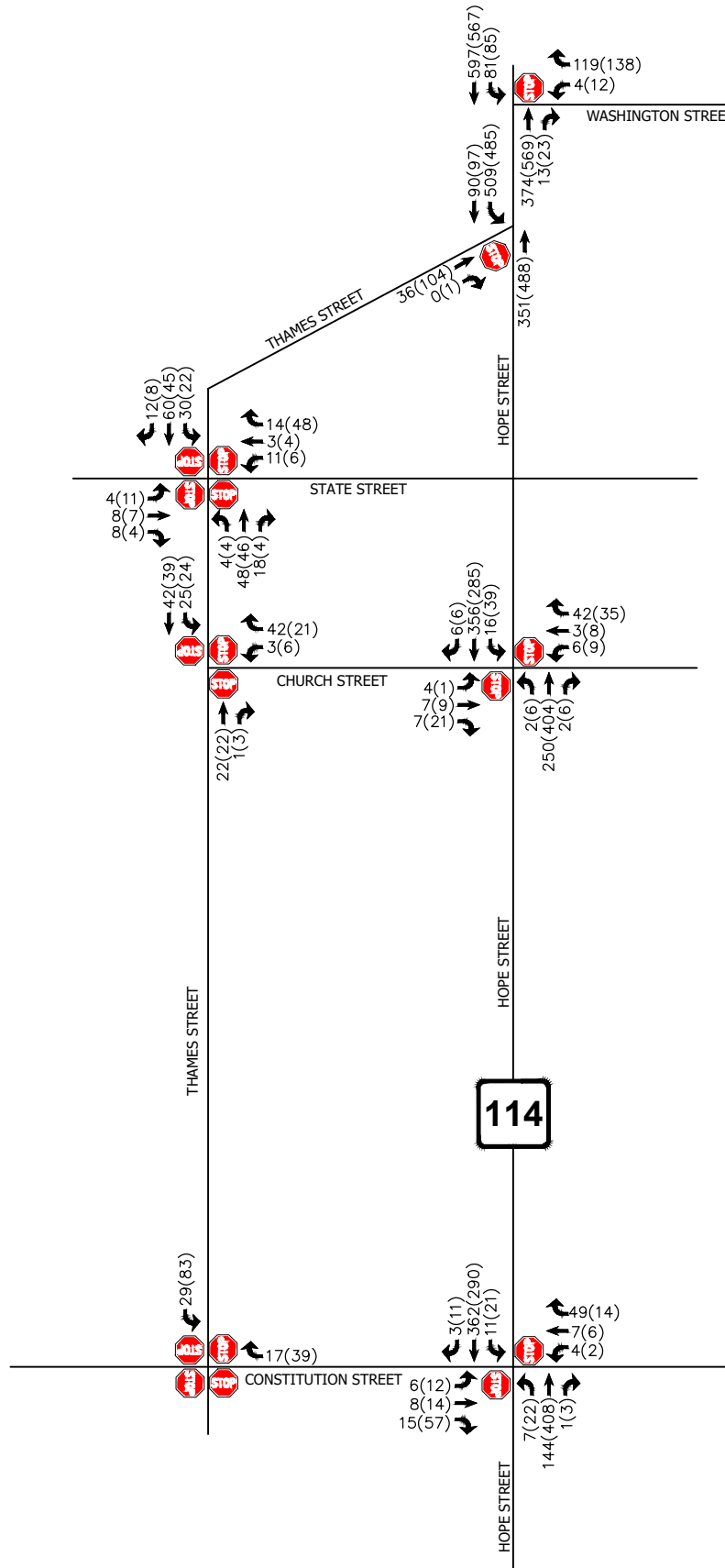
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 1: 2022 EXISTING CONDITIONS

PROJ. NO: 20061150.A22

BRISTOL YARN MILL REDEVELOPMENT

MARCH 2023



xxx(XXX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)



FUSS & O'NEILL

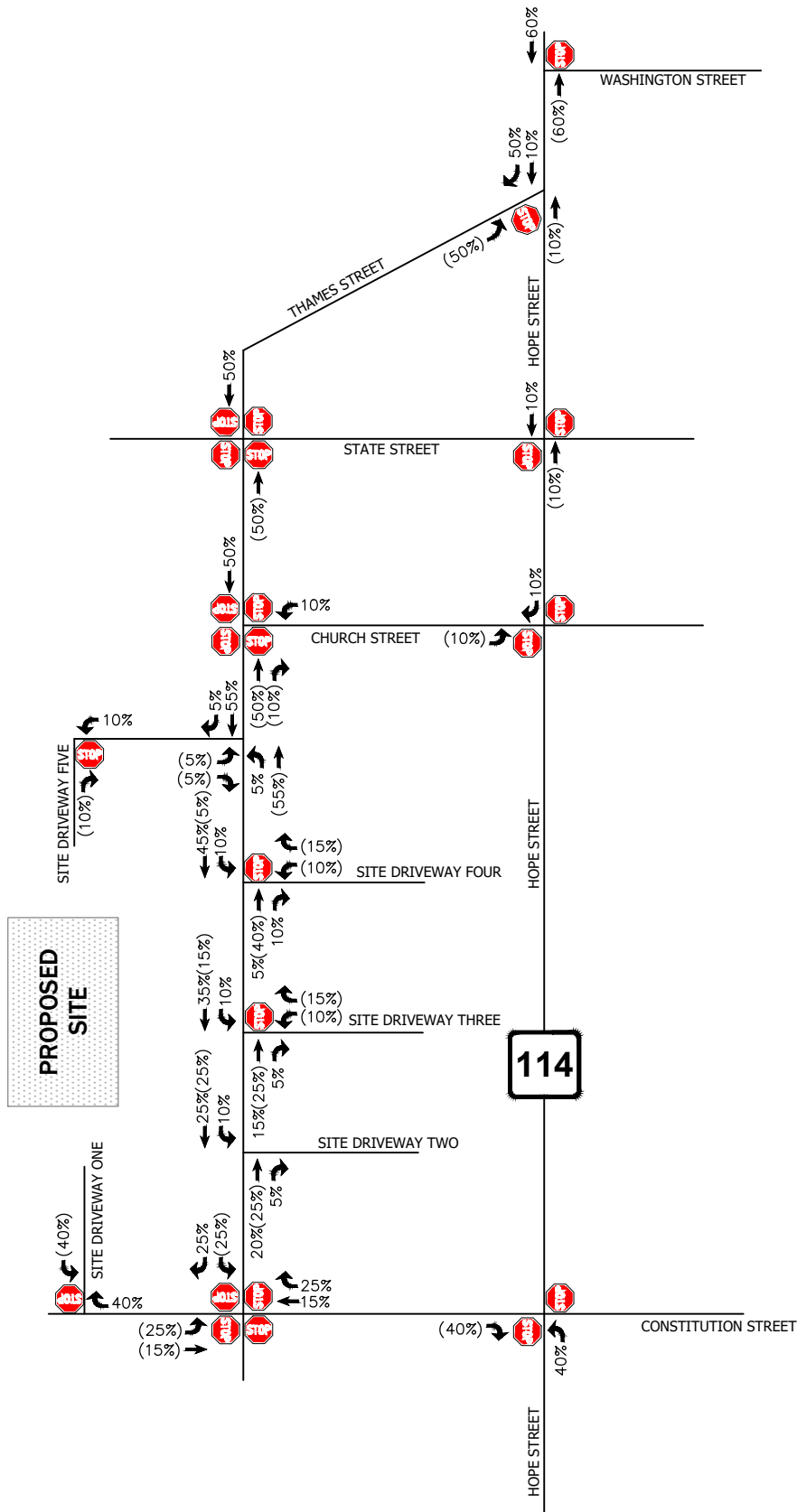
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 2: 2032 NO BUILD CONDITIONS

PROJ. NO: 20061150.A22

BRISTOL YARN MILL REDEVELOPMENT

MARCH 2023



XXX(XXX) = ENTERING TRAFFIC (EXITING TRAFFIC)



FUSS & O'NEILL

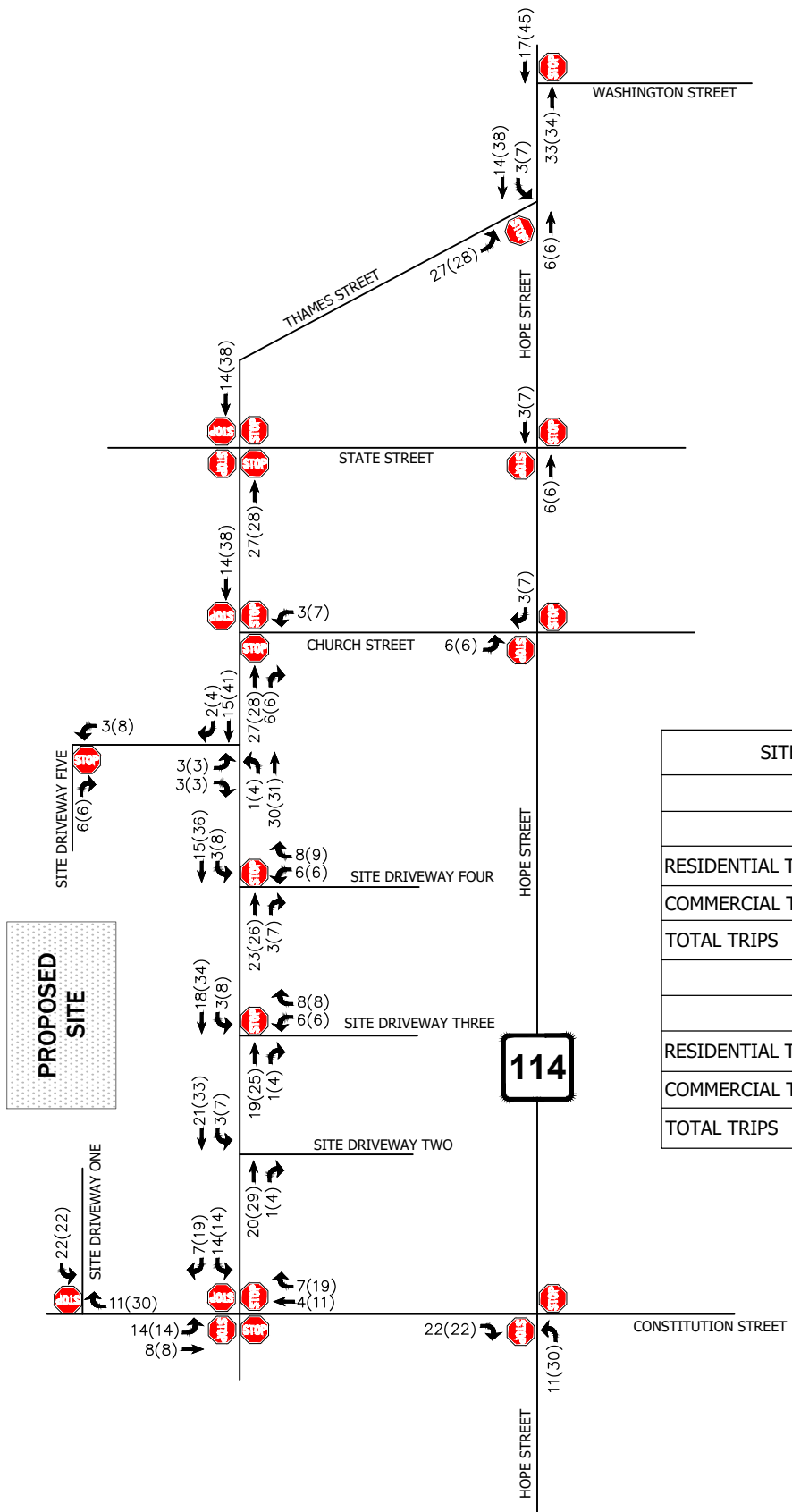
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 3: TRIP DISTRIBUTION

PROJ. NO: 20061150.A22

BRISTOL YARN MILL REDEVELOPMENT

MARCH 2023



SITE GENERATED TRAFFIC VOLUMES			
MORNING PEAK HOUR			
	ENTER	EXIT	TOTAL
RESIDENTIAL TRIPS	15	47	62
COMMERCIAL TRIPS	13	8	21
TOTAL TRIPS	28	55	83
AFTERNOON PEAK HOUR			
	ENTER	EXIT	TOTAL
RESIDENTIAL TRIPS	47	28	75
COMMERCIAL TRIPS	28	28	56
TOTAL TRIPS	75	56	131

xxx(XXX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)



FUSS & O'NEILL

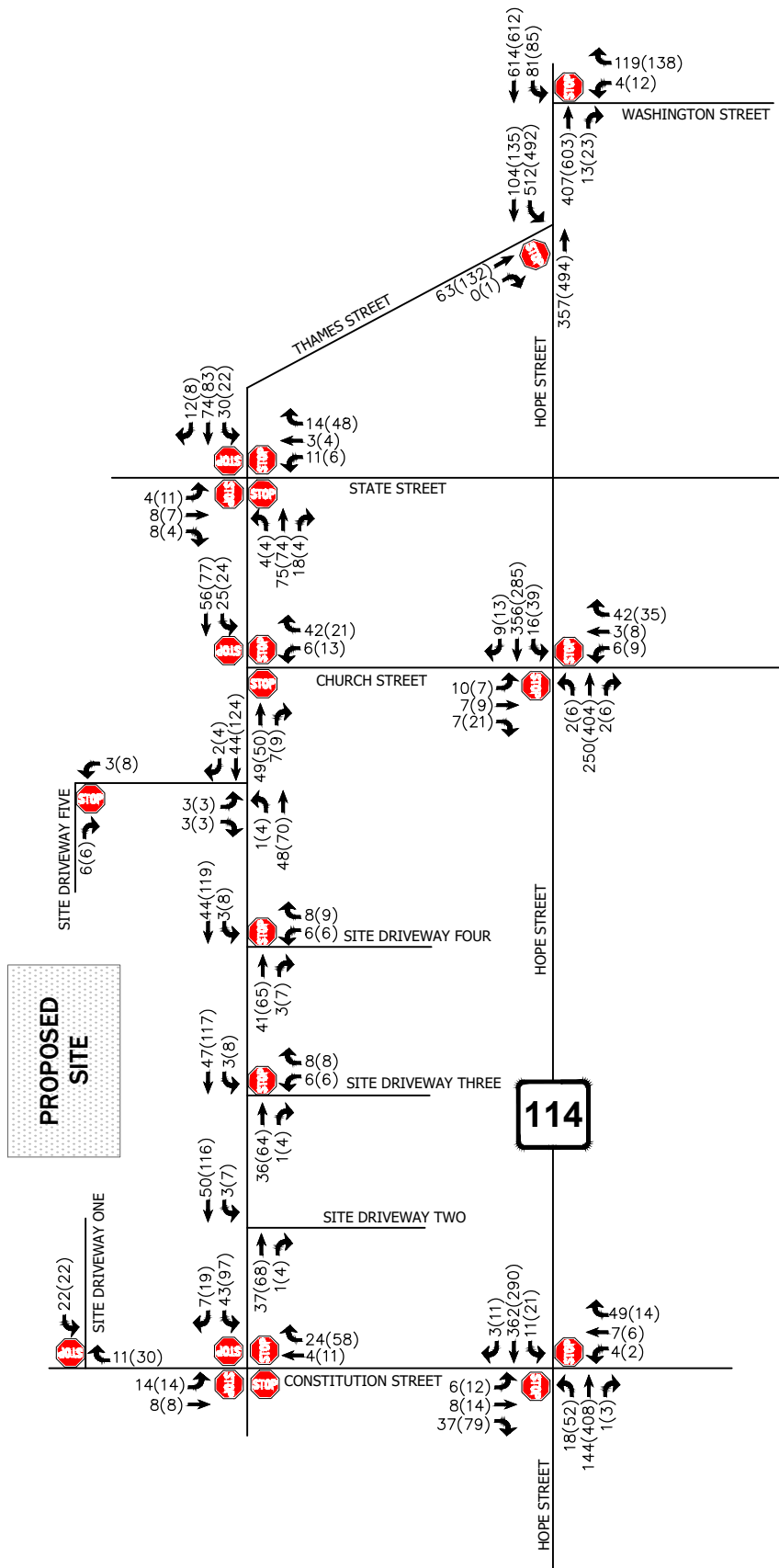
317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 4: TRIP GENERATION

PROJ. NO: 20061150.A22

BRISTOL YARN MILL REDEVELOPMENT

MARCH 2023



xxx(XXX) = WEEKDAY MORNING PEAK HOUR (WEEKDAY PM PEAK HOUR)



FUSS & O'NEILL

317 IRON HORSE WAY, SUITE 204
PROVIDENCE, RI 02908
401.861.3070
www.fando.com

FIGURE 5: 2032 BUILD CONDITIONS

PROJ. NO: 20061150.A22

BRISTOL YARN MILL REDEVELOPMENT

MARCH 2023

Lanes, Volumes, Timings
1: Hope Street & Constitution Street

2032 NO BUILD
AM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	8	15	4	7	49	7	144	1	11	362	3
Future Volume (vph)	6	8	15	4	7	49	7	144	1	11	362	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.931			0.890			0.999			0.999	
Flt Protected		0.989			0.997			0.998			0.999	
Satd. Flow (prot)	0	1687	0	0	1636	0	0	1809	0	0	1838	0
Flt Permitted		0.989			0.997			0.998			0.999	
Satd. Flow (perm)	0	1687	0	0	1636	0	0	1809	0	0	1838	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		261			740			229			615	
Travel Time (s)		5.9			16.8			5.2			14.0	
Peak Hour Factor	0.78	0.78	0.78	0.91	0.91	0.91	0.79	0.79	0.79	0.92	0.92	0.92
Heavy Vehicles (%)	17%	0%	0%	50%	0%	0%	0%	5%	0%	10%	3%	0%
Adj. Flow (vph)	8	10	19	4	8	54	9	182	1	12	393	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	66	0	0	192	0	0	408	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 33.6%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

1: Hope Street & Constitution Street

2032 NO BUILD

AM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	8	15	4	7	49	7	144	1	11	362	3
Future Volume (Veh/h)	6	8	15	4	7	49	7	144	1	11	362	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.91	0.91	0.91	0.79	0.79	0.79	0.92	0.92	0.92
Hourly flow rate (vph)	8	10	19	4	8	54	9	182	1	12	393	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	677	620	394	643	620	182	396			183		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	677	620	394	643	620	182	396			183		
tC, single (s)	7.3	6.5	6.2	7.6	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	4.0	4.0	3.3	2.2			2.3		
p0 queue free %	97	98	97	99	98	94	99			99		
cM capacity (veh/h)	317	400	659	308	400	865	1174			1345		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	37	66	192	408								
Volume Left	8	4	9	12								
Volume Right	19	54	1	3								
cSH	468	692	1174	1345								
Volume to Capacity	0.08	0.10	0.01	0.01								
Queue Length 95th (ft)	6	8	1	1								
Control Delay (s)	13.4	10.8	0.4	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	13.4	10.8	0.4	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay	2.0											
Intersection Capacity Utilization	33.6%			ICU Level of Service					A			
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	8	15	4	7	49	7	144	1	11	362	3
Future Vol, veh/h	6	8	15	4	7	49	7	144	1	11	362	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	91	91	91	79	79	79	92	92	92
Heavy Vehicles, %	17	0	0	50	0	0	0	5	0	10	3	0
Mvmt Flow	8	10	19	4	8	54	9	182	1	12	393	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	651	620	395	634	621	183	396	0	0	183	0	0
Stage 1	419	419	-	201	201	-	-	-	-	-	-	-
Stage 2	232	201	-	433	420	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.5	6.2	7.6	6.5	6.2	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.27	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4	3.3	3.95	4	3.3	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	362	407	659	332	406	865	1174	-	-	1345	-	-
Stage 1	583	593	-	703	739	-	-	-	-	-	-	-
Stage 2	738	739	-	518	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	329	399	659	311	398	865	1174	-	-	1345	-	-
Mov Cap-2 Maneuver	329	399	-	311	398	-	-	-	-	-	-	-
Stage 1	578	586	-	697	732	-	-	-	-	-	-	-
Stage 2	679	732	-	489	586	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.2		10.8		0.4		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1174	-	-	475	689	1345	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.078	0.096	0.009	-	-				
HCM Control Delay (s)	8.1	0	-	13.2	10.8	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-				

Lanes, Volumes, Timings
2: Hope Street & Church Street

2032 NO BUILD
AM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	7	7	6	3	42	2	250	2	16	356	6
Future Volume (vph)	4	7	7	6	3	42	2	250	2	16	356	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.947			0.890			0.999			0.998	
Flt Protected		0.989			0.994						0.998	
Satd. Flow (prot)	0	1780	0	0	1641	0	0	1880	0	0	1838	0
Flt Permitted		0.989			0.994						0.998	
Satd. Flow (perm)	0	1780	0	0	1641	0	0	1880	0	0	1838	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			98			615			621	
Travel Time (s)		9.0			2.2			14.0			14.1	
Peak Hour Factor	0.40	0.40	0.40	0.79	0.79	0.79	0.93	0.93	0.93	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	0%	1%	0%	3%	3%	0%
Adj. Flow (vph)	10	18	18	8	4	53	2	269	2	21	456	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	65	0	0	273	0	0	485	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.9% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

2: Hope Street & Church Street

2032 NO BUILD
AM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	7	7	6	3	42	2	250	2	16	356	6
Future Volume (Veh/h)	4	7	7	6	3	42	2	250	2	16	356	6
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.40	0.40	0.40	0.79	0.79	0.79	0.93	0.93	0.93	0.78	0.78	0.78
Hourly flow rate (vph)	10	18	18	8	4	53	2	269	2	21	456	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	831	777	460	803	780	270	464				271	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	831	777	460	803	780	270	464				271	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	96	94	97	97	99	93	100				98	
cM capacity (veh/h)	265	324	605	279	323	766	1108				1287	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	46	65	273	485								
Volume Left	10	8	2	21								
Volume Right	18	53	2	8								
cSH	374	590	1108	1287								
Volume to Capacity	0.12	0.11	0.00	0.02								
Queue Length 95th (ft)	10	9	0	1								
Control Delay (s)	16.0	11.9	0.1	0.5								
Lane LOS	C	B	A	A								
Approach Delay (s)	16.0	11.9	0.1	0.5								
Approach LOS	C	B										
Intersection Summary												
Average Delay				2.0								
Intersection Capacity Utilization				39.9%	ICU Level of Service				A			
Analysis Period (min)				15								

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	7	7	6	3	42	2	250	2	16	356	6
Future Vol, veh/h	4	7	7	6	3	42	2	250	2	16	356	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	40	40	79	79	79	93	93	93	78	78	78
Heavy Vehicles, %	0	0	0	0	0	3	0	1	0	3	3	0
Mvmt Flow	10	18	18	8	4	53	2	269	2	21	456	8
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	805	777	460	794	780	270	464	0	0	271	0	0
Stage 1	502	502	-	274	274	-	-	-	-	-	-	-
Stage 2	303	275	-	520	506	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.23	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.327	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	303	330	605	308	329	766	1108	-	-	1287	-	-
Stage 1	555	545	-	736	687	-	-	-	-	-	-	-
Stage 2	711	686	-	543	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	274	322	605	282	321	766	1108	-	-	1287	-	-
Mov Cap-2 Maneuver	274	322	-	282	321	-	-	-	-	-	-	-
Stage 1	554	533	-	735	686	-	-	-	-	-	-	-
Stage 2	657	685	-	499	531	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	15.9		11.8			0.1			0.3			
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1108	-	-	376	597	1287	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.12	0.108	0.016	-	-				
HCM Control Delay (s)	8.3	0	-	15.9	11.8	7.8	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-				

Lanes, Volumes, Timings
3: Thames Street & Church Street

2032 NO BUILD
AM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	42	22	1	25	42
Future Volume (vph)	3	42	22	1	25	42
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	0.874		0.994			
Flt Protected	0.997					0.982
Satd. Flow (prot)	1656	0	1889	0	0	1866
Flt Permitted	0.997					0.982
Satd. Flow (perm)	1656	0	1889	0	0	1866
Link Speed (mph)	30		30			30
Link Distance (ft)	397		310			627
Travel Time (s)	9.0		7.0			14.3
Peak Hour Factor	0.31	0.31	0.50	0.50	0.69	0.69
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	10	135	44	2	36	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	0	46	0	0	97
Sign Control	Stop		Stop			Stop
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 3: Thames Street & Church Street

2032 NO BUILD
AM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	3	42	22	1	25	42
Future Volume (vph)	3	42	22	1	25	42
Peak Hour Factor	0.31	0.31	0.50	0.50	0.69	0.69
Hourly flow rate (vph)	10	135	44	2	36	61
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	145	46	97			
Volume Left (vph)	10	0	36			
Volume Right (vph)	135	2	0			
Hadj (s)	-0.54	-0.03	0.07			
Departure Headway (s)	3.7	4.3	4.3			
Degree Utilization, x	0.15	0.05	0.12			
Capacity (veh/h)	942	805	806			
Control Delay (s)	7.3	7.5	7.9			
Approach Delay (s)	7.3	7.5	7.9			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.5			
Level of Service			A			
Intersection Capacity Utilization			20.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	42	22	1	25	42
Future Vol, veh/h	3	42	22	1	25	42
Peak Hour Factor	0.31	0.31	0.50	0.50	0.69	0.69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	135	44	2	36	61
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.3	7.5	7.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	7%	37%
Vol Thru, %	96%	0%	63%
Vol Right, %	4%	93%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	23	45	67
LT Vol	0	3	25
Through Vol	22	0	42
RT Vol	1	42	0
Lane Flow Rate	46	145	97
Geometry Grp	1	1	1
Degree of Util (X)	0.054	0.145	0.115
Departure Headway (Hd)	4.205	3.598	4.266
Convergence, Y/N	Yes	Yes	Yes
Cap	845	981	837
Service Time	2.263	1.678	2.309
HCM Lane V/C Ratio	0.054	0.148	0.116
HCM Control Delay	7.5	7.3	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.5	0.4

Lanes, Volumes, Timings
4: Thames Street & State Street

2032 NO BUILD
AM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	8	8	11	3	14	4	48	18	30	60	12
Future Volume (vph)	4	8	8	11	3	14	4	48	18	30	60	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.931			0.965			0.984	
Flt Protected		0.990			0.981			0.997			0.985	
Satd. Flow (prot)	0	1779	0	0	1664	0	0	1737	0	0	1799	0
Flt Permitted		0.990			0.981			0.997			0.985	
Satd. Flow (perm)	0	1779	0	0	1664	0	0	1737	0	0	1799	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		156			147			627			732	
Travel Time (s)		3.5			3.3			14.3			16.6	
Peak Hour Factor	0.56	0.56	0.56	0.67	0.67	0.67	0.39	0.39	0.39	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	0%	11%	0%	0%	0%	5%	7%	4%	2%	0%
Adj. Flow (vph)	7	14	14	16	4	21	10	123	46	54	107	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	0	41	0	0	179	0	0	182	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 22.2%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

4: Thames Street & State Street

2032 NO BUILD

AM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	8	8	11	3	14	4	48	18	30	60	12
Future Volume (vph)	4	8	8	11	3	14	4	48	18	30	60	12
Peak Hour Factor	0.56	0.56	0.56	0.67	0.67	0.67	0.39	0.39	0.39	0.56	0.56	0.56
Hourly flow rate (vph)	7	14	14	16	4	21	10	123	46	54	107	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	35	41	179	182								
Volume Left (vph)	7	16	10	54								
Volume Right (vph)	14	21	46	21								
Hadj (s)	-0.20	-0.16	-0.05	0.03								
Departure Headway (s)	4.5	4.6	4.2	4.3								
Degree Utilization, x	0.04	0.05	0.21	0.22								
Capacity (veh/h)	721	717	827	808								
Control Delay (s)	7.8	7.8	8.3	8.5								
Approach Delay (s)	7.8	7.8	8.3	8.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.3									
Level of Service			A									
Intersection Capacity Utilization			22.2%	ICU Level of Service		A						
Analysis Period (min)			15									

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	8	8	11	3	14	4	48	18	30	60	12
Future Vol, veh/h	4	8	8	11	3	14	4	48	18	30	60	12
Peak Hour Factor	0.56	0.56	0.56	0.67	0.67	0.67	0.39	0.39	0.39	0.56	0.56	0.56
Heavy Vehicles, %	0	0	0	11	0	0	0	5	7	4	2	0
Mvmt Flow	7	14	14	16	4	21	10	123	46	54	107	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	8	8.2	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	20%	39%	29%
Vol Thru, %	69%	40%	11%	59%
Vol Right, %	26%	40%	50%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	20	28	102
LT Vol	4	4	11	30
Through Vol	48	8	3	60
RT Vol	18	8	14	12
Lane Flow Rate	179	36	42	182
Geometry Grp	1	1	1	1
Degree of Util (X)	0.206	0.045	0.054	0.214
Departure Headway (Hd)	4.137	4.537	4.694	4.33
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	872	792	766	834
Service Time	2.137	2.548	2.706	2.33
HCM Lane V/C Ratio	0.205	0.045	0.055	0.218
HCM Control Delay	8.2	7.8	8	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.1	0.2	0.8

Lanes, Volumes, Timings
5: Thames Street & Hope Street

2032 NO BUILD
AM PEAK HOUR

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	351	509	90	36	0
Future Volume (vph)	0	351	509	90	36	0
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			0.998	0.865		
Flt Protected					0.950	
Satd. Flow (prot)	0	1827	0	1644	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1827	0	1644	1805	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		2186	170		105	
Travel Time (s)		49.7	3.9		2.4	
Peak Hour Factor	0.89	0.89	0.87	0.87	0.70	0.70
Heavy Vehicles (%)	0%	4%	1%	0%	0%	6%
Adj. Flow (vph)	0	394	585	103	51	0
Shared Lane Traffic (%)				10%		
Lane Group Flow (vph)	0	394	595	93	51	0
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization Err%	ICU Level of Service H					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

5: Thames Street & Hope Street

2032 NO BUILD
AM PEAK HOUR

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	0	351	509	90	36	0
Future Volume (Veh/h)	0	351	509	90	36	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.87	0.87	0.70	0.70
Hourly flow rate (vph)	0	394	585	103	51	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	688				979	585
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	688				979	585
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				82	100
cM capacity (veh/h)	916				280	503
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	394	688	51			
Volume Left	0	0	51			
Volume Right	0	103	0			
cSH	1700	1700	280			
Volume to Capacity	0.23	0.40	0.18			
Queue Length 95th (ft)	0	0	16			
Control Delay (s)	0.0	0.0	20.7			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	20.7			
Approach LOS			C			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			Err%	ICU Level of Service		H
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	0					
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑		↗	↘	
Traffic Vol, veh/h	0	351	509	90	36	0
Future Vol, veh/h	0	351	509	90	36	0
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	0	-
Veh in Median Storage, #	-	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	87	87	70	70
Heavy Vehicles, %	0	4	1	0	0	6
Mvmt Flow	0	394	585	103	51	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	-	0			394	0
Stage 1	-	-			0	-
Stage 2	-	-			394	-
Critical Hdwy	-	-			6.4	6.26
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.4	-
Follow-up Hdwy	-	-			3.5	3.354
Pot Cap-1 Maneuver	0	-			615	-
Stage 1	0	-			-	-
Stage 2	0	-			686	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			615	-
Mov Cap-2 Maneuver	-	-			615	-
Stage 1	-	-			-	-
Stage 2	-	-			686	-
Approach	NB		NE			
HCM Control Delay, s	0					
HCM LOS	-					
Minor Lane/Major Mvmt	NELn1		NBT			
Capacity (veh/h)	-		-			
HCM Lane V/C Ratio	-		-			
HCM Control Delay (s)	-		-			
HCM Lane LOS	-		-			
HCM 95th %tile Q(veh)	-		-			

Lanes, Volumes, Timings
6: Hope Street & Washington Street

2032 NO BUILD
AM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	119	374	13	81	597
Future Volume (vph)	4	119	374	13	81	597
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		0.850	0.995			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1599	1849	0	1805	1881
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	1599	1849	0	1805	1881
Link Speed (mph)	30		30			30
Link Distance (ft)	432		170			339
Travel Time (s)	9.8		3.9			7.7
Peak Hour Factor	0.76	0.76	0.88	0.88	0.89	0.89
Heavy Vehicles (%)	0%	1%	2%	9%	0%	1%
Adj. Flow (vph)	5	157	425	15	91	671
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	157	440	0	91	671
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	41.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

6: Hope Street & Washington Street

2032 NO BUILD
AM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	119	374	13	81	597
Future Volume (Veh/h)	4	119	374	13	81	597
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.88	0.88	0.89	0.89
Hourly flow rate (vph)	5	157	425	15	91	671
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1286	432			440	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1286	432			440	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	75			92	
cM capacity (veh/h)	169	625			1131	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	5	157	440	91	671	
Volume Left	5	0	0	91	0	
Volume Right	0	157	15	0	0	
cSH	169	625	1700	1131	1700	
Volume to Capacity	0.03	0.25	0.26	0.08	0.39	
Queue Length 95th (ft)	2	25	0	7	0	
Control Delay (s)	27.0	12.7	0.0	8.5	0.0	
Lane LOS	D	B		A		
Approach Delay (s)	13.1		0.0	1.0		
Approach LOS	B					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			41.4%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	119	374	13	81	597
Future Vol, veh/h	4	119	374	13	81	597
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	88	88	89	89
Heavy Vehicles, %	0	1	2	9	0	1
Mvmt Flow	5	157	425	15	91	671
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1286	433	0	0	440	0
Stage 1	433	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	183	625	-	-	1131	-
Stage 1	658	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	168	625	-	-	1131	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.2	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 168 625 1131			-	
HCM Lane V/C Ratio	-	- 0.031 0.251 0.08			-	
HCM Control Delay (s)	-	- 27.1 12.7 8.5			-	
HCM Lane LOS	-	- D B A			-	
HCM 95th %tile Q(veh)	-	- 0.1 1 0.3			-	

Lanes, Volumes, Timings
1: Hope Street & Constitution Street

2032 NO BUILD
PM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	14	57	2	6	14	22	408	3	21	290	11
Future Volume (vph)	12	14	57	2	6	14	22	408	3	21	290	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.907			0.914			0.999			0.996	
Flt Protected		0.993			0.995			0.997			0.997	
Satd. Flow (prot)	0	1689	0	0	1728	0	0	1857	0	0	1847	0
Flt Permitted		0.993			0.995			0.997			0.997	
Satd. Flow (perm)	0	1689	0	0	1728	0	0	1857	0	0	1847	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		261			740			229			615	
Travel Time (s)		5.9			16.8			5.2			14.0	
Peak Hour Factor	0.85	0.85	0.85	0.66	0.66	0.66	0.95	0.95	0.95	0.82	0.82	0.82
Heavy Vehicles (%)	0%	8%	0%	0%	0%	0%	0%	2%	0%	0%	2%	10%
Adj. Flow (vph)	14	16	67	3	9	21	23	429	3	26	354	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	0	0	33	0	0	455	0	0	393	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 42.2%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

1: Hope Street & Constitution Street

2032 NO BUILD

PM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	14	57	2	6	14	22	408	3	21	290	11
Future Volume (Veh/h)	12	14	57	2	6	14	22	408	3	21	290	11
Sign Control	Stop				Stop				Free		Free	
Grade	0%				0%				0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.66	0.66	0.66	0.95	0.95	0.95	0.82	0.82	0.82
Hourly flow rate (vph)	14	16	67	3	9	21	23	429	3	26	354	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	914	890	360	964	896	430	367				432	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	914	890	360	964	896	430	367				432	
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	94	94	90	98	97	97	98				98	
cM capacity (veh/h)	233	264	689	197	270	629	1203				1138	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	97	33	455	393								
Volume Left	14	3	23	26								
Volume Right	67	21	3	13								
cSH	445	403	1203	1138								
Volume to Capacity	0.22	0.08	0.02	0.02								
Queue Length 95th (ft)	21	7	1	2								
Control Delay (s)	15.3	14.7	0.6	0.8								
Lane LOS	C	B	A	A								
Approach Delay (s)	15.3	14.7	0.6	0.8								
Approach LOS	C	B										
Intersection Summary												
Average Delay				2.6								
Intersection Capacity Utilization				42.2%	ICU Level of Service				A			
Analysis Period (min)				15								

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	14	57	2	6	14	22	408	3	21	290	11
Future Vol, veh/h	12	14	57	2	6	14	22	408	3	21	290	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	66	66	66	95	95	95	82	82	82
Heavy Vehicles, %	0	8	0	0	0	0	0	2	0	0	2	10
Mvmt Flow	14	16	67	3	9	21	23	429	3	26	354	13
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	905	891	361	931	896	431	367	0	0	432	0	0
Stage 1	413	413	-	477	477	-	-	-	-	-	-	-
Stage 2	492	478	-	454	419	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.58	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.072	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	260	275	688	249	282	629	1203	-	-	1138	-	-
Stage 1	620	583	-	573	559	-	-	-	-	-	-	-
Stage 2	562	546	-	589	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	235	260	688	205	267	629	1203	-	-	1138	-	-
Mov Cap-2 Maneuver	235	260	-	205	267	-	-	-	-	-	-	-
Stage 1	605	566	-	559	545	-	-	-	-	-	-	-
Stage 2	521	532	-	501	576	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	15.4		14.7			0.4			0.5			
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1203	-	-	442	404	1138	-	-				
HCM Lane V/C Ratio	0.019	-	-	0.221	0.083	0.023	-	-				
HCM Control Delay (s)	8.1	0	-	15.4	14.7	8.2	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.3	0.1	-	-				

Lanes, Volumes, Timings
2: Hope Street & Church Street

2032 NO BUILD
PM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	9	21	9	8	35	6	404	6	39	285	6
Future Volume (vph)	1	9	21	9	8	35	6	404	6	39	285	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.908			0.909			0.998			0.998	
Flt Protected		0.999			0.992			0.999			0.994	
Satd. Flow (prot)	0	1723	0	0	1679	0	0	1876	0	0	1831	0
Flt Permitted		0.999			0.992			0.999			0.994	
Satd. Flow (perm)	0	1723	0	0	1679	0	0	1876	0	0	1831	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			98			615			621	
Travel Time (s)		9.0			2.2			14.0			14.1	
Peak Hour Factor	0.75	0.75	0.75	0.80	0.80	0.80	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	0%	1%	0%	3%	3%	0%
Adj. Flow (vph)	1	12	28	11	10	44	7	439	7	41	300	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	65	0	0	453	0	0	347	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 53.0%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

2: Hope Street & Church Street

2032 NO BUILD
PM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	9	21	9	8	35	6	404	6	39	285	6
Future Volume (Veh/h)	1	9	21	9	8	35	6	404	6	39	285	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.80	0.80	0.80	0.92	0.92	0.92	0.95	0.95	0.95
Hourly flow rate (vph)	1	12	28	11	10	44	7	439	7	41	300	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	890	845	303	876	844	442	306			446		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	890	845	303	876	844	442	306			446		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	96	96	97	93	99			96		
cM capacity (veh/h)	232	289	741	245	289	613	1266			1109		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	41	65	453	347								
Volume Left	1	11	7	41								
Volume Right	28	44	7	6								
cSH	490	430	1266	1109								
Volume to Capacity	0.08	0.15	0.01	0.04								
Queue Length 95th (ft)	7	13	0	3								
Control Delay (s)	13.0	14.9	0.2	1.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	13.0	14.9	0.2	1.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			53.0%	ICU Level of Service					A			
Analysis Period (min)			15									

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	9	21	9	8	35	6	404	6	39	285	6
Future Vol, veh/h	1	9	21	9	8	35	6	404	6	39	285	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	80	80	80	92	92	92	95	95	95
Heavy Vehicles, %	0	0	0	0	0	3	0	1	0	3	3	0
Mvmt Flow	1	12	28	11	10	44	7	439	7	41	300	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	869	845	303	862	845	443	306	0	0	446	0	0
Stage 1	385	385	-	457	457	-	-	-	-	-	-	-
Stage 2	484	460	-	405	388	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.23	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.327	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	274	302	741	277	302	613	1266	-	-	1109	-	-
Stage 1	642	614	-	587	571	-	-	-	-	-	-	-
Stage 2	568	569	-	626	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	238	286	741	248	286	613	1266	-	-	1109	-	-
Mov Cap-2 Maneuver	238	286	-	248	286	-	-	-	-	-	-	-
Stage 1	638	586	-	583	567	-	-	-	-	-	-	-
Stage 2	515	565	-	563	584	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.1		14.9		0.1		1					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1266	-	-	484	428	1109	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.085	0.152	0.037	-	-				
HCM Control Delay (s)	7.9	0	-	13.1	14.9	8.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0.1	-	-				

Lanes, Volumes, Timings
3: Thames Street & Church Street

2032 NO BUILD
PM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	21	22	3	24	39
Future Volume (vph)	6	21	22	3	24	39
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	0.894		0.985			
Flt Protected	0.989					0.981
Satd. Flow (prot)	1680	0	1872	0	0	1864
Flt Permitted	0.989					0.981
Satd. Flow (perm)	1680	0	1872	0	0	1864
Link Speed (mph)	30		30			30
Link Distance (ft)	397		310			627
Travel Time (s)	9.0		7.0			14.3
Peak Hour Factor	0.64	0.64	0.69	0.69	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	33	32	4	26	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	36	0	0	68
Sign Control	Stop		Stop			Stop
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	20.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 3: Thames Street & Church Street

2032 NO BUILD
PM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	6	21	22	3	24	39
Future Volume (vph)	6	21	22	3	24	39
Peak Hour Factor	0.64	0.64	0.69	0.69	0.93	0.93
Hourly flow rate (vph)	9	33	32	4	26	42
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	42	36	68			
Volume Left (vph)	9	0	26			
Volume Right (vph)	33	4	0			
Hadj (s)	-0.43	-0.07	0.08			
Departure Headway (s)	3.7	4.0	4.1			
Degree Utilization, x	0.04	0.04	0.08			
Capacity (veh/h)	943	880	865			
Control Delay (s)	6.9	7.1	7.4			
Approach Delay (s)	6.9	7.1	7.4			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.2			
Level of Service			A			
Intersection Capacity Utilization			20.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	21	22	3	24	39
Future Vol, veh/h	6	21	22	3	24	39
Peak Hour Factor	0.64	0.64	0.69	0.69	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	33	32	4	26	42
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	6.9	7.1	7.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	22%	38%
Vol Thru, %	88%	0%	62%
Vol Right, %	12%	78%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	25	27	63
LT Vol	0	6	24
Through Vol	22	0	39
RT Vol	3	21	0
Lane Flow Rate	36	42	68
Geometry Grp	1	1	1
Degree of Util (X)	0.04	0.043	0.077
Departure Headway (Hd)	3.954	3.656	4.078
Convergence, Y/N	Yes	Yes	Yes
Cap	905	973	880
Service Time	1.978	1.703	2.095
HCM Lane V/C Ratio	0.04	0.043	0.077
HCM Control Delay	7.1	6.9	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2

Lanes, Volumes, Timings
4: Thames Street & State Street

2032 NO BUILD
PM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	7	4	6	4	48	4	46	4	22	45	8
Future Volume (vph)	11	7	4	6	4	48	4	46	4	22	45	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.888			0.989			0.986	
Flt Protected		0.976			0.995			0.996			0.985	
Satd. Flow (prot)	0	1810	0	0	1679	0	0	1754	0	0	1845	0
Flt Permitted		0.976			0.995			0.996			0.985	
Satd. Flow (perm)	0	1810	0	0	1679	0	0	1754	0	0	1845	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		156			147			627			732	
Travel Time (s)		3.5			3.3			14.3			16.6	
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.86	0.86	0.86	0.77	0.77	0.77
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Adj. Flow (vph)	14	9	5	8	5	64	5	53	5	29	58	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	77	0	0	63	0	0	97	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 20.7%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis 4: Thames Street & State Street

2032 NO BUILD
PM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	7	4	6	4	48	4	46	4	22	45	8
Future Volume (vph)	11	7	4	6	4	48	4	46	4	22	45	8
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.86	0.86	0.86	0.77	0.77	0.77
Hourly flow rate (vph)	14	9	5	8	5	64	5	53	5	29	58	10
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	28	77	63	97								
Volume Left (vph)	14	8	5	29								
Volume Right (vph)	5	64	5	10								
Hadj (s)	-0.01	-0.48	0.08	0.00								
Departure Headway (s)	4.3	3.8	4.3	4.2								
Degree Utilization, x	0.03	0.08	0.08	0.11								
Capacity (veh/h)	795	903	805	835								
Control Delay (s)	7.5	7.1	7.6	7.7								
Approach Delay (s)	7.5	7.1	7.6	7.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			20.7%	ICU Level of Service					A			
Analysis Period (min)			15									

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	7	4	6	4	48	4	46	4	22	45	8
Future Vol, veh/h	11	7	4	6	4	48	4	46	4	22	45	8
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.86	0.86	0.86	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	0	0
Mvmt Flow	14	9	5	8	5	64	5	53	5	29	58	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.1	7.5	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	50%	10%	29%
Vol Thru, %	85%	32%	7%	60%
Vol Right, %	7%	18%	83%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	22	58	75
LT Vol	4	11	6	22
Through Vol	46	7	4	45
RT Vol	4	4	48	8
Lane Flow Rate	63	28	77	97
Geometry Grp	1	1	1	1
Degree of Util (X)	0.072	0.033	0.08	0.112
Departure Headway (Hd)	4.129	4.23	3.722	4.127
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	834	947	863
Service Time	2.189	2.32	1.808	2.178
HCM Lane V/C Ratio	0.073	0.034	0.081	0.112
HCM Control Delay	7.5	7.5	7.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.4

Lanes, Volumes, Timings
5: Thames Street & Hope Street

2032 NO BUILD
PM PEAK HOUR

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	488	485	97	104	1
Future Volume (vph)	0	488	485	97	104	1
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			0.997	0.865	0.999	
Flt Protected					0.953	
Satd. Flow (prot)	0	1863	0	1644	1791	0
Flt Permitted					0.953	
Satd. Flow (perm)	0	1863	0	1644	1791	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		2186	170		105	
Travel Time (s)		49.7	3.9		2.4	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	1%	0%
Adj. Flow (vph)	0	514	539	108	118	1
Shared Lane Traffic (%)				10%		
Lane Group Flow (vph)	0	514	550	97	119	0
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization Err%	ICU Level of Service H					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

5: Thames Street & Hope Street

2032 NO BUILD
PM PEAK HOUR

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	0	488	485	97	104	1
Future Volume (Veh/h)	0	488	485	97	104	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.88	0.88
Hourly flow rate (vph)	0	514	539	108	118	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	647				1053	539
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	647				1053	539
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				53	100
cM capacity (veh/h)	948				252	546
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	514	647	119			
Volume Left	0	0	118			
Volume Right	0	108	1			
cSH	1700	1700	253			
Volume to Capacity	0.30	0.38	0.47			
Queue Length 95th (ft)	0	0	59			
Control Delay (s)	0.0	0.0	31.3			
Lane LOS			D			
Approach Delay (s)	0.0	0.0	31.3			
Approach LOS			D			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			Err%	ICU Level of Service		H
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	0					
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑		↗	↘	
Traffic Vol, veh/h	0	488	485	97	104	1
Future Vol, veh/h	0	488	485	97	104	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	90	90	88	88
Heavy Vehicles, %	0	2	1	0	1	0
Mvmt Flow	0	514	539	108	118	1
Major/Minor	Major1		Minor2			
Conflicting Flow All	-	0			514	0
Stage 1	-	-			0	-
Stage 2	-	-			514	-
Critical Hdwy	-	-			6.41	6.2
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.41	-
Follow-up Hdwy	-	-			3.509	3.3
Pot Cap-1 Maneuver	0	-			522	-
Stage 1	0	-			-	-
Stage 2	0	-			602	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			522	-
Mov Cap-2 Maneuver	-	-			522	-
Stage 1	-	-			-	-
Stage 2	-	-			602	-
Approach	NB		NE			
HCM Control Delay, s	0					
HCM LOS	-					
Minor Lane/Major Mvmt	NELn1		NBT			
Capacity (veh/h)	-		-			
HCM Lane V/C Ratio	-		-			
HCM Control Delay (s)	-		-			
HCM Lane LOS	-		-			
HCM 95th %tile Q(veh)	-		-			

Lanes, Volumes, Timings
6: Hope Street & Washington Street

2032 NO BUILD
PM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	12	138	569	23	85	567
Future Volume (vph)	12	138	569	23	85	567
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		0.850	0.995			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1599	1855	0	1787	1881
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	1599	1855	0	1787	1881
Link Speed (mph)	30		30			30
Link Distance (ft)	432		170			339
Travel Time (s)	9.8		3.9			7.7
Peak Hour Factor	0.92	0.92	0.94	0.94	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	1%	1%
Adj. Flow (vph)	13	150	605	24	92	616
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	150	629	0	92	616
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.4%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

6: Hope Street & Washington Street

2032 NO BUILD
PM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	138	569	23	85	567
Future Volume (Veh/h)	12	138	569	23	85	567
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	13	150	605	24	92	616
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1417	617			629	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1417	617			629	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	69			90	
cM capacity (veh/h)	138	492			958	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	13	150	629	92	616	
Volume Left	13	0	0	92	0	
Volume Right	0	150	24	0	0	
cSH	138	492	1700	958	1700	
Volume to Capacity	0.09	0.31	0.37	0.10	0.36	
Queue Length 95th (ft)	8	32	0	8	0	
Control Delay (s)	33.8	15.5	0.0	9.2	0.0	
Lane LOS	D	C		A		
Approach Delay (s)	17.0		0.0	1.2		
Approach LOS	C					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			49.4%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	138	569	23	85	567
Future Vol, veh/h	12	138	569	23	85	567
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	94	94	92	92
Heavy Vehicles, %	0	1	2	0	1	1
Mvmt Flow	13	150	605	24	92	616
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1417	617	0	0	629	0
Stage 1	617	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	153	492	-	-	958	-
Stage 1	542	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	138	492	-	-	958	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	17	0	1.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 138 492	958	-		
HCM Lane V/C Ratio	-	- 0.095 0.305	0.096	-		
HCM Control Delay (s)	-	- 33.8 15.5	9.2	-		
HCM Lane LOS	-	- D C	A	-		
HCM 95th %tile Q(veh)	-	- 0.3 1.3	0.3	-		

Lanes, Volumes, Timings
1: Hope Street & Constitution Street

2032 BUILD
AM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	8	37	4	7	49	18	144	1	11	362	3
Future Volume (vph)	6	8	37	4	7	49	18	144	1	11	362	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.902			0.890			0.999			0.999	
Flt Protected		0.994			0.997			0.994			0.999	
Satd. Flow (prot)	0	1669	0	0	1636	0	0	1807	0	0	1838	0
Flt Permitted		0.994			0.997			0.994			0.999	
Satd. Flow (perm)	0	1669	0	0	1636	0	0	1807	0	0	1838	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		402			740			229			615	
Travel Time (s)		9.1			16.8			5.2			14.0	
Peak Hour Factor	0.78	0.78	0.78	0.91	0.91	0.91	0.79	0.79	0.79	0.92	0.92	0.92
Heavy Vehicles (%)	17%	0%	0%	50%	0%	0%	0%	5%	0%	10%	3%	0%
Adj. Flow (vph)	8	10	47	4	8	54	23	182	1	12	393	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	0	0	66	0	0	206	0	0	408	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.7%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

1: Hope Street & Constitution Street

2032 BUILD
AM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	8	37	4	7	49	18	144	1	11	362	3
Future Volume (Veh/h)	6	8	37	4	7	49	18	144	1	11	362	3
Sign Control	Stop				Stop				Free		Free	
Grade	0%				0%				0%		0%	
Peak Hour Factor	0.78	0.78	0.78	0.91	0.91	0.91	0.79	0.79	0.79	0.92	0.92	0.92
Hourly flow rate (vph)	8	10	47	4	8	54	23	182	1	12	393	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	705	648	394	699	648	182	396				183	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	705	648	394	699	648	182	396				183	
tC, single (s)	7.3	6.5	6.2	7.6	6.5	6.2	4.1				4.2	
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	4.0	4.0	3.3	2.2				2.3	
p0 queue free %	97	97	93	98	98	94	98				99	
cM capacity (veh/h)	300	381	659	266	380	865	1174				1345	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	65	66	206	408								
Volume Left	8	4	23	12								
Volume Right	47	54	1	3								
cSH	523	670	1174	1345								
Volume to Capacity	0.12	0.10	0.02	0.01								
Queue Length 95th (ft)	11	8	1	1								
Control Delay (s)	12.9	11.0	1.1	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.9	11.0	1.1	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay				2.6								
Intersection Capacity Utilization				32.7%	ICU Level of Service				A			
Analysis Period (min)				15								

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	8	37	4	7	49	18	144	1	11	362	3
Future Vol, veh/h	6	8	37	4	7	49	18	144	1	11	362	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	91	91	91	79	79	79	92	92	92
Heavy Vehicles, %	17	0	0	50	0	0	0	5	0	10	3	0
Mvmt Flow	8	10	47	4	8	54	23	182	1	12	393	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	679	648	395	676	649	183	396	0	0	183	0	0
Stage 1	419	419	-	229	229	-	-	-	-	-	-	-
Stage 2	260	229	-	447	420	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.5	6.2	7.6	6.5	6.2	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.27	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4	3.3	3.95	4	3.3	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	346	392	659	310	391	865	1174	-	-	1345	-	-
Stage 1	583	593	-	677	718	-	-	-	-	-	-	-
Stage 2	713	718	-	508	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	311	379	659	275	378	865	1174	-	-	1345	-	-
Mov Cap-2 Maneuver	311	379	-	275	378	-	-	-	-	-	-	-
Stage 1	570	586	-	662	702	-	-	-	-	-	-	-
Stage 2	647	702	-	458	586	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		11		0.9		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1174	-	-	528	669	1345	-
HCM Lane V/C Ratio	0.019	-	-	0.124	0.099	0.009	-
HCM Control Delay (s)	8.1	0	-	12.8	11	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.3	0	-

Lanes, Volumes, Timings
2: Hope Street & Church Street

2032 BUILD
AM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	7	7	6	3	42	2	250	2	16	356	9
Future Volume (vph)	10	7	7	6	3	42	2	250	2	16	356	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.890			0.999			0.997	
Flt Protected		0.980			0.994						0.998	
Satd. Flow (prot)	0	1788	0	0	1641	0	0	1880	0	0	1837	0
Flt Permitted		0.980			0.994						0.998	
Satd. Flow (perm)	0	1788	0	0	1641	0	0	1880	0	0	1837	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			98			615			621	
Travel Time (s)		9.0			2.2			14.0			14.1	
Peak Hour Factor	0.40	0.40	0.40	0.79	0.79	0.79	0.93	0.93	0.93	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	0%	1%	0%	3%	3%	0%
Adj. Flow (vph)	25	18	18	8	4	53	2	269	2	21	456	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	65	0	0	273	0	0	489	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 40.0%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

2: Hope Street & Church Street

2032 BUILD
AM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	7	7	6	3	42	2	250	2	16	356	9
Future Volume (Veh/h)	10	7	7	6	3	42	2	250	2	16	356	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.40	0.40	0.40	0.79	0.79	0.79	0.93	0.93	0.93	0.78	0.78	0.78
Hourly flow rate (vph)	25	18	18	8	4	53	2	269	2	21	456	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	833	779	462	805	784	270	468			271		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	833	779	462	805	784	270	468			271		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	94	97	97	99	93	100			98		
cM capacity (veh/h)	264	324	604	278	321	766	1104			1287		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	61	65	273	489								
Volume Left	25	8	2	21								
Volume Right	18	53	2	12								
cSH	339	589	1104	1287								
Volume to Capacity	0.18	0.11	0.00	0.02								
Queue Length 95th (ft)	16	9	0	1								
Control Delay (s)	18.0	11.9	0.1	0.5								
Lane LOS	C	B	A	A								
Approach Delay (s)	18.0	11.9	0.1	0.5								
Approach LOS	C	B										
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			40.0%	ICU Level of Service					A			
Analysis Period (min)			15									

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	7	7	6	3	42	2	250	2	16	356	9
Future Vol, veh/h	10	7	7	6	3	42	2	250	2	16	356	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	40	40	40	79	79	79	93	93	93	78	78	78
Heavy Vehicles, %	0	0	0	0	0	3	0	1	0	3	3	0
Mvmt Flow	25	18	18	8	4	53	2	269	2	21	456	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	807	779	462	796	784	270	468	0	0	271	0	0
Stage 1	504	504	-	274	274	-	-	-	-	-	-	-
Stage 2	303	275	-	522	510	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.23	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.327	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	302	330	604	307	327	766	1104	-	-	1287	-	-
Stage 1	554	544	-	736	687	-	-	-	-	-	-	-
Stage 2	711	686	-	542	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	273	322	604	281	319	766	1104	-	-	1287	-	-
Mov Cap-2 Maneuver	273	322	-	281	319	-	-	-	-	-	-	-
Stage 1	553	532	-	735	686	-	-	-	-	-	-	-
Stage 2	657	685	-	498	529	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.7		11.8		0.1		0.3	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1104	-	-	343	596	1287	-
HCM Lane V/C Ratio	0.002	-	-	0.175	0.108	0.016	-
HCM Control Delay (s)	8.3	0	-	17.7	11.8	7.8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.6	0.4	0	-

Lanes, Volumes, Timings

3: Thames Street & Church Street

2032 BUILD
AM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	42	49	7	25	56
Future Volume (vph)	6	42	49	7	25	56
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	0.882		0.983			
Flt Protected	0.994					0.985
Satd. Flow (prot)	1666	0	1868	0	0	1872
Flt Permitted	0.994					0.985
Satd. Flow (perm)	1666	0	1868	0	0	1872
Link Speed (mph)	30		30			30
Link Distance (ft)	397		72			627
Travel Time (s)	9.0		1.6			14.3
Peak Hour Factor	0.31	0.31	0.50	0.50	0.69	0.69
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	19	135	98	14	36	81
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	0	112	0	0	117
Sign Control	Stop		Stop			Stop
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: Thames Street & Church Street

2032 BUILD
AM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	6	42	49	7	25	56
Future Volume (vph)	6	42	49	7	25	56
Peak Hour Factor	0.31	0.31	0.50	0.50	0.69	0.69
Hourly flow rate (vph)	19	135	98	14	36	81
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	154	112	117			
Volume Left (vph)	19	0	36			
Volume Right (vph)	135	14	0			
Hadj (s)	-0.50	-0.07	0.06			
Departure Headway (s)	3.9	4.3	4.4			
Degree Utilization, x	0.17	0.13	0.14			
Capacity (veh/h)	872	804	777			
Control Delay (s)	7.7	7.9	8.1			
Approach Delay (s)	7.7	7.9	8.1			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.9			
Level of Service			A			
Intersection Capacity Utilization			21.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	42	49	7	25	56
Future Vol, veh/h	6	42	49	7	25	56
Peak Hour Factor	0.31	0.31	0.50	0.50	0.69	0.69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	135	98	14	36	81
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.7	7.9	8.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	12%	31%
Vol Thru, %	88%	0%	69%
Vol Right, %	12%	88%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	56	48	81
LT Vol	0	6	25
Through Vol	49	0	56
RT Vol	7	42	0
Lane Flow Rate	112	155	117
Geometry Grp	1	1	1
Degree of Util (X)	0.13	0.168	0.141
Departure Headway (Hd)	4.19	3.915	4.323
Convergence, Y/N	Yes	Yes	Yes
Cap	842	921	818
Service Time	2.283	1.915	2.411
HCM Lane V/C Ratio	0.133	0.168	0.143
HCM Control Delay	7.9	7.7	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.6	0.5

Lanes, Volumes, Timings
4: Thames Street & State Street

2032 BUILD
AM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	8	8	11	3	14	4	75	18	30	74	12
Future Volume (vph)	4	8	8	11	3	14	4	75	18	30	74	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.931			0.975			0.986	
Flt Protected		0.990			0.981			0.998			0.987	
Satd. Flow (prot)	0	1779	0	0	1664	0	0	1758	0	0	1807	0
Flt Permitted		0.990			0.981			0.998			0.987	
Satd. Flow (perm)	0	1779	0	0	1664	0	0	1758	0	0	1807	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		156			147			627			732	
Travel Time (s)		3.5			3.3			14.3			16.6	
Peak Hour Factor	0.56	0.56	0.56	0.67	0.67	0.67	0.39	0.39	0.39	0.56	0.56	0.56
Heavy Vehicles (%)	0%	0%	0%	11%	0%	0%	0%	5%	7%	4%	2%	0%
Adj. Flow (vph)	7	14	14	16	4	21	10	192	46	54	132	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	0	41	0	0	248	0	0	207	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 22.9%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

4: Thames Street & State Street

2032 BUILD
AM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	8	8	11	3	14	4	75	18	30	74	12
Future Volume (vph)	4	8	8	11	3	14	4	75	18	30	74	12
Peak Hour Factor	0.56	0.56	0.56	0.67	0.67	0.67	0.39	0.39	0.39	0.56	0.56	0.56
Hourly flow rate (vph)	7	14	14	16	4	21	10	192	46	54	132	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	35	41	248	207								
Volume Left (vph)	7	16	10	54								
Volume Right (vph)	14	21	46	21								
Hadj (s)	-0.20	-0.16	-0.02	0.03								
Departure Headway (s)	4.8	4.8	4.3	4.4								
Degree Utilization, x	0.05	0.05	0.30	0.25								
Capacity (veh/h)	677	673	815	791								
Control Delay (s)	8.0	8.1	9.1	8.8								
Approach Delay (s)	8.0	8.1	9.1	8.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.8								
Level of Service				A								
Intersection Capacity Utilization				22.9%	ICU Level of Service	A						
Analysis Period (min)				15								

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	8	8	11	3	14	4	75	18	30	74	12
Future Vol, veh/h	4	8	8	11	3	14	4	75	18	30	74	12
Peak Hour Factor	0.56	0.56	0.56	0.67	0.67	0.67	0.39	0.39	0.39	0.56	0.56	0.56
Heavy Vehicles, %	0	0	0	11	0	0	0	5	7	4	2	0
Mvmt Flow	7	14	14	16	4	21	10	192	46	54	132	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.2	8.9	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	20%	39%	26%
Vol Thru, %	77%	40%	11%	64%
Vol Right, %	19%	40%	50%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	20	28	116
LT Vol	4	4	11	30
Through Vol	75	8	3	74
RT Vol	18	8	14	12
Lane Flow Rate	249	36	42	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.291	0.047	0.057	0.253
Departure Headway (Hd)	4.205	4.748	4.905	4.399
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	754	730	818
Service Time	2.221	2.778	2.934	2.416
HCM Lane V/C Ratio	0.291	0.048	0.058	0.253
HCM Control Delay	8.9	8	8.2	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.2	0.1	0.2	1

Lanes, Volumes, Timings
5: Thames Street & Hope Street

2032 BUILD
AM PEAK HOUR

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	357	512	104	63	0
Future Volume (vph)	0	357	512	104	63	0
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			0.997	0.865		
Flt Protected					0.950	
Satd. Flow (prot)	0	1827	0	1644	1805	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1827	0	1644	1805	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		2186	170		105	
Travel Time (s)		49.7	3.9		2.4	
Peak Hour Factor	0.89	0.89	0.87	0.87	0.70	0.70
Heavy Vehicles (%)	0%	4%	1%	0%	0%	6%
Adj. Flow (vph)	0	401	589	120	90	0
Shared Lane Traffic (%)				10%		
Lane Group Flow (vph)	0	401	601	108	90	0
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization Err%	ICU Level of Service H					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

5: Thames Street & Hope Street

2032 BUILD
AM PEAK HOUR

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	0	357	512	104	63	0
Future Volume (Veh/h)	0	357	512	104	63	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.87	0.87	0.70	0.70
Hourly flow rate (vph)	0	401	589	120	90	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	709				990	589
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	709				990	589
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				67	100
cM capacity (veh/h)	899				276	501
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	401	709	90			
Volume Left	0	0	90			
Volume Right	0	120	0			
cSH	1700	1700	276			
Volume to Capacity	0.24	0.42	0.33			
Queue Length 95th (ft)	0	0	34			
Control Delay (s)	0.0	0.0	24.3			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	24.3			
Approach LOS			C			
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			Err%	ICU Level of Service		H
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	0					
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑		↗	↘	
Traffic Vol, veh/h	0	357	512	104	63	0
Future Vol, veh/h	0	357	512	104	63	0
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	0	-
Veh in Median Storage, #	-	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	87	87	70	70
Heavy Vehicles, %	0	4	1	0	0	6
Mvmt Flow	0	401	589	120	90	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	-	0			401	0
Stage 1	-	-			0	-
Stage 2	-	-			401	-
Critical Hdwy	-	-			6.4	6.26
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.4	-
Follow-up Hdwy	-	-			3.5	3.354
Pot Cap-1 Maneuver	0	-			609	-
Stage 1	0	-			-	-
Stage 2	0	-			681	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			609	-
Mov Cap-2 Maneuver	-	-			609	-
Stage 1	-	-			-	-
Stage 2	-	-			681	-
Approach	NB		NE			
HCM Control Delay, s	0					
HCM LOS	-					
Minor Lane/Major Mvmt	NELn1		NBT			
Capacity (veh/h)	-		-			
HCM Lane V/C Ratio	-		-			
HCM Control Delay (s)	-		-			
HCM Lane LOS	-		-			
HCM 95th %tile Q(veh)	-		-			

Lanes, Volumes, Timings
6: Hope Street & Washington Street

2032 BUILD
AM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	119	407	13	81	614
Future Volume (vph)	4	119	407	13	81	614
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		0.850	0.996			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1599	1851	0	1805	1881
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	1599	1851	0	1805	1881
Link Speed (mph)	30		30			30
Link Distance (ft)	432		170			339
Travel Time (s)	9.8		3.9			7.7
Peak Hour Factor	0.76	0.76	0.88	0.88	0.89	0.89
Heavy Vehicles (%)	0%	1%	2%	9%	0%	1%
Adj. Flow (vph)	5	157	463	15	91	690
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	157	478	0	91	690
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	42.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

6: Hope Street & Washington Street

2032 BUILD
AM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	119	407	13	81	614
Future Volume (Veh/h)	4	119	407	13	81	614
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.88	0.88	0.89	0.89
Hourly flow rate (vph)	5	157	462	15	91	690
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1342	470			477	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1342	470			477	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	74			92	
cM capacity (veh/h)	155	596			1096	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	5	157	477	91	690	
Volume Left	5	0	0	91	0	
Volume Right	0	157	15	0	0	
cSH	155	596	1700	1096	1700	
Volume to Capacity	0.03	0.26	0.28	0.08	0.41	
Queue Length 95th (ft)	2	26	0	7	0	
Control Delay (s)	28.9	13.2	0.0	8.6	0.0	
Lane LOS	D	B		A		
Approach Delay (s)	13.7		0.0	1.0		
Approach LOS	B					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			42.3%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	119	407	13	81	614
Future Vol, veh/h	4	119	407	13	81	614
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	88	88	89	89
Heavy Vehicles, %	0	1	2	9	0	1
Mvmt Flow	5	157	463	15	91	690
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1343	471	0	0	478	0
Stage 1	471	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	169	595	-	-	1095	-
Stage 1	632	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	595	-	-	1095	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.7	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 155 595 1095			-	
HCM Lane V/C Ratio	-	- 0.034 0.263 0.083			-	
HCM Control Delay (s)	-	- 29 13.2 8.6			-	
HCM Lane LOS	-	- D B A			-	
HCM 95th %tile Q(veh)	-	- 0.1 1.1 0.3			-	

Lanes, Volumes, Timings
7: Thames Street & Constitution Street

2032 BUILD
AM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	8	0	0	4	24	0	0	0	43	0	7
Future Volume (vph)	14	8	0	0	4	24	0	0	0	43	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.883					0.980						
Flt Protected	0.970					0.959						
Satd. Flow (prot)	0	1626	0	0	1480	0	0	1676	0	0	1576	0
Flt Permitted	0.970					0.959						
Satd. Flow (perm)	0	1626	0	0	1480	0	0	1676	0	0	1576	0
Link Speed (mph)	30					30						
Link Distance (ft)	185					402						
Travel Time (s)	4.2					9.1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	9	0	0	4	26	0	0	0	47	0	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	30	0	0	0	0	0	55	0
Sign Control	Stop		Stop				Stop				Stop	
Intersection Summary												
Area Type:	CBD											
Control Type:	Unsignalized											
Intersection Capacity Utilization	18.0%					ICU Level of Service A						
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

7: Thames Street & Constitution Street

2032 BUILD
AM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	8	0	0	4	24	0	0	0	43	0	7
Future Volume (vph)	14	8	0	0	4	24	0	0	0	43	0	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	9	0	0	4	26	0	0	0	47	0	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	24	30	0	55								
Volume Left (vph)	15	0	0	47								
Volume Right (vph)	0	26	0	8								
Hadj (s)	0.16	-0.49	0.00	0.12								
Departure Headway (s)	4.2	3.6	4.1	4.1								
Degree Utilization, x	0.03	0.03	0.00	0.06								
Capacity (veh/h)	838	989	879	857								
Control Delay (s)	7.3	6.7	7.1	7.4								
Approach Delay (s)	7.3	6.7	0.0	7.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.2								
Level of Service				A								
Intersection Capacity Utilization				18.0%	ICU Level of Service	A						
Analysis Period (min)				15								

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	8	0	0	4	24	0	0	0	43	0	7
Future Vol, veh/h	14	8	0	0	4	24	0	0	0	43	0	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	9	0	0	4	26	0	0	0	47	0	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	6.7	0	7.4
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	64%	0%	86%
Vol Thru, %	100%	36%	14%	0%
Vol Right, %	0%	0%	86%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	22	28	50
LT Vol	0	14	0	43
Through Vol	0	8	4	0
RT Vol	0	0	24	7
Lane Flow Rate	0	24	30	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.028	0.03	0.062
Departure Headway (Hd)	4.069	4.179	3.532	4.115
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	855	1010	871
Service Time	2.1	2.21	1.565	2.135
HCM Lane V/C Ratio	0	0.028	0.03	0.062
HCM Control Delay	7.1	7.3	6.7	7.4
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.2

Lanes, Volumes, Timings
8: Thames Street & Site Driveway Two

2032 BUILD
AM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	37	1	3	50
Future Volume (vph)	0	0	37	1	3	50
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			0.997			
Flt Protected						0.997
Satd. Flow (prot)	0	0	1857	0	0	1857
Flt Permitted						0.997
Satd. Flow (perm)	0	0	1857	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	123		206			146
Travel Time (s)	2.8		4.7			3.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	40	1	3	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	41	0	0	57
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 8.4%	ICU Level of Service A					
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

8: Thames Street & Site Driveway Two

2032 BUILD
AM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	37	1	3	50
Future Volume (Veh/h)	0	0	37	1	3	50
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	40	1	3	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100	40			41	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	40			41	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	896	1031			1568	
Direction, Lane #	NB 1	SB 1				
Volume Total	41	57				
Volume Left	0	3				
Volume Right	1	0				
cSH	1700	1568				
Volume to Capacity	0.02	0.00				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.4				
Lane LOS		A				
Approach Delay (s)	0.0	0.4				
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			8.4%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
9: Thames Street & Site Driveway Three

2032 BUILD
AM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	8	36	1	3	47
Future Volume (vph)	6	8	36	1	3	47
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	0.924		0.997			
Flt Protected	0.979					0.997
Satd. Flow (prot)	1685	0	1857	0	0	1857
Flt Permitted	0.979					0.997
Satd. Flow (perm)	1685	0	1857	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	142		146			70
Travel Time (s)	3.2		3.3			1.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	9	39	1	3	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	40	0	0	54
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.9%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

9: Thames Street & Site Driveway Three

2032 BUILD
AM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	8	36	1	3	47
Future Volume (Veh/h)	6	8	36	1	3	47
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	9	39	1	3	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	96	40			40	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	96	40			40	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	901	1032			1570	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	16	40	54			
Volume Left	7	0	3			
Volume Right	9	1	0			
cSH	970	1700	1570			
Volume to Capacity	0.02	0.02	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.8	0.0	0.4			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	0.4			
Approach LOS	A					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			14.9%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	8	36	1	3	47
Future Vol, veh/h	6	8	36	1	3	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	9	39	1	3	51
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	97	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	902	1031	-	-	1570	-
Stage 1	982	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	900	1031	-	-	1570	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		0.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 970		1570	-	
HCM Lane V/C Ratio	-	- 0.016		0.002	-	
HCM Control Delay (s)	-	- 8.8		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Lanes, Volumes, Timings
10: Thames Street & Site Driveway Four

2032 BUILD
AM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	8	41	3	3	44
Future Volume (vph)	6	8	41	3	3	44
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	0.924		0.992			
Flt Protected	0.979					0.997
Satd. Flow (prot)	1685	0	1848	0	0	1857
Flt Permitted	0.979					0.997
Satd. Flow (perm)	1685	0	1848	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	146		70			126
Travel Time (s)	3.3		1.6			2.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	9	45	3	3	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	48	0	0	51
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

10: Thames Street & Site Driveway Four

2032 BUILD
AM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	8	41	3	3	44
Future Volume (Veh/h)	6	8	41	3	3	44
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	9	45	3	3	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100	46			48	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	46			48	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	896	1023			1559	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	16	48	51			
Volume Left	7	0	3			
Volume Right	9	3	0			
cSH	963	1700	1559			
Volume to Capacity	0.02	0.03	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.8	0.0	0.4			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	0.4			
Approach LOS	A					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization		14.8%		ICU Level of Service		A
Analysis Period (min)		15				

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	8	41	3	3	44
Future Vol, veh/h	6	8	41	3	3	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	9	45	3	3	48

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	101	47	0	0	48
Stage 1	47	-	-	-	-
Stage 2	54	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	898	1022	-	-	1559
Stage 1	975	-	-	-	-
Stage 2	969	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	896	1022	-	-	1559
Mov Cap-2 Maneuver	896	-	-	-	-
Stage 1	975	-	-	-	-
Stage 2	967	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	964	1559
HCM Lane V/C Ratio	-	-	0.016	0.002
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings
11: Thames Street & Bristol Maritime Welcome Center

2032 BUILD
AM PEAK HOUR



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	3	1	48	44	2
Future Volume (vph)	3	3	1	48	44	2
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	0.932				0.995	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1694	0	0	1861	1853	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1694	0	0	1861	1853	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	173			126	72	
Travel Time (s)	3.9			2.9	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	3	1	52	48	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	53	50	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 13.3% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

11: Thames Street & Bristol Maritime Welcome Center

2032 BUILD
AM PEAK HOUR

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	3	1	48	44	2
Future Volume (Veh/h)	3	3	1	48	44	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	3	1	52	48	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	103	49	50			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	103	49	50			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	895	1020	1557			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	6	53	50			
Volume Left	3	1	0			
Volume Right	3	0	2			
cSH	953	1557	1700			
Volume to Capacity	0.01	0.00	0.03			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.8	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	1	48	44	2
Future Vol, veh/h	3	3	1	48	44	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	1	52	48	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	103	49	50	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	895	1020	1557	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	894	1020	1557	-	-	-
Mov Cap-2 Maneuver	894	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1557	-	953	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
1: Hope Street & Constitution Street

2032 BUILD
PM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	14	79	2	6	14	52	408	3	21	290	11
Future Volume (vph)	12	14	79	2	6	14	52	408	3	21	290	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.898			0.914			0.999			0.996	
Flt Protected		0.994			0.995			0.994			0.997	
Satd. Flow (prot)	0	1678	0	0	1728	0	0	1854	0	0	1847	0
Flt Permitted		0.994			0.995			0.994			0.997	
Satd. Flow (perm)	0	1678	0	0	1728	0	0	1854	0	0	1847	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		402			740			229			615	
Travel Time (s)		9.1			16.8			5.2			14.0	
Peak Hour Factor	0.85	0.85	0.85	0.66	0.66	0.66	0.95	0.95	0.95	0.82	0.82	0.82
Heavy Vehicles (%)	0%	8%	0%	0%	0%	0%	0%	2%	0%	0%	2%	10%
Adj. Flow (vph)	14	16	93	3	9	21	55	429	3	26	354	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	33	0	0	487	0	0	393	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 53.1% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

1: Hope Street & Constitution Street

2032 BUILD
PM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	14	79	2	6	14	52	408	3	21	290	11
Future Volume (Veh/h)	12	14	79	2	6	14	52	408	3	21	290	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.66	0.66	0.66	0.95	0.95	0.95	0.82	0.82	0.82
Hourly flow rate (vph)	14	16	93	3	9	21	55	429	3	26	354	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	978	954	360	1054	960	430	367			432		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	978	954	360	1054	960	430	367			432		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	93	86	98	96	97	95			98		
cM capacity (veh/h)	206	236	689	160	241	629	1203			1138		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	123	33	487	393								
Volume Left	14	3	55	26								
Volume Right	93	21	3	13								
cSH	454	369	1203	1138								
Volume to Capacity	0.27	0.09	0.05	0.02								
Queue Length 95th (ft)	27	7	4	2								
Control Delay (s)	15.8	15.7	1.4	0.8								
Lane LOS	C	C	A	A								
Approach Delay (s)	15.8	15.7	1.4	0.8								
Approach LOS	C	C										
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization			53.1%	ICU Level of Service					A			
Analysis Period (min)			15									

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	14	79	2	6	14	52	408	3	21	290	11
Future Vol, veh/h	12	14	79	2	6	14	52	408	3	21	290	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	66	66	66	95	95	95	82	82	82
Heavy Vehicles, %	0	8	0	0	0	0	0	2	0	0	2	10
Mvmt Flow	14	16	93	3	9	21	55	429	3	26	354	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	969	955	361	1008	960	431	367	0	0	432	0	0
Stage 1	413	413	-	541	541	-	-	-	-	-	-	-
Stage 2	556	542	-	467	419	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.58	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.072	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	235	252	688	221	259	629	1203	-	-	1138	-	-
Stage 1	620	583	-	529	524	-	-	-	-	-	-	-
Stage 2	519	510	-	580	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	206	230	688	169	236	629	1203	-	-	1138	-	-
Mov Cap-2 Maneuver	206	230	-	169	236	-	-	-	-	-	-	-
Stage 1	583	566	-	497	493	-	-	-	-	-	-	-
Stage 2	463	479	-	473	576	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16		15.7		0.9		0.5	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1203	-	-	449	370	1138	-
HCM Lane V/C Ratio	0.046	-	-	0.275	0.09	0.023	-
HCM Control Delay (s)	8.1	0	-	16	15.7	8.2	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.3	0.1	-

Lanes, Volumes, Timings
2: Hope Street & Church Street

2032 BUILD
PM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	9	21	9	8	35	6	404	6	39	285	13
Future Volume (vph)	7	9	21	9	8	35	6	404	6	39	285	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.909			0.998			0.995	
Flt Protected		0.991			0.992			0.999			0.994	
Satd. Flow (prot)	0	1738	0	0	1679	0	0	1876	0	0	1827	0
Flt Permitted		0.991			0.992			0.999			0.994	
Satd. Flow (perm)	0	1738	0	0	1679	0	0	1876	0	0	1827	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		397			98			615			621	
Travel Time (s)		9.0			2.2			14.0			14.1	
Peak Hour Factor	0.75	0.75	0.75	0.80	0.80	0.80	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	0%	1%	0%	3%	3%	0%
Adj. Flow (vph)	9	12	28	11	10	44	7	439	7	41	300	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	65	0	0	453	0	0	355	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

2: Hope Street & Church Street

2032 BUILD
PM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	9	21	9	8	35	6	404	6	39	285	13
Future Volume (Veh/h)	7	9	21	9	8	35	6	404	6	39	285	13
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.75	0.75	0.75	0.80	0.80	0.80	0.92	0.92	0.92	0.95	0.95	0.95
Hourly flow rate (vph)	9	12	28	11	10	44	7	439	7	41	300	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	894	849	307	880	852	442	314				446	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	894	849	307	880	852	442	314				446	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	96	96	96	95	97	93	99				96	
cM capacity (veh/h)	231	287	738	243	286	613	1258				1109	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	49	65	453	355								
Volume Left	9	11	7	41								
Volume Right	28	44	7	14								
cSH	413	428	1258	1109								
Volume to Capacity	0.12	0.15	0.01	0.04								
Queue Length 95th (ft)	10	13	0	3								
Control Delay (s)	14.9	14.9	0.2	1.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.9	14.9	0.2	1.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay				2.4								
Intersection Capacity Utilization				50.2%	ICU Level of Service				A			
Analysis Period (min)				15								

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	9	21	9	8	35	6	404	6	39	285	13
Future Vol, veh/h	7	9	21	9	8	35	6	404	6	39	285	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	80	80	80	92	92	92	95	95	95
Heavy Vehicles, %	0	0	0	0	0	3	0	1	0	3	3	0
Mvmt Flow	9	12	28	11	10	44	7	439	7	41	300	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	873	849	307	866	853	443	314	0	0	446	0	0
Stage 1	389	389	-	457	457	-	-	-	-	-	-	-
Stage 2	484	460	-	409	396	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.23	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.327	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	273	300	738	276	299	613	1258	-	-	1109	-	-
Stage 1	639	612	-	587	571	-	-	-	-	-	-	-
Stage 2	568	569	-	623	607	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	237	284	738	247	283	613	1258	-	-	1109	-	-
Mov Cap-2 Maneuver	237	284	-	247	283	-	-	-	-	-	-	-
Stage 1	635	584	-	583	567	-	-	-	-	-	-	-
Stage 2	515	565	-	561	580	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.9		14.9		0.1		1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1258	-	-	413	427	1109	-
HCM Lane V/C Ratio	0.005	-	-	0.119	0.152	0.037	-
HCM Control Delay (s)	7.9	0	-	14.9	14.9	8.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0.5	0.1	-

Lanes, Volumes, Timings
3: Thames Street & Church Street

2032 BUILD
PM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	21	50	9	24	77
Future Volume (vph)	13	21	50	9	24	77
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	0.916		0.979			
Flt Protected	0.981					0.988
Satd. Flow (prot)	1707	0	1860	0	0	1877
Flt Permitted	0.981					0.988
Satd. Flow (perm)	1707	0	1860	0	0	1877
Link Speed (mph)	30		30			30
Link Distance (ft)	397		72			627
Travel Time (s)	9.0		1.6			14.3
Peak Hour Factor	0.64	0.64	0.69	0.69	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	20	33	72	13	26	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	85	0	0	109
Sign Control	Stop		Stop			Stop
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: Thames Street & Church Street

2032 BUILD
PM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	13	21	50	9	24	77
Future Volume (vph)	13	21	50	9	24	77
Peak Hour Factor	0.64	0.64	0.69	0.69	0.93	0.93
Hourly flow rate (vph)	20	33	72	13	26	83
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	53	85	109			
Volume Left (vph)	20	0	26			
Volume Right (vph)	33	13	0			
Hadj (s)	-0.30	-0.09	0.05			
Departure Headway (s)	4.0	4.0	4.1			
Degree Utilization, x	0.06	0.10	0.13			
Capacity (veh/h)	852	868	852			
Control Delay (s)	7.3	7.4	7.7			
Approach Delay (s)	7.3	7.4	7.7			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.5			
Level of Service			A			
Intersection Capacity Utilization			22.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	21	50	9	24	77
Future Vol, veh/h	13	21	50	9	24	77
Peak Hour Factor	0.64	0.64	0.69	0.69	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	33	72	13	26	83
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.3	7.5	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	24%
Vol Thru, %	85%	0%	76%
Vol Right, %	15%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	59	34	101
LT Vol	0	13	24
Through Vol	50	0	77
RT Vol	9	21	0
Lane Flow Rate	86	53	109
Geometry Grp	1	1	1
Degree of Util (X)	0.095	0.058	0.124
Departure Headway (Hd)	3.984	3.938	4.105
Convergence, Y/N	Yes	Yes	Yes
Cap	894	895	871
Service Time	2.029	2.025	2.143
HCM Lane V/C Ratio	0.096	0.059	0.125
HCM Control Delay	7.5	7.3	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.2	0.4

Lanes, Volumes, Timings
4: Thames Street & State Street

2032 BUILD
PM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	7	4	6	4	48	4	74	4	22	83	8
Future Volume (vph)	11	7	4	6	4	48	4	74	4	22	83	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.888			0.993			0.991	
Flt Protected		0.976			0.995			0.997			0.990	
Satd. Flow (prot)	0	1810	0	0	1679	0	0	1755	0	0	1864	0
Flt Permitted		0.976			0.995			0.997			0.990	
Satd. Flow (perm)	0	1810	0	0	1679	0	0	1755	0	0	1864	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		156			147			627			732	
Travel Time (s)		3.5			3.3			14.3			16.6	
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.86	0.86	0.86	0.77	0.77	0.77
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%
Adj. Flow (vph)	14	9	5	8	5	64	5	86	5	29	108	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	77	0	0	96	0	0	147	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 23.3%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

4: Thames Street & State Street

2032 BUILD
PM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	11	7	4	6	4	48	4	74	4	22	83	8
Future Volume (vph)	11	7	4	6	4	48	4	74	4	22	83	8
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.86	0.86	0.86	0.77	0.77	0.77
Hourly flow rate (vph)	14	9	5	8	5	64	5	86	5	29	108	10
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	28	77	96	147								
Volume Left (vph)	14	8	5	29								
Volume Right (vph)	5	64	5	10								
Hadj (s)	-0.01	-0.48	0.10	0.00								
Departure Headway (s)	4.5	4.0	4.4	4.2								
Degree Utilization, x	0.04	0.09	0.12	0.17								
Capacity (veh/h)	738	836	789	827								
Control Delay (s)	7.7	7.4	8.0	8.1								
Approach Delay (s)	7.7	7.4	8.0	8.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.9								
Level of Service				A								
Intersection Capacity Utilization				23.3%	ICU Level of Service	A						
Analysis Period (min)				15								

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	7	4	6	4	48	4	74	4	22	83	8
Future Vol, veh/h	11	7	4	6	4	48	4	74	4	22	83	8
Peak Hour Factor	0.79	0.79	0.79	0.75	0.75	0.75	0.86	0.86	0.86	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	0	0
Mvmt Flow	14	9	5	8	5	64	5	86	5	29	108	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.4	7.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	50%	10%	19%
Vol Thru, %	90%	32%	7%	73%
Vol Right, %	5%	18%	83%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	22	58	113
LT Vol	4	11	6	22
Through Vol	74	7	4	83
RT Vol	4	4	48	8
Lane Flow Rate	95	28	77	147
Geometry Grp	1	1	1	1
Degree of Util (X)	0.111	0.035	0.086	0.169
Departure Headway (Hd)	4.177	4.507	3.991	4.154
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	846	799	903	853
Service Time	2.266	2.51	1.992	2.23
HCM Lane V/C Ratio	0.112	0.035	0.085	0.172
HCM Control Delay	7.8	7.7	7.4	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.3	0.6

Lanes, Volumes, Timings
5: Thames Street & Hope Street

2032 BUILD
PM PEAK HOUR

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	494	492	135	132	1
Future Volume (vph)	0	494	492	135	132	1
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	0.865	0.999	
Flt Protected					0.953	
Satd. Flow (prot)	0	1863	0	1644	1791	0
Flt Permitted					0.953	
Satd. Flow (perm)	0	1863	0	1644	1791	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		2186	170		105	
Travel Time (s)		49.7	3.9		2.4	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	1%	0%
Adj. Flow (vph)	0	520	547	150	150	1
Shared Lane Traffic (%)				10%		
Lane Group Flow (vph)	0	520	562	135	151	0
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization Err%	ICU Level of Service H					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

5: Thames Street & Hope Street

2032 BUILD
PM PEAK HOUR

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	0	494	492	135	132	1
Future Volume (Veh/h)	0	494	492	135	132	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.88	0.88
Hourly flow rate (vph)	0	520	547	150	150	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	697				1067	547
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	697				1067	547
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				39	100
cM capacity (veh/h)	909				247	541
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	520	697	151			
Volume Left	0	0	150			
Volume Right	0	150	1			
cSH	1700	1700	248			
Volume to Capacity	0.31	0.41	0.61			
Queue Length 95th (ft)	0	0	90			
Control Delay (s)	0.0	0.0	39.9			
Lane LOS			E			
Approach Delay (s)	0.0	0.0	39.9			
Approach LOS			E			
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			Err%	ICU Level of Service		H
Analysis Period (min)			15			

Intersection						
Int Delay, s/veh	0					
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑		↗	↘	
Traffic Vol, veh/h	0	494	492	135	132	1
Future Vol, veh/h	0	494	492	135	132	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	90	90	88	88
Heavy Vehicles, %	0	2	1	0	1	0
Mvmt Flow	0	520	547	150	150	1
Major/Minor	Major1		Minor2			
Conflicting Flow All	-	0			520	0
Stage 1	-	-			0	-
Stage 2	-	-			520	-
Critical Hdwy	-	-			6.41	6.2
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.41	-
Follow-up Hdwy	-	-			3.509	3.3
Pot Cap-1 Maneuver	0	-			518	-
Stage 1	0	-			-	-
Stage 2	0	-			599	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			518	-
Mov Cap-2 Maneuver	-	-			518	-
Stage 1	-	-			-	-
Stage 2	-	-			599	-
Approach	NB		NE			
HCM Control Delay, s	0					
HCM LOS	-					
Minor Lane/Major Mvmt	NELn1		NBT			
Capacity (veh/h)	-		-			
HCM Lane V/C Ratio	-		-			
HCM Control Delay (s)	-		-			
HCM Lane LOS	-		-			
HCM 95th %tile Q(veh)	-		-			

Lanes, Volumes, Timings
6: Hope Street & Washington Street

2032 BUILD
PM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	12	138	603	23	85	612
Future Volume (vph)	12	138	603	23	85	612
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		0.850	0.995			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1599	1855	0	1787	1881
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	1599	1855	0	1787	1881
Link Speed (mph)	30		30			30
Link Distance (ft)	432		170			339
Travel Time (s)	9.8		3.9			7.7
Peak Hour Factor	0.92	0.92	0.94	0.94	0.92	0.92
Heavy Vehicles (%)	0%	1%	2%	0%	1%	1%
Adj. Flow (vph)	13	150	641	24	92	665
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	150	665	0	92	665
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	51.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

6: Hope Street & Washington Street

2032 BUILD
PM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	138	603	23	85	612
Future Volume (Veh/h)	12	138	603	23	85	612
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	13	150	641	24	92	665
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1502	653			665	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1502	653			665	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	68			90	
cM capacity (veh/h)	122	469			929	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	13	150	665	92	665	
Volume Left	13	0	0	92	0	
Volume Right	0	150	24	0	0	
cSH	122	469	1700	929	1700	
Volume to Capacity	0.11	0.32	0.39	0.10	0.39	
Queue Length 95th (ft)	9	34	0	8	0	
Control Delay (s)	38.0	16.2	0.0	9.3	0.0	
Lane LOS	E	C		A		
Approach Delay (s)	18.0		0.0	1.1		
Approach LOS	C					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			51.2%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection							
Int Delay, s/veh	2.4						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Vol, veh/h	12	138	603	23	85	612	
Future Vol, veh/h	12	138	603	23	85	612	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	0	-	-	0	-	
Veh in Median Storage, #	0	-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	92	92	94	94	92	92	
Heavy Vehicles, %	0	1	2	0	1	1	
Mvmt Flow	13	150	641	24	92	665	
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	1502	653	0	0	665	0	
Stage 1	653	-	-	-	-	-	
Stage 2	849	-	-	-	-	-	
Critical Hdwy	6.4	6.21	-	-	4.11	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-	
Critical Hdwy Stg 2	5.4	-	-	-	-	-	
Follow-up Hdwy	3.5	3.309	-	-	2.209	-	
Pot Cap-1 Maneuver	135	469	-	-	929	-	
Stage 1	522	-	-	-	-	-	
Stage 2	423	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	122	469	-	-	929	-	
Mov Cap-2 Maneuver	122	-	-	-	-	-	
Stage 1	522	-	-	-	-	-	
Stage 2	381	-	-	-	-	-	
Approach	WB	NB		SB			
HCM Control Delay, s	17.9	0		1.1			
HCM LOS	C						
Minor Lane/Major Mvmt		NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)		-	-	122	469	929	-
HCM Lane V/C Ratio		-	-	0.107	0.32	0.099	-
HCM Control Delay (s)		-	-	38	16.2	9.3	-
HCM Lane LOS		-	-	E	C	A	-
HCM 95th %tile Q(veh)		-	-	0.3	1.4	0.3	-

Lanes, Volumes, Timings
7: Thames Street & Constitution Street

2032 BUILD
PM PEAK HOUR

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	8	0	0	11	58	0	0	0	97	0	19
Future Volume (vph)	14	8	0	0	11	58	0	0	0	97	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					0.977						
Flt Protected	0.970					0.960						
Satd. Flow (prot)	0	1626	0	0	1487	0	0	1676	0	0	1572	0
Flt Permitted	0.970					0.960						
Satd. Flow (perm)	0	1626	0	0	1487	0	0	1676	0	0	1572	0
Link Speed (mph)	30					30						
Link Distance (ft)	185					402						
Travel Time (s)	4.2					9.1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	9	0	0	12	63	0	0	0	105	0	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	75	0	0	0	0	0	126	0
Sign Control	Stop		Stop				Stop				Stop	
Intersection Summary												
Area Type:	CBD											
Control Type:	Unsignalized											
Intersection Capacity Utilization	21.9%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis

7: Thames Street & Constitution Street

2032 BUILD
PM PEAK HOUR

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	14	8	0	0	11	58	0	0	0	97	0	19
Future Volume (vph)	14	8	0	0	11	58	0	0	0	97	0	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	9	0	0	12	63	0	0	0	105	0	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	24	75	0	126								
Volume Left (vph)	15	0	0	105								
Volume Right (vph)	0	63	0	21								
Hadj (s)	0.16	-0.47	0.00	0.10								
Departure Headway (s)	4.4	3.7	4.2	4.2								
Degree Utilization, x	0.03	0.08	0.00	0.15								
Capacity (veh/h)	785	927	829	835								
Control Delay (s)	7.5	7.1	7.2	7.9								
Approach Delay (s)	7.5	7.1	0.0	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.6									
Level of Service			A									
Intersection Capacity Utilization			21.9%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	8	0	0	11	58	0	0	0	97	0	19
Future Vol, veh/h	14	8	0	0	11	58	0	0	0	97	0	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	9	0	0	12	63	0	0	0	105	0	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7	0	7.9
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	64%	0%	84%
Vol Thru, %	100%	36%	16%	0%
Vol Right, %	0%	0%	84%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	22	69	116
LT Vol	0	14	0	97
Through Vol	0	8	11	0
RT Vol	0	0	58	19
Lane Flow Rate	0	24	75	126
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.029	0.076	0.146
Departure Headway (Hd)	4.203	4.342	3.668	4.174
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	815	963	857
Service Time	2.267	2.418	1.742	2.207
HCM Lane V/C Ratio	0	0.029	0.078	0.147
HCM Control Delay	7.3	7.5	7	7.9
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.1	0.2	0.5

Lanes, Volumes, Timings
8: Thames Street & Site Driveway Two

2032 BUILD
PM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	68	4	7	116
Future Volume (vph)	0	0	68	4	7	116
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	0.993					
Flt Protected	0.997					
Satd. Flow (prot)	0	0	1850	0	0	1857
Flt Permitted	0.997					
Satd. Flow (perm)	0	0	1850	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	123		206			146
Travel Time (s)	2.8		4.7			3.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	74	4	8	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	78	0	0	134
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.2%		ICU Level of Service A			
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

8: Thames Street & Site Driveway Two

2032 BUILD
PM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	68	4	7	116
Future Volume (Veh/h)	0	0	68	4	7	116
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	74	4	8	126
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	218	76			78	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	218	76			78	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	766	985			1520	
Direction, Lane #	NB 1	SB 1				
Volume Total	78	134				
Volume Left	0	8				
Volume Right	4	0				
cSH	1700	1520				
Volume to Capacity	0.05	0.01				
Queue Length 95th (ft)	0	0				
Control Delay (s)	0.0	0.5				
Lane LOS		A				
Approach Delay (s)	0.0	0.5				
Approach LOS						
Intersection Summary						
Average Delay		0.3				
Intersection Capacity Utilization		15.2%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
9: Thames Street & Site Driveway Three

2032 BUILD
PM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	8	64	4	8	117
Future Volume (vph)	6	8	64	4	8	117
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	0.924		0.993			
Flt Protected	0.979					0.997
Satd. Flow (prot)	1685	0	1850	0	0	1857
Flt Permitted	0.979					0.997
Satd. Flow (perm)	1685	0	1850	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	142		146			70
Travel Time (s)	3.2		3.3			1.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	9	70	4	9	127
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	74	0	0	136
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

9: Thames Street & Site Driveway Three

2032 BUILD
PM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	8	64	4	8	117
Future Volume (Veh/h)	6	8	64	4	8	117
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	9	70	4	9	127
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	217	72			74	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	217	72			74	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	767	990			1526	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	16	74	136			
Volume Left	7	0	9			
Volume Right	9	4	0			
cSH	878	1700	1526			
Volume to Capacity	0.02	0.04	0.01			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.2	0.0	0.5			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	0.5			
Approach LOS	A					
Intersection Summary						
Average Delay		1.0				
Intersection Capacity Utilization		22.7%		ICU Level of Service		A
Analysis Period (min)		15				

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	8	64	4	8	117
Future Vol, veh/h	6	8	64	4	8	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	9	70	4	9	127
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	217	72	0	0	74	0
Stage 1	72	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	771	990	-	-	1526	-
Stage 1	951	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	766	990	-	-	1526	-
Mov Cap-2 Maneuver	766	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.2	0		0.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	880		1526	-	
HCM Lane V/C Ratio	-	0.017		0.006	-	
HCM Control Delay (s)	-	9.2		7.4	0	
HCM Lane LOS	-	A		A	A	
HCM 95th %tile Q(veh)	-	0.1		0	-	

Lanes, Volumes, Timings
10: Thames Street & Site Driveway Four

2032 BUILD
PM PEAK HOUR

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	9	65	7	8	119
Future Volume (vph)	6	9	65	7	8	119
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	0.921		0.986			
Flt Protected	0.980					0.997
Satd. Flow (prot)	1681	0	1837	0	0	1857
Flt Permitted	0.980					0.997
Satd. Flow (perm)	1681	0	1837	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	146		70			126
Travel Time (s)	3.3		1.6			2.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	10	71	8	9	129
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	79	0	0	138
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	22.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

10: Thames Street & Site Driveway Four

2032 BUILD
PM PEAK HOUR

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	9	65	7	8	119
Future Volume (Veh/h)	6	9	65	7	8	119
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	10	71	8	9	129
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	222	75			79	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	222	75			79	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	762	986			1519	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	17	79	138			
Volume Left	7	0	9			
Volume Right	10	8	0			
cSH	880	1700	1519			
Volume to Capacity	0.02	0.05	0.01			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.2	0.0	0.5			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	0.5			
Approach LOS	A					
Intersection Summary						
Average Delay		1.0				
Intersection Capacity Utilization		22.8%		ICU Level of Service		A
Analysis Period (min)		15				

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	9	65	7	8	119
Future Vol, veh/h	6	9	65	7	8	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	10	71	8	9	129
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	222	75	0	0	79	0
Stage 1	75	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	766	986	-	-	1519	-
Stage 1	948	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	761	986	-	-	1519	-
Mov Cap-2 Maneuver	761	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.2	0		0.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	882		1519	-	
HCM Lane V/C Ratio	-	0.018		0.006	-	
HCM Control Delay (s)	-	9.2		7.4	0	
HCM Lane LOS	-	A		A	A	
HCM 95th %tile Q(veh)	-	0.1		0	-	

Lanes, Volumes, Timings
11: Thames Street & Bristol Maritime Welcome Center

2032 BUILD
PM PEAK HOUR



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	3	4	70	124	4
Future Volume (vph)	3	3	4	70	124	4
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	0.932				0.996	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1694	0	0	1859	1855	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1694	0	0	1859	1855	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	173			126	72	
Travel Time (s)	3.9			2.9	1.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	3	4	76	135	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	80	139	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 17.0% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

11: Thames Street & Bristol Maritime Welcome Center

2032 BUILD
PM PEAK HOUR

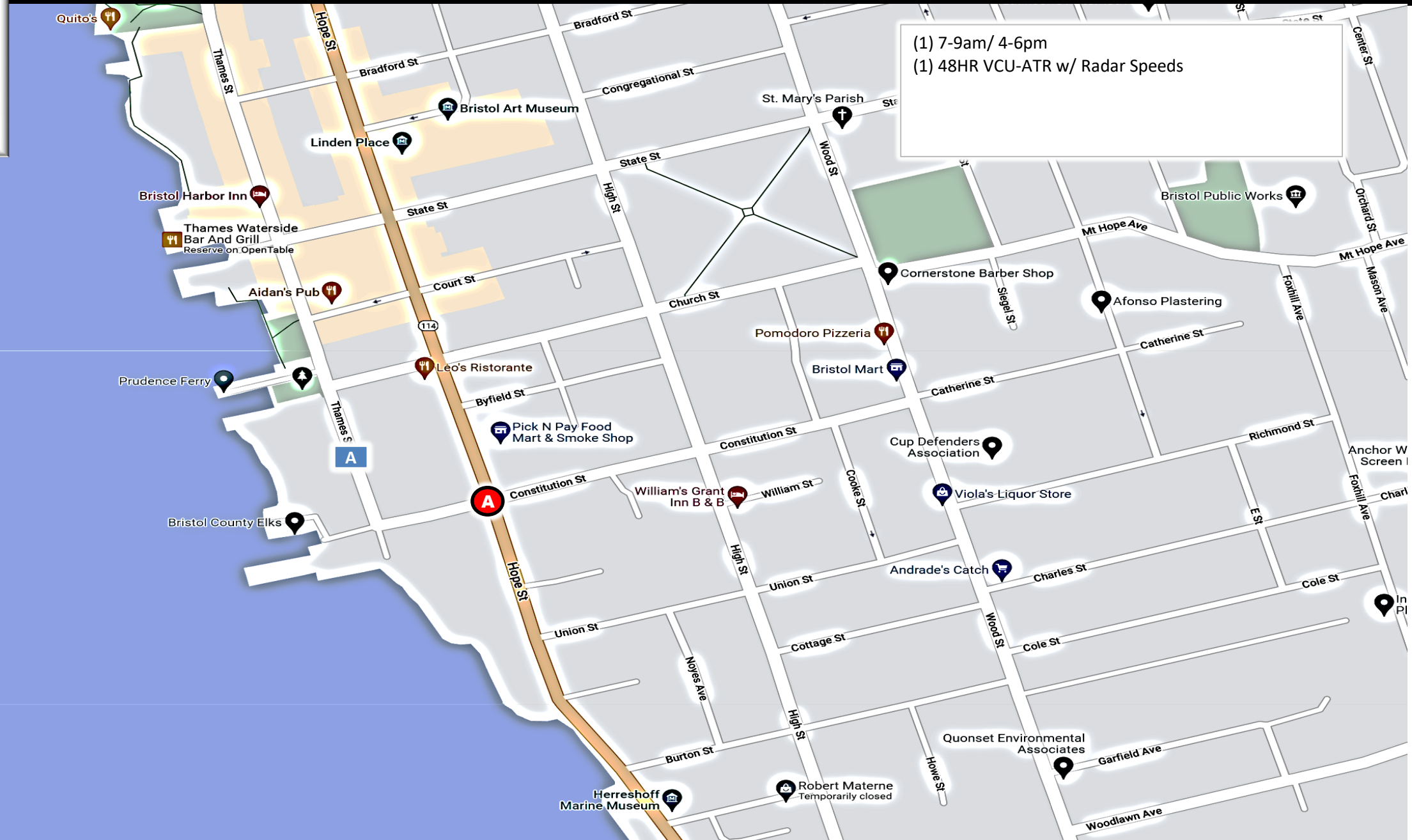
						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	3	4	70	124	4
Future Volume (Veh/h)	3	3	4	70	124	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	3	4	76	135	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	221	137	139			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	221	137	139			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	765	911	1445			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	6	80	139			
Volume Left	3	4	0			
Volume Right	3	0	4			
cSH	832	1445	1700			
Volume to Capacity	0.01	0.00	0.08			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.4	0.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	0.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization		17.0%		ICU Level of Service		A
Analysis Period (min)		15				

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	4	70	124	4
Future Vol, veh/h	3	3	4	70	124	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	4	76	135	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	221	137	139	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	767	911	1445	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	765	911	1445	-	-	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1445	-	832	-	-	
HCM Lane V/C Ratio	0.003	-	0.008	-	-	
HCM Control Delay (s)	7.5	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	



Location Map: 228763 Bristol, RI

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com



(1) 7-9am/ 4-6pm
(1) 48HR VCU-ATR w/ Radar Speeds

Client:
Fuss & O'Neill

Engineer:
K. Patch

Site Code:

Date:
Thurs 7/21 thru Fri 7/22/2022

PDI Job #
228763

City, State:
Bristol, RI

Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/K. Patch
Site Code: TBD



PDI File #: 228763 ATR A

Count Date: Thursday, July 21, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	1	1	0	0	0	2
12:15 AM	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	0	0	1	0	0	0	1
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	1	0	0	0	1
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	2	0	0	0	2
6:15 AM	1	0	0	0	0	0	1
6:30 AM	0	1	2	0	0	0	3
6:45 AM	1	0	5	0	0	0	6
7:00 AM	2	0	3	0	0	0	5
7:15 AM	0	0	5	0	1	0	6
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	5	0	0	0	5
8:00 AM	0	0	4	0	0	0	4
8:15 AM	0	0	9	0	0	0	9
8:30 AM	0	0	4	0	0	0	4
8:45 AM	0	0	5	0	0	0	5
9:00 AM	2	0	4	0	0	0	6
9:15 AM	0	0	6	0	0	0	6
9:30 AM	2	0	5	0	0	0	7
9:45 AM	0	0	6	0	0	0	6
10:00 AM	0	0	1	0	2	0	3
10:15 AM	0	0	4	0	0	0	4
10:30 AM	1	0	3	0	0	0	4
10:45 AM	0	0	3	0	1	0	4
11:00 AM	1	0	8	0	1	0	10
11:15 AM	1	0	4	0	0	0	5
11:30 AM	0	0	7	0	0	0	7
11:45 AM	0	0	4	0	1	0	5

AM Total	11	2	105	0	6	0	124
Percentage	8.87%	1.61%	84.68%	0.00%	4.84%	0.00%	

AM Peak Volume	6:15 AM	12:00 AM	11:00 AM	12:00 AM	10:00 AM	12:00 AM	11:00 AM
	4	1	23	0	3	0	27

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	4	0	1	0	5
12:15 PM	0	0	9	0	1	0	10
12:30 PM	0	2	8	0	1	0	11
12:45 PM	0	0	6	0	0	0	6
1:00 PM	0	0	13	0	0	0	13
1:15 PM	1	0	8	0	0	0	9
1:30 PM	0	0	6	0	0	0	6
1:45 PM	0	1	9	0	2	0	12
2:00 PM	1	1	9	0	0	0	11
2:15 PM	0	0	5	0	0	0	5
2:30 PM	0	1	3	0	0	0	4
2:45 PM	0	0	7	0	0	1	8
3:00 PM	0	0	13	0	2	0	15
3:15 PM	0	0	6	0	0	0	6
3:30 PM	1	0	8	0	1	0	10
3:45 PM	0	0	2	0	1	0	3
4:00 PM	1	0	5	0	0	0	6
4:15 PM	0	0	7	0	0	0	7
4:30 PM	3	0	9	0	0	0	12
4:45 PM	0	0	9	0	0	0	9
5:00 PM	0	0	10	0	0	0	10
5:15 PM	0	0	3	0	0	1	4
5:30 PM	0	0	6	0	0	0	6
5:45 PM	0	0	4	0	0	0	4
6:00 PM	0	0	14	0	0	0	14
6:15 PM	0	0	8	0	0	0	8
6:30 PM	0	0	10	0	0	0	10
6:45 PM	0	0	8	0	0	0	8
7:00 PM	0	0	3	0	0	0	3
7:15 PM	0	0	3	0	0	0	3
7:30 PM	0	0	5	0	0	0	5
7:45 PM	0	0	5	0	0	0	5
8:00 PM	1	0	7	0	0	0	8
8:15 PM	0	0	4	0	0	0	4
8:30 PM	0	0	3	0	0	0	3
8:45 PM	0	0	2	0	1	0	3
9:00 PM	0	0	1	0	0	0	1
9:15 PM	1	0	3	0	0	0	4
9:30 PM	0	2	1	0	0	0	3
9:45 PM	0	0	3	0	0	0	3
10:00 PM	0	0	0	0	0	0	0
10:15 PM	0	0	2	0	0	0	2
10:30 PM	0	0	1	0	0	0	1
10:45 PM	0	0	0	0	0	0	0
11:00 PM	0	0	2	0	0	0	2
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	2	0	0	0	2
11:45 PM	0	0	0	0	0	0	0

PM Total	9	7	256	0	10	2	284
Percentage	3.17%	2.46%	90.14%	0.00%	3.52%	0.70%	

PM Peak Volume	3:45 PM	1:45 PM	6:00 PM	12:00 PM	3:00 PM	2:00 PM	12:15 PM
	4	3	40	0	4	1	40

Day Total	20	9	361	0	16	2	408
Percentage	4.90%	2.21%	88.48%	0.00%	3.92%	0.49%	

Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/K. Patch
Site Code: TBD



PRECISION
D A T A
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 228763 ATR A

Count Date: Friday, July 22, 2022
Direction: NB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	1	0	0	0	1
1:15 AM	0	0	1	0	0	0	1
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	1	0	0	0	1
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	1	0	0	0	1
6:15 AM	1	0	2	0	0	0	3
6:30 AM	0	0	1	0	0	0	1
6:45 AM	0	0	6	0	0	0	6
7:00 AM	0	0	3	0	0	0	3
7:15 AM	1	0	4	0	0	0	5
7:30 AM	0	0	2	0	1	0	3
7:45 AM	0	0	5	0	1	0	6
8:00 AM	1	0	2	0	1	0	4
8:15 AM	3	0	3	0	0	0	6
8:30 AM	1	0	8	0	0	0	9
8:45 AM	1	0	8	0	0	0	9
9:00 AM	1	0	6	0	0	0	7
9:15 AM	0	0	7	0	0	0	7
9:30 AM	1	0	5	0	0	0	6
9:45 AM	1	0	8	0	0	0	9
10:00 AM	4	0	5	0	0	0	9
10:15 AM	1	0	5	0	0	0	6
10:30 AM	0	1	1	0	0	0	2
10:45 AM	0	0	7	0	0	0	7
11:00 AM	0	0	10	0	0	0	10
11:15 AM	0	0	9	0	0	0	9
11:30 AM	0	0	5	0	0	0	5
11:45 AM	0	0	7	0	0	0	7

AM Total	17	1	127	0	3	0	148
Percentage	11.49%	0.68%	85.81%	0.00%	2.03%	0.00%	

AM Peak Volume	9:30 AM	9:45 AM	10:45 AM	12:00 AM	7:15 AM	12:00 AM	8:30 AM
	7	1	31	0	3	0	32

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	11	0	1	0	12
12:15 PM	2	1	8	0	0	0	11
12:30 PM	0	0	11	0	0	0	11
12:45 PM	2	0	9	0	1	0	12
1:00 PM	1	0	7	1	0	0	9
1:15 PM	0	0	14	0	0	0	14
1:30 PM	0	0	5	0	0	0	5
1:45 PM	0	0	6	0	0	0	6
2:00 PM	0	0	3	0	0	0	3
2:15 PM	0	0	8	0	0	0	8
2:30 PM	0	1	7	0	1	0	9
2:45 PM	1	0	8	0	1	0	10
3:00 PM	0	0	12	0	0	0	12
3:15 PM	0	0	10	0	0	0	10
3:30 PM	3	0	7	0	0	0	10
3:45 PM	1	0	12	0	2	0	15
4:00 PM	0	0	11	0	0	0	11
4:15 PM	1	0	17	0	0	0	18
4:30 PM	0	0	12	0	0	1	13
4:45 PM	1	0	10	0	0	0	11
5:00 PM	1	0	18	0	0	0	19
5:15 PM	0	0	8	0	0	0	8
5:30 PM	0	0	9	0	0	0	9
5:45 PM	0	0	11	0	0	0	11
6:00 PM	0	0	9	0	0	0	9
6:15 PM	0	0	7	0	0	0	7
6:30 PM	0	0	7	0	0	0	7
6:45 PM	0	0	15	0	0	0	15
7:00 PM	1	0	15	0	0	0	16
7:15 PM	0	1	6	0	0	0	7
7:30 PM	0	0	9	0	0	0	9
7:45 PM	3	0	7	0	0	0	10
8:00 PM	1	2	8	0	0	0	11
8:15 PM	0	1	17	0	0	0	18
8:30 PM	0	0	3	0	0	0	3
8:45 PM	1	0	5	0	0	0	6
9:00 PM	1	0	3	0	0	0	4
9:15 PM	0	1	6	0	0	0	7
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	4	0	0	0	4
10:00 PM	0	0	5	0	0	0	5
10:15 PM	0	1	0	0	0	0	1
10:30 PM	0	0	3	0	0	0	3
10:45 PM	0	0	3	0	0	0	3
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	5	0	0	0	5
11:45 PM	0	0	4	0	0	0	4

PM Total	20	8	379	1	6	1	415
Percentage	4.82%	1.93%	91.33%	0.24%	1.45%	0.24%	

PM Peak Volume	12:15 PM	7:15 PM	4:15 PM	12:15 PM	12:00 PM	3:45 PM	4:15 PM
	5	3	57	1	2	1	61

Day Total	37	9	506	1	9	1	563
Percentage	6.57%	1.60%	89.88%	0.18%	1.60%	0.18%	

Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/K. Patch
Site Code: TBD



PDI File #: 228763 ATR A

Count Date: Thursday, July 21, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	2	0	0	0	2
12:15 AM	0	0	2	0	0	0	2
12:30 AM	0	0	2	0	0	0	2
12:45 AM	0	0	1	0	0	0	1
1:00 AM	0	0	3	0	0	0	3
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0
4:45 AM	1	0	1	0	0	0	2
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	1	0	0	0	1
6:15 AM	1	0	1	0	0	0	2
6:30 AM	0	0	6	0	0	0	6
6:45 AM	0	0	9	0	0	0	9
7:00 AM	1	0	5	0	0	0	6
7:15 AM	0	1	8	0	0	0	9
7:30 AM	0	0	7	0	1	0	8
7:45 AM	1	0	5	0	0	0	6
8:00 AM	0	0	6	0	0	0	6
8:15 AM	0	0	7	0	0	0	7
8:30 AM	0	0	4	0	1	0	5
8:45 AM	2	0	13	0	0	0	15
9:00 AM	3	0	11	0	0	0	14
9:15 AM	2	0	10	0	0	0	12
9:30 AM	2	0	3	0	0	0	5
9:45 AM	0	1	4	0	0	0	5
10:00 AM	0	0	16	0	0	0	16
10:15 AM	1	0	16	0	0	0	17
10:30 AM	0	0	14	0	1	0	15
10:45 AM	2	0	6	0	0	0	8
11:00 AM	0	0	14	0	0	0	14
11:15 AM	1	0	13	0	0	0	14
11:30 AM	1	0	12	0	0	0	13
11:45 AM	1	0	16	0	0	0	17

AM Total	19	2	219	0	3	0	243
Percentage	7.82%	0.82%	90.12%	0.00%	1.23%	0.00%	
AM Peak Volume	8:45 AM 9	6:30 AM 1	11:00 AM 55	12:00 AM 0	6:45 AM 1	12:00 AM 0	11:00 AM 58

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	13	0	0	0	13
12:15 PM	0	0	14	0	1	0	15
12:30 PM	0	0	13	0	0	0	13
12:45 PM	0	0	9	0	0	0	9
1:00 PM	1	0	14	0	1	0	16
1:15 PM	2	0	14	0	1	0	17
1:30 PM	0	0	8	0	0	0	8
1:45 PM	0	0	14	0	0	0	14
2:00 PM	0	0	19	0	0	0	19
2:15 PM	2	0	15	0	0	0	17
2:30 PM	0	0	18	0	0	0	18
2:45 PM	1	0	15	0	0	0	16
3:00 PM	1	0	19	0	2	0	22
3:15 PM	0	1	17	0	0	0	18
3:30 PM	0	1	16	0	0	0	17
3:45 PM	0	0	12	0	1	0	13
4:00 PM	0	0	18	0	0	0	18
4:15 PM	0	0	16	0	0	0	16
4:30 PM	3	0	27	0	0	0	30
4:45 PM	0	0	21	0	1	0	22
5:00 PM	0	1	17	0	0	0	18
5:15 PM	1	0	19	0	0	0	20
5:30 PM	0	0	18	0	0	0	18
5:45 PM	0	0	9	0	0	0	9
6:00 PM	2	0	17	0	0	0	19
6:15 PM	0	0	16	0	0	0	16
6:30 PM	0	0	13	0	0	0	13
6:45 PM	1	0	16	0	0	0	17
7:00 PM	0	0	13	0	0	0	13
7:15 PM	0	0	15	0	0	0	15
7:30 PM	1	0	15	0	0	0	16
7:45 PM	0	0	7	0	0	0	7
8:00 PM	0	0	10	0	0	0	10
8:15 PM	3	0	8	0	0	0	11
8:30 PM	0	2	9	0	0	0	11
8:45 PM	0	0	12	0	0	0	12
9:00 PM	0	0	7	0	0	0	7
9:15 PM	0	0	9	0	0	0	9
9:30 PM	0	0	3	0	0	0	3
9:45 PM	0	0	5	0	0	0	5
10:00 PM	0	0	5	0	0	0	5
10:15 PM	0	0	4	0	0	0	4
10:30 PM	0	0	3	0	0	0	3
10:45 PM	0	0	1	0	0	0	1
11:00 PM	0	0	1	0	0	0	1
11:15 PM	0	0	0	0	0	0	0
11:30 PM	0	0	2	0	0	0	2
11:45 PM	0	0	0	0	0	0	0

PM Total	18	5	566	0	7	0	596
Percentage	3.02%	0.84%	94.97%	0.00%	1.17%	0.00%	
PM Peak Volume	2:15 PM 4	2:45 PM 2	4:30 PM 84	12:00 PM 0	3:00 PM 3	12:00 PM 0	4:30 PM 90

Day Total	37	7	785	0	10	0	839
Percentage	4.41%	0.83%	93.56%	0.00%	1.19%	0.00%	

Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/K. Patch
Site Code: TBD



PRECISION
D A T A
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

PDI File #: 228763 ATR A

Count Date: Friday, July 22, 2022
Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	0	0	0
12:15 AM	0	0	1	0	0	0	1
12:30 AM	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	1	0	0	0	1
4:45 AM	0	0	2	0	0	0	2
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0
5:45 AM	0	0	1	0	0	0	1
6:00 AM	0	0	2	0	0	0	2
6:15 AM	1	0	3	0	0	0	4
6:30 AM	0	0	1	0	0	0	1
6:45 AM	2	0	10	0	0	0	12
7:00 AM	0	0	4	0	0	0	4
7:15 AM	0	0	5	0	0	0	5
7:30 AM	0	0	4	0	1	0	5
7:45 AM	0	0	4	0	0	0	4
8:00 AM	2	0	4	0	0	0	6
8:15 AM	1	0	6	0	1	0	8
8:30 AM	0	0	9	0	0	0	9
8:45 AM	0	0	9	0	0	0	9
9:00 AM	0	0	12	0	0	0	12
9:15 AM	1	0	23	0	0	0	24
9:30 AM	0	0	11	0	1	0	12
9:45 AM	1	0	14	0	0	0	15
10:00 AM	4	0	18	0	1	0	23
10:15 AM	5	0	10	0	1	0	16
10:30 AM	0	0	14	0	1	0	15
10:45 AM	0	0	16	0	0	0	16
11:00 AM	2	0	18	0	0	0	20
11:15 AM	1	0	14	0	0	0	15
11:30 AM	0	0	24	0	0	0	24
11:45 AM	0	0	12	0	0	0	12

AM Total	20	0	252	0	6	0	278
Percentage	7.19%	0.00%	90.65%	0.00%	2.16%	0.00%	

AM Peak Volume	9:30 AM	12:00 AM	10:45 AM	12:00 AM	9:30 AM	12:00 AM	10:45 AM
	10	0	72	0	3	0	75

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	10	0	0	0	10
12:15 PM	0	2	14	0	0	0	16
12:30 PM	2	0	12	0	0	0	14
12:45 PM	3	0	16	0	0	0	19
1:00 PM	4	2	20	0	0	0	26
1:15 PM	0	0	23	0	1	0	24
1:30 PM	1	0	18	0	1	0	20
1:45 PM	1	0	13	0	0	0	14
2:00 PM	0	1	15	0	0	0	16
2:15 PM	0	0	16	0	0	0	16
2:30 PM	2	0	21	0	1	0	24
2:45 PM	0	0	11	0	0	0	11
3:00 PM	0	1	15	0	0	0	16
3:15 PM	0	0	15	0	0	0	15
3:30 PM	4	0	15	0	0	0	19
3:45 PM	0	0	15	0	1	0	16
4:00 PM	2	0	20	0	0	0	22
4:15 PM	2	1	22	0	0	0	25
4:30 PM	0	0	23	1	0	0	24
4:45 PM	2	0	18	0	0	0	20
5:00 PM	1	0	14	0	0	0	15
5:15 PM	1	0	26	0	0	0	27
5:30 PM	1	2	24	0	0	0	27
5:45 PM	0	0	17	0	0	0	17
6:00 PM	1	1	18	0	0	0	20
6:15 PM	0	0	15	0	0	0	15
6:30 PM	0	0	16	0	0	0	16
6:45 PM	0	0	25	0	0	0	25
7:00 PM	1	1	32	0	0	0	34
7:15 PM	0	1	21	0	0	0	22
7:30 PM	1	2	11	0	0	0	14
7:45 PM	0	1	13	0	0	0	14
8:00 PM	0	1	18	0	0	0	19
8:15 PM	0	1	28	0	0	0	29
8:30 PM	0	1	23	0	0	0	24
8:45 PM	0	1	17	0	0	0	18
9:00 PM	3	1	20	0	0	0	24
9:15 PM	0	1	14	0	0	0	15
9:30 PM	0	1	4	0	0	0	5
9:45 PM	0	0	8	0	0	0	8
10:00 PM	0	0	11	0	0	0	11
10:15 PM	0	0	5	0	0	0	5
10:30 PM	0	0	9	0	0	0	9
10:45 PM	0	0	4	0	0	0	4
11:00 PM	0	2	3	0	0	0	5
11:15 PM	0	0	4	0	0	0	4
11:30 PM	0	0	4	0	0	0	4
11:45 PM	0	0	2	0	0	0	2

PM Total	32	24	738	1	4	0	799
Percentage	4.01%	3.00%	92.37%	0.13%	0.50%	0.00%	

PM Peak Volume	12:15 PM	7:00 PM	6:30 PM	3:45 PM	12:45 PM	12:00 PM	6:30 PM
	9	5	94	1	2	0	97

Day Total	52	24	990	1	10	0	1077
Percentage	4.83%	2.23%	91.92%	0.09%	0.93%	0.00%	

**Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/K. Patch
Site Code: TBD**



PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Weekly Report

Office: 508-875-0100 Fax: 508-875-0118

Direction: NB

PDI File # 228763 ATR A

Day Date			Thursday 07/21/22		Friday 07/22/22										Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	2	5	0	12	0	0	0	0	0	0	0	0	0	0	1	9		
12:15	0	10	1	11	0	0	0	0	0	0	0	0	0	0	1	11		
12:30	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	11		
12:45	1	6	1	12	0	0	0	0	0	0	0	0	0	0	1	9		
1:00	0	13	1	9	0	0	0	0	0	0	0	0	0	0	1	11		
1:15	1	9	1	14	0	0	0	0	0	0	0	0	0	0	1	12		
1:30	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	6		
1:45	0	12	0	6	0	0	0	0	0	0	0	0	0	0	0	9		
2:00	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	7		
2:15	0	5	1	8	0	0	0	0	0	0	0	0	0	0	1	7		
2:30	0	4	0	9	0	0	0	0	0	0	0	0	0	0	0	7		
2:45	0	8	0	10	0	0	0	0	0	0	0	0	0	0	0	9		
3:00	0	15	0	12	0	0	0	0	0	0	0	0	0	0	0	14		
3:15	0	6	0	10	0	0	0	0	0	0	0	0	0	0	0	8		
3:30	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	10		
3:45	0	3	0	15	0	0	0	0	0	0	0	0	0	0	0	9		
4:00	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0	9		
4:15	0	7	0	18	0	0	0	0	0	0	0	0	0	0	0	13		
4:30	0	12	2	13	0	0	0	0	0	0	0	0	0	0	1	13		
4:45	1	9	0	11	0	0	0	0	0	0	0	0	0	0	1	10		
5:00	0	10	1	19	0	0	0	0	0	0	0	0	0	0	1	15		
5:15	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	6		
5:30	1	6	0	9	0	0	0	0	0	0	0	0	0	0	1	8		
5:45	1	4	0	11	0	0	0	0	0	0	0	0	0	0	1	8		
6:00	2	14	1	9	0	0	0	0	0	0	0	0	0	0	2	12		
6:15	1	8	3	7	0	0	0	0	0	0	0	0	0	0	2	8		
6:30	3	10	1	7	0	0	0	0	0	0	0	0	0	0	2	9		
6:45	6	8	6	15	0	0	0	0	0	0	0	0	0	0	6	12		
7:00	5	3	3	16	0	0	0	0	0	0	0	0	0	0	4	10		
7:15	6	3	5	7	0	0	0	0	0	0	0	0	0	0	6	5		
7:30	0	5	3	9	0	0	0	0	0	0	0	0	0	0	2	7		
7:45	5	5	6	10	0	0	0	0	0	0	0	0	0	0	6	8		
8:00	4	8	4	11	0	0	0	0	0	0	0	0	0	0	4	10		
8:15	9	4	6	18	0	0	0	0	0	0	0	0	0	0	8	11		
8:30	4	3	9	3	0	0	0	0	0	0	0	0	0	0	7	3		
8:45	5	3	9	6	0	0	0	0	0	0	0	0	0	0	7	5		
9:00	6	1	7	4	0	0	0	0	0	0	0	0	0	0	7	3		
9:15	6	4	7	7	0	0	0	0	0	0	0	0	0	0	7	6		
9:30	7	3	6	3	0	0	0	0	0	0	0	0	0	0	7	3		
9:45	6	3	9	4	0	0	0	0	0	0	0	0	0	0	8	4		
10:00	3	0	9	5	0	0	0	0	0	0	0	0	0	0	6	3		
10:15	4	2	6	1	0	0	0	0	0	0	0	0	0	0	5	2		
10:30	4	1	2	3	0	0	0	0	0	0	0	0	0	0	3	2		
10:45	4	0	7	3	0	0	0	0	0	0	0	0	0	0	6	2		
11:00	10	2	10	1	0	0	0	0	0	0	0	0	0	0	10	2		
11:15	5	0	9	0	0	0	0	0	0	0	0	0	0	0	7	0		
11:30	7	2	5	5	0	0	0	0	0	0	0	0	0	0	6	4		
11:45	5	0	7	4	0	0	0	0	0	0	0	0	0	0	6	2		
Total	124	284	148	415	0	0	0	0	0	0	0	0	0	0	136	350		
Day Total	408		563		0		0		0		0		0		486			
Peak HR	11:00 AM	12:15 PM	8:30 AM	4:15 PM													11:00 AM	4:15 PM
Volume	27	40	32	61													29	50



PRECISION
DATA
INDUSTRIES, LLC

157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-875-0100 Fax: 508-875-0118

Weekly Report

Direction: SB

Day	Thursday		Friday												Week	
Date	07/21/22		07/22/22												Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	2	13	0	10	0	0	0	0	0	0	0	0	0	0	1	12
12:15	2	15	1	16	0	0	0	0	0	0	0	0	0	0	2	16
12:30	2	13	0	14	0	0	0	0	0	0	0	0	0	0	1	14
12:45	1	9	0	19	0	0	0	0	0	0	0	0	0	0	1	14
1:00	3	16	0	26	0	0	0	0	0	0	0	0	0	0	2	21
1:15	0	17	0	24	0	0	0	0	0	0	0	0	0	0	0	21
1:30	0	8	0	20	0	0	0	0	0	0	0	0	0	0	0	14
1:45	0	14	0	14	0	0	0	0	0	0	0	0	0	0	0	14
2:00	0	19	0	16	0	0	0	0	0	0	0	0	0	0	0	18
2:15	0	17	0	16	0	0	0	0	0	0	0	0	0	0	0	17
2:30	0	18	0	24	0	0	0	0	0	0	0	0	0	0	0	21
2:45	0	16	0	11	0	0	0	0	0	0	0	0	0	0	0	14
3:00	0	22	0	16	0	0	0	0	0	0	0	0	0	0	0	19
3:15	0	18	0	15	0	0	0	0	0	0	0	0	0	0	0	17
3:30	0	17	0	19	0	0	0	0	0	0	0	0	0	0	0	18
3:45	0	13	0	16	0	0	0	0	0	0	0	0	0	0	0	15
4:00	0	18	0	22	0	0	0	0	0	0	0	0	0	0	0	20
4:15	0	16	0	25	0	0	0	0	0	0	0	0	0	0	0	21
4:30	0	30	1	24	0	0	0	0	0	0	0	0	0	0	1	27
4:45	2	22	2	20	0	0	0	0	0	0	0	0	0	0	2	21
5:00	0	18	0	15	0	0	0	0	0	0	0	0	0	0	0	17
5:15	0	20	0	27	0	0	0	0	0	0	0	0	0	0	0	24
5:30	0	18	0	27	0	0	0	0	0	0	0	0	0	0	0	23
5:45	1	9	1	17	0	0	0	0	0	0	0	0	0	0	1	13
6:00	1	19	2	20	0	0	0	0	0	0	0	0	0	0	2	20
6:15	2	16	4	15	0	0	0	0	0	0	0	0	0	0	3	16
6:30	6	13	1	16	0	0	0	0	0	0	0	0	0	0	4	15
6:45	9	17	12	25	0	0	0	0	0	0	0	0	0	0	11	21
7:00	6	13	4	34	0	0	0	0	0	0	0	0	0	0	5	24
7:15	9	15	5	22	0	0	0	0	0	0	0	0	0	0	7	19
7:30	8	16	5	14	0	0	0	0	0	0	0	0	0	0	7	15
7:45	6	7	4	14	0	0	0	0	0	0	0	0	0	0	5	11
8:00	6	10	6	19	0	0	0	0	0	0	0	0	0	0	6	15
8:15	7	11	8	29	0	0	0	0	0	0	0	0	0	0	8	20
8:30	5	11</														

Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/ K. Patch
Site Code: TBA



PDI File #: 228763 ATR-A (Speed)

Count Date
Thursday, July 21, 2022

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3	23.4	21.7
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	20.0	20.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17.0	17.0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	20.0	20.0
6:00 AM	1	6	4	0	0	0	0	0	0	0	0	0	0	11	23.0	18.3
7:00 AM	1	1	9	3	0	0	0	0	0	0	0	0	0	14	25.0	22.0
8:00 AM	2	4	11	4	2	0	0	0	0	0	0	0	0	23	25.0	21.6
9:00 AM	4	2	12	5	0	0	0	0	0	0	0	0	0	23	26.0	20.5
10:00 AM	2	5	8	2	0	0	0	0	0	0	0	0	0	17	23.6	19.5
11:00 AM	6	8	12	2	0	0	0	0	0	0	0	0	0	28	23.0	18.1
12:00 PM	3	3	17	9	0	0	0	0	0	0	0	0	0	32	25.4	22.0
1:00 PM	2	7	19	8	3	0	0	0	0	0	0	0	0	39	26.0	22.4
2:00 PM	1	12	13	6	0	0	0	0	0	0	0	0	0	32	25.0	20.7
3:00 PM	6	12	18	2	0	0	0	0	0	0	0	0	0	38	23.0	19.2
4:00 PM	1	3	21	8	0	0	0	0	0	0	0	0	0	33	25.0	22.4
5:00 PM	0	6	11	8	0	0	0	0	0	0	0	0	0	25	25.8	22.1
6:00 PM	0	11	21	8	0	1	0	0	0	0	0	0	0	41	25.0	22.1
7:00 PM	1	9	6	2	0	0	0	0	0	0	0	0	0	18	23.5	19.7
8:00 PM	0	7	8	3	0	0	0	0	0	0	0	0	0	18	24.4	20.8
9:00 PM	0	4	3	1	0	1	0	0	0	0	0	0	0	9	25.4	22.4
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3	23.4	21.3
11:00 PM	0	1	1	1	1	0	0	0	0	0	0	0	0	4	29.2	24.0
Total	30	104	200	72	6	2	0	0	0	0	0	0	0	414	25.0	21.0
Percent	7.25%	25.12%	48.31%	17.39%	1.45%	0.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak 11:00 AM 11:00 AM 9:00 AM 9:00 AM 8:00 AM 11:00 AM
Volume 6 8 12 5 2 0 0 0 0 0 0 0 0 0 28

PM Peak 3:00 PM 2:00 PM 4:00 PM 12:00 PM 1:00 PM 6:00 PM 6:00 PM
Volume 6 12 21 9 3 1 0 0 0 0 0 0 0 0 41

15th Percentile:	17.0 MPH	Average Speed:	21.0 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	21.0 MPH	10 MPH Pace:	16 to 25 MPH	Number of Vehicles > 25 MPH:	49
85th Percentile:	25.0 MPH	Number in Pace:	325	Percent of Vehicles > 25 MPH:	11.8%
95th Percentile:	27.0 MPH	Percent in Pace:	78.5%		

Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/ K. Patch
Site Code: TBA



PDI File #: 228763 ATR-A (Speed)

Count Date
Thursday, July 21, 2022

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	2	3	1	1	0	1	0	0	0	0	0	0	8	30.8	25.3
1:00 AM	1	1	1	0	0	0	0	0	0	0	0	0	0	3	19.2	15.7
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	24.6	19.0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
6:00 AM	2	9	9	3	0	1	0	0	0	0	0	0	0	24	24.6	20.9
7:00 AM	2	6	15	4	2	0	3	0	0	0	0	0	0	32	30.1	23.9
8:00 AM	2	4	15	5	3	1	2	0	0	0	0	0	0	32	32.1	24.5
9:00 AM	0	10	15	4	4	0	0	0	0	0	0	0	0	33	27.4	22.6
10:00 AM	7	12	20	15	0	2	0	0	0	0	0	0	0	56	26.0	21.6
11:00 AM	6	12	24	9	6	1	0	0	0	0	0	0	0	58	27.0	22.0
12:00 PM	1	14	20	11	3	1	0	0	0	0	0	0	0	50	27.0	22.7
1:00 PM	3	16	18	14	4	0	0	1	1	0	0	0	0	57	27.0	23.0
2:00 PM	2	13	28	19	3	0	0	0	0	0	1	0	0	66	27.3	23.5
3:00 PM	3	17	37	11	5	2	0	0	0	0	0	0	0	75	27.0	22.5
4:00 PM	2	19	36	19	7	0	1	0	0	0	0	0	0	84	27.0	23.0
5:00 PM	0	17	25	21	2	0	1	0	0	0	0	0	0	66	27.0	22.6
6:00 PM	2	13	28	17	2	1	0	0	0	0	0	0	0	63	26.7	22.7
7:00 PM	0	14	29	8	1	0	0	0	0	0	0	0	0	52	25.0	21.4
8:00 PM	0	12	21	6	3	0	0	0	0	0	0	0	0	42	26.9	22.2
9:00 PM	0	8	10	4	2	0	0	0	0	0	0	0	0	24	25.6	21.7
10:00 PM	0	3	6	4	1	0	0	0	0	0	0	0	0	14	28.1	23.3
11:00 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	3	27.8	25.3
Total	34	202	361	178	49	9	8	1	1	0	1	0	0	844	27.0	22.6
Percent	4.03%	23.93%	42.77%	21.09%	5.81%	1.07%	0.95%	0.12%	0.12%	0.00%	0.12%	0.00%	0.00%			

AM Peak 10:00 AM 10:00 AM 11:00 AM 10:00 AM 11:00 AM 10:00 AM 7:00 AM 11:00 AM
Volume 7 12 24 15 6 2 3 0 0 0 0 0 0 58

PM Peak 1:00 PM 4:00 PM 3:00 PM 5:00 PM 4:00 PM 3:00 PM 4:00 PM 1:00 PM 1:00 PM 2:00 PM 4:00 PM
Volume 3 19 37 21 7 2 1 1 1 0 1 0 0 84

15th Percentile:	18.0 MPH	Average Speed:	22.6 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	22.0 MPH	10 MPH Pace:	18 to 27 MPH	Number of Vehicles > 25 MPH:	200
85th Percentile:	27.0 MPH	Number in Pace:	617	Percent of Vehicles > 25 MPH:	23.7%
95th Percentile:	32.0 MPH	Percent in Pace:	73.1%		

Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/ K. Patch
Site Code: TBA



PDI File #: 228763 ATR-A (Speed)

Count Date
Thursday, July 21, 2022

Speed (60-minute)

Combined NB and SB

Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	3	5	1	1	0	1	0	0	0	0	0	0	11	28.5	24.3
1:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	4	20.6	16.8
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	1	1	0	1	0	0	0	0	0	0	0	0	0	3	24.0	18.3
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	20.0	20.0
6:00 AM	3	15	13	3	0	1	0	0	0	0	0	0	0	35	24.0	20.1
7:00 AM	3	7	24	7	2	0	3	0	0	0	0	0	0	46	26.5	23.3
8:00 AM	4	8	26	9	5	1	2	0	0	0	0	0	0	55	27.9	23.3
9:00 AM	4	12	27	9	4	0	0	0	0	0	0	0	0	56	26.0	21.8
10:00 AM	9	17	28	17	0	2	0	0	0	0	0	0	0	73	26.0	21.1
11:00 AM	12	20	36	11	6	1	0	0	0	0	0	0	0	86	26.0	20.7
12:00 PM	4	17	37	20	3	1	0	0	0	0	0	0	0	82	27.0	22.4
1:00 PM	5	23	37	22	7	0	0	1	1	0	0	0	0	96	27.0	22.7
2:00 PM	3	25	41	25	3	0	0	0	0	0	1	0	0	98	27.0	22.6
3:00 PM	9	29	55	13	5	2	0	0	0	0	0	0	0	113	25.2	21.4
4:00 PM	3	22	57	27	7	0	1	0	0	0	0	0	0	117	27.0	22.8
5:00 PM	0	23	36	29	2	0	1	0	0	0	0	0	0	91	27.0	22.4
6:00 PM	2	24	49	25	2	2	0	0	0	0	0	0	0	104	26.0	22.4
7:00 PM	1	23	35	10	1	0	0	0	0	0	0	0	0	70	24.7	21.0
8:00 PM	0	19	29	9	3	0	0	0	0	0	0	0	0	60	26.0	21.8
9:00 PM	0	12	13	5	2	1	0	0	0	0	0	0	0	33	26.0	21.9
10:00 PM	0	4	8	4	1	0	0	0	0	0	0	0	0	17	27.2	22.9
11:00 PM	0	1	2	3	1	0	0	0	0	0	0	0	0	7	29.2	24.6
Total	64	306	561	250	55	11	8	1	1	0	1	0	0	1258	27.0	22.1
Percent	5.09%	24.32%	44.59%	19.87%	4.37%	0.87%	0.64%	0.08%	0.08%	0.00%	0.08%	0.00%	0.00%			

AM Peak	11:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	10:00 AM	7:00 AM								11:00 AM	
Volume	12	20	36	17	6	2	3	0	0	0	0	0	0	0	86	
PM Peak	3:00 PM	3:00 PM	4:00 PM	5:00 PM	1:00 PM	3:00 PM	4:00 PM	1:00 PM	1:00 PM		2:00 PM				4:00 PM	
Volume	9	29	57	29	7	2	1	1	1	0	1	0	0	0	117	

15th Percentile:	18.0 MPH	Average Speed:	22.1 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	22.0 MPH	10 MPH Pace:	18 to 27 MPH	Number of Vehicles > 25 MPH:	249
85th Percentile:	27.0 MPH	Number in Pace:	936	Percent of Vehicles > 25 MPH:	19.8%
95th Percentile:	31.0 MPH	Percent in Pace:	74.4%		

Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/ K. Patch
Site Code: TBA



PDI File #: 228763 ATR-A (Speed)

Count Date
Friday, July 22, 2022

Speed (60-minute)

NB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	22.4	21.0
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	22.9	22.5
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24.0	24.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18.6	17.5
5:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12.0	12.0
6:00 AM	2	6	1	1	0	0	0	0	0	0	0	0	0	10	19.3	16.9
7:00 AM	5	7	5	3	0	0	0	0	0	0	0	0	0	20	24.2	18.9
8:00 AM	6	8	6	5	0	0	0	0	0	0	0	0	0	25	25.4	19.2
9:00 AM	4	10	8	8	0	0	0	0	0	0	0	0	0	30	27.7	20.8
10:00 AM	4	5	4	8	0	0	0	0	0	0	0	0	0	21	27.0	20.5
11:00 AM	2	8	14	5	1	0	0	0	0	0	0	0	0	30	25.7	21.2
12:00 PM	2	9	24	10	2	0	0	0	0	0	0	0	0	47	26.1	22.3
1:00 PM	1	6	17	9	1	0	0	0	0	0	0	0	0	34	26.0	22.4
2:00 PM	1	8	9	11	1	0	0	0	0	0	0	0	0	30	27.7	22.5
3:00 PM	4	11	18	11	0	0	0	0	0	0	0	0	0	44	26.0	21.2
4:00 PM	5	16	20	13	1	0	0	0	0	0	0	0	0	55	26.0	21.0
5:00 PM	3	10	27	8	0	0	0	0	0	0	0	0	0	48	25.0	21.1
6:00 PM	0	11	23	6	0	1	0	0	0	0	0	0	0	41	25.0	21.6
7:00 PM	7	11	18	5	0	0	0	0	0	0	0	0	0	41	24.0	19.3
8:00 PM	8	10	15	4	0	0	0	0	0	0	0	0	0	37	23.0	18.8
9:00 PM	1	6	4	5	1	0	0	0	0	0	0	0	0	17	27.0	21.5
10:00 PM	0	3	6	2	2	0	0	0	0	0	0	0	0	13	28.4	23.2
11:00 PM	0	3	2	3	2	0	0	0	0	0	0	0	0	10	29.3	23.7
Total	56	151	225	117	11	1	0	0	0	0	0	0	0	561	26.0	20.9
Percent	9.98%	26.92%	40.11%	20.86%	1.96%	0.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	8:00 AM	9:00 AM	11:00 AM	9:00 AM	11:00 AM									9:00 AM
Volume	6	10	14	8	1	0	0	0	0	0	0	0	0	30

PM Peak	8:00 PM	4:00 PM	5:00 PM	4:00 PM	12:00 PM	6:00 PM								4:00 PM
Volume	8	16	27	13	2	1	0	0	0	0	0	0	0	55

15th Percentile:	16.0 MPH	Average Speed:	20.9 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	21.0 MPH	10 MPH Pace:	18 to 27 MPH	Number of Vehicles > 25 MPH:	103
85th Percentile:	26.0 MPH	Number in Pace:	400	Percent of Vehicles > 25 MPH:	18.4%
95th Percentile:	28.0 MPH	Percent in Pace:	71.3%		

Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/ K. Patch
Site Code: TBA



PDI File #: 228763 ATR-A (Speed)

Count Date
Friday, July 22, 2022

Speed (60-minute)

SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19.0	19.0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	3	27.4	25.7
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21.0	21.0
6:00 AM	1	9	5	5	1	0	0	0	0	0	0	0	0	21	26.0	20.9
7:00 AM	0	6	9	2	2	1	0	0	0	0	0	0	0	20	27.6	23.2
8:00 AM	2	3	19	6	1	1	1	0	0	0	0	0	0	33	28.0	23.3
9:00 AM	1	17	35	7	6	4	1	0	0	0	0	0	0	71	29.0	23.4
10:00 AM	5	15	26	13	2	2	0	0	0	0	0	0	0	63	27.0	21.9
11:00 AM	3	21	31	13	4	1	0	0	0	0	0	0	0	73	26.0	22.0
12:00 PM	4	9	26	9	2	3	0	0	0	0	0	0	0	53	27.0	22.5
1:00 PM	1	23	38	13	3	1	0	0	0	0	0	0	0	79	26.0	21.6
2:00 PM	0	18	34	11	4	0	2	0	0	0	0	0	0	69	26.0	22.6
3:00 PM	4	19	33	6	0	1	0	0	0	0	0	0	0	63	24.0	21.0
4:00 PM	3	21	46	13	1	3	0	0	0	0	0	0	0	87	25.0	21.6
5:00 PM	3	25	40	9	2	5	0	0	0	0	0	0	0	84	26.0	21.5
6:00 PM	2	26	37	7	6	0	0	0	0	0	0	0	0	78	25.0	21.2
7:00 PM	4	36	29	10	1	1	0	0	0	0	0	0	0	81	24.0	20.1
8:00 PM	6	35	36	12	3	1	0	0	0	0	0	0	0	93	25.0	20.5
9:00 PM	1	16	23	7	3	2	0	0	0	0	0	0	0	52	26.0	22.1
10:00 PM	3	10	13	2	3	0	0	0	0	0	0	0	0	31	25.5	20.9
11:00 PM	0	4	5	3	1	0	0	0	0	0	0	0	0	13	25.4	22.8
Total	43	314	487	150	45	26	4	0	0	0	0	0	0	1069	26.0	21.7
Percent	4.02%	29.37%	45.56%	14.03%	4.21%	2.43%	0.37%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	11:00 AM	9:00 AM	10:00 AM	9:00 AM	9:00 AM	8:00 AM								11:00 AM	
Volume	5	21	35	13	6	4	1	0	0	0	0	0	0	0	73	
PM Peak	8:00 PM	7:00 PM	4:00 PM	1:00 PM	6:00 PM	5:00 PM	2:00 PM								8:00 PM	
Volume	6	36	46	13	6	5	2	0	0	0	0	0	0	0	93	

15th Percentile:	17.0 MPH	Average Speed:	21.7 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	21.0 MPH	10 MPH Pace:	16 to 25 MPH	Number of Vehicles > 25 MPH:	179
85th Percentile:	26.0 MPH	Number in Pace:	813	Percent of Vehicles > 25 MPH:	16.7%
95th Percentile:	31.0 MPH	Percent in Pace:	76.1%		

Thames Street
south of Church Street
City, State: Bristol, RI
Client: F&O/ K. Patch
Site Code: TBA



PDI File #: 228763 ATR-A (Speed)

Count Date
Friday, July 22, 2022

Speed (60-minute)

Combined NB and SB																
Start Time:	1 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70+	Total	85th %ile	Ave Speed
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21.8	20.3
1:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	22.9	22.5
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24.0	24.0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
4:00 AM	0	2	1	2	0	0	0	0	0	0	0	0	0	5	26.8	22.4
5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	2	19.7	16.5
6:00 AM	3	15	6	6	1	0	0	0	0	0	0	0	0	31	25.0	19.6
7:00 AM	5	13	14	5	2	1	0	0	0	0	0	0	0	40	25.3	21.0
8:00 AM	8	11	25	11	1	1	1	0	0	0	0	0	0	58	27.0	21.5
9:00 AM	5	27	43	15	6	4	1	0	0	0	0	0	0	101	28.0	22.6
10:00 AM	9	20	30	21	2	2	0	0	0	0	0	0	0	84	27.0	21.6
11:00 AM	5	29	45	18	5	1	0	0	0	0	0	0	0	103	26.0	21.7
12:00 PM	6	18	50	19	4	3	0	0	0	0	0	0	0	100	27.0	22.4
1:00 PM	2	29	55	22	4	1	0	0	0	0	0	0	0	113	26.0	21.8
2:00 PM	1	26	43	22	5	0	2	0	0	0	0	0	0	99	27.0	22.6
3:00 PM	8	30	51	17	0	1	0	0	0	0	0	0	0	107	25.0	21.1
4:00 PM	8	37	66	26	2	3	0	0	0	0	0	0	0	142	25.0	21.4
5:00 PM	6	35	67	17	2	5	0	0	0	0	0	0	0	132	25.4	21.3
6:00 PM	2	37	60	13	6	1	0	0	0	0	0	0	0	119	25.0	21.3
7:00 PM	11	47	47	15	1	1	0	0	0	0	0	0	0	122	24.0	19.8
8:00 PM	14	45	51	16	3	1	0	0	0	0	0	0	0	130	24.7	20.0
9:00 PM	2	22	27	12	4	2	0	0	0	0	0	0	0	69	27.0	21.9
10:00 PM	3	13	19	4	5	0	0	0	0	0	0	0	0	44	27.0	21.6
11:00 PM	0	7	7	6	3	0	0	0	0	0	0	0	0	23	27.7	23.2
Total	99	465	712	267	56	27	4	0	0	0	0	0	0	1630	26.0	21.4
Percent	6.07%	28.53%	43.68%	16.38%	3.44%	1.66%	0.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%			

AM Peak	10:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM	9:00 AM	8:00 AM								11:00 AM
Volume	9	29	45	21	6	4	1	0	0	0	0	0	0	0	103

PM Peak	8:00 PM	7:00 PM	5:00 PM	4:00 PM	6:00 PM	5:00 PM	2:00 PM								4:00 PM
Volume	14	47	67	26	6	5	2	0	0	0	0	0	0	0	142

15th Percentile:	17.0 MPH	Average Speed:	21.4 MPH	Posted Speed Limit:	25 MPH
50th Percentile:	21.0 MPH	10 MPH Pace:	16 to 25 MPH	Number of Vehicles > 25 MPH:	282
85th Percentile:	26.0 MPH	Number in Pace:	1195	Percent of Vehicles > 25 MPH:	17.3%
95th Percentile:	30.0 MPH	Percent in Pace:	73.3%		

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	3	58	2	0	63	7	1	1	0	9	0	35	3	0	38	3	1	2	0	6	116
7:15 AM	0	77	1	0	78	9	2	1	0	12	0	16	3	0	19	4	1	1	0	6	115
7:30 AM	0	79	2	0	81	6	3	0	0	9	0	24	1	0	25	6	4	1	0	11	126
7:45 AM	2	75	1	0	78	12	1	0	0	13	0	34	1	0	35	4	1	0	0	5	131
Total	5	289	6	0	300	34	7	2	0	43	0	109	8	0	117	17	7	4	0	28	488
8:00 AM	1	74	2	0	77	12	2	2	0	16	0	28	1	0	29	1	2	1	0	4	126
8:15 AM	2	93	2	0	97	9	2	1	0	12	0	26	1	0	27	2	3	3	0	8	144
8:30 AM	0	93	1	0	94	13	3	0	0	16	0	42	1	0	43	6	0	1	0	7	160
8:45 AM	0	84	5	0	89	13	0	1	0	14	1	41	4	0	46	5	3	1	0	9	158
Total	3	344	10	0	357	47	7	4	0	58	1	137	7	0	145	14	8	6	0	28	588
Grand Total	8	633	16	0	657	81	14	6	0	101	1	246	15	0	262	31	15	10	0	56	1076
Approach %	1.2	96.3	2.4	0.0		80.2	13.9	5.9	0.0		0.4	93.9	5.7	0.0		55.4	26.8	17.9	0.0		
Total %	0.7	58.8	1.5	0.0	61.1	7.5	1.3	0.6	0.0	9.4	0.1	22.9	1.4	0.0	24.3	2.9	1.4	0.9	0.0	5.2	
Exiting Leg Total	337					32					670					37					1076
Cars	8	612	15	0	635	80	13	4	0	97	1	233	15	0	249	31	14	9	0	54	1035
% Cars	100.0	96.7	93.8	0.0	96.7	98.8	92.9	66.7	0.0	96.0	100.0	94.7	100.0	0.0	95.0	100.0	93.3	90.0	0.0	96.4	96.2
Exiting Leg Total	322					30					647					36					1035
Heavy Vehicles	0	21	1	0	22	1	1	2	0	4	0	13	0	0	13	0	1	1	0	2	41
% Heavy Vehicles	0.0	3.3	6.3	0.0	3.3	1.2	7.1	33.3	0.0	4.0	0.0	5.3	0.0	0.0	5.0	0.0	6.7	10.0	0.0	3.6	3.8
Exiting Leg Total	15					2					23					1					41

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	1	74	2	0	77	12	2	2	0	16	0	28	1	0	29	1	2	1	0	4	126
8:15 AM	2	93	2	0	97	9	2	1	0	12	0	26	1	0	27	2	3	3	0	8	144
8:30 AM	0	93	1	0	94	13	3	0	0	16	0	42	1	0	43	6	0	1	0	7	160
8:45 AM	0	84	5	0	89	13	0	1	0	14	1	41	4	0	46	5	3	1	0	9	158
Total Volume	3	344	10	0	357	47	7	4	0	58	1	137	7	0	145	14	8	6	0	28	588
% Approach Total	0.8	96.4	2.8	0.0		81.0	12.1	6.9	0.0		0.7	94.5	4.8	0.0		50.0	28.6	21.4	0.0		
PHF	0.375	0.925	0.500	0.000	0.920	0.904	0.583	0.500	0.000	0.906	0.250	0.815	0.438	0.000	0.788	0.583	0.667	0.500	0.000	0.778	0.919
Cars	3	334	9	0	346	47	7	2	0	56	1	130	7	0	138	14	8	5	0	27	567
Cars %	100.0	97.1	90.0	0.0	96.9	100.0	100.0	50.0	0.0	96.6	100.0	94.9	100.0	0.0	95.2	100.0	100.0	83.3	0.0	96.4	96.4
Heavy Vehicles	0	10	1	0	11	0	0	2	0	2	0	7	0	0	7	0	0	1	0	1	21
Heavy Vehicles %	0.0	2.9	10.0	0.0	3.1	0.0	0.0	50.0	0.0	3.4	0.0	5.1	0.0	0.0	4.8	0.0	0.0	16.7	0.0	3.6	3.6
Cars Enter Leg	3	334	9	0	346	47	7	2	0	56	1	130	7	0	138	14	8	5	0	27	567
Heavy Enter Leg	0	10	1	0	11	0	0	2	0	2	0	7	0	0	7	0	0	1	0	1	21
Total Entering Leg	3	344	10	0	357	47	7	4	0	58	1	137	7	0	145	14	8	6	0	28	588
Cars Exiting Leg	182					18					350					17					567
Heavy Exiting Leg	8					1					12					0					21
Total Exiting Leg	190					19					362					17					588

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	3	56	2	0	61	7	1	1	0	9	0	34	3	0	37	3	1	2	0	6	113
7:15 AM	0	72	1	0	73	8	1	1	0	10	0	16	3	0	19	4	1	1	0	6	108
7:30 AM	0	78	2	0	80	6	3	0	0	9	0	22	1	0	23	6	3	1	0	10	122
7:45 AM	2	72	1	0	75	12	1	0	0	13	0	31	1	0	32	4	1	0	0	5	125
Total	5	278	6	0	289	33	6	2	0	41	0	103	8	0	111	17	6	4	0	27	468
8:00 AM	1	72	1	0	74	12	2	1	0	15	0	25	1	0	26	1	2	1	0	4	119
8:15 AM	2	88	2	0	92	9	2	1	0	12	0	25	1	0	26	2	3	3	0	8	138
8:30 AM	0	93	1	0	94	13	3	0	0	16	0	41	1	0	42	6	0	1	0	7	159
8:45 AM	0	81	5	0	86	13	0	0	0	13	1	39	4	0	44	5	3	0	0	8	151
Total	3	334	9	0	346	47	7	2	0	56	1	130	7	0	138	14	8	5	0	27	567
Grand Total	8	612	15	0	635	80	13	4	0	97	1	233	15	0	249	31	14	9	0	54	1035
Approach %	1.3	96.4	2.4	0.0		82.5	13.4	4.1	0.0		0.4	93.6	6.0	0.0		57.4	25.9	16.7	0.0		
Total %	0.8	59.1	1.4	0.0	61.4	7.7	1.3	0.4	0.0	9.4	0.1	22.5	1.4	0.0	24.1	3.0	1.4	0.9	0.0	5.2	
Exiting Leg Total	322					30					647					36					1035

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	1	72	1	0	74	12	2	1	0	15	0	25	1	0	26	1	2	1	0	4	119
8:15 AM	2	88	2	0	92	9	2	1	0	12	0	25	1	0	26	2	3	3	0	8	138
8:30 AM	0	93	1	0	94	13	3	0	0	16	0	41	1	0	42	6	0	1	0	7	159
8:45 AM	0	81	5	0	86	13	0	0	0	13	1	39	4	0	44	5	3	0	0	8	151
Total Volume	3	334	9	0	346	47	7	2	0	56	1	130	7	0	138	14	8	5	0	27	567
% Approach Total	0.9	96.5	2.6	0.0		83.9	12.5	3.6	0.0		0.7	94.2	5.1	0.0		51.9	29.6	18.5	0.0		
PHF	0.375	0.898	0.450	0.000	0.920	0.904	0.583	0.500	0.000	0.875	0.250	0.793	0.438	0.000	0.784	0.583	0.667	0.417	0.000	0.844	0.892
Entering Leg	3	334	9	0	346	47	7	2	0	56	1	130	7	0	138	14	8	5	0	27	567
Exiting Leg					182					18					350					17	567
Total					528					74					488					44	1134

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:15 AM	0	5	0	0	5	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	11	0	0	11	1	1	0	0	2	0	6	0	0	6	0	1	0	0	1	20
8:00 AM	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
8:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	7
Total	0	10	1	0	11	0	0	2	0	2	0	7	0	0	7	0	0	1	0	1	21
Grand Total	0	21	1	0	22	1	1	2	0	4	0	13	0	0	13	0	1	1	0	2	41
Approach %	0.0	95.5	4.5	0.0		25.0	25.0	50.0	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	0.0	51.2	2.4	0.0	53.7	2.4	2.4	4.9	0.0	9.8	0.0	31.7	0.0	0.0	31.7	0.0	2.4	2.4	0.0	4.9	
Exiting Leg Total	15					2					23					1					41
Buses	0	7	0	0	7	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	15
% Buses	0.0	33.3	0.0	0.0	31.8	100.0	0.0	0.0	0.0	25.0	0.0	53.8	0.0	0.0	53.8	0.0	0.0	0.0	0.0	0.0	36.6
Exiting Leg Total	8					0					7					0					15
Single-Unit Trucks	0	11	1	0	12	0	1	2	0	3	0	5	0	0	5	0	1	1	0	2	22
% Single-Unit	0.0	52.4	100.0	0.0	54.5	0.0	100.0	100.0	0.0	75.0	0.0	38.5	0.0	0.0	38.5	0.0	100.0	100.0	0.0	100.0	53.7
Exiting Leg Total	6					2					13					1					22
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% Articulated	0.0	14.3	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9.8
Exiting Leg Total	1					0					3					0					4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	5	0	0	5	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
7:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
8:00 AM	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7
Total Volume	0	11	1	0	12	1	1	1	0	3	0	8	0	0	8	0	1	0	0	1	24
% Approach Total	0.0	91.7	8.3	0.0		33.3	33.3	33.3	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.550	0.250	0.000	0.600	0.250	0.250	0.250	0.000	0.375	0.000	0.667	0.000	0.000	0.667	0.000	0.250	0.000	0.000	0.250	0.857
Buses	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
Buses %	0.0	36.4	0.0	0.0	33.3	100.0	0.0	0.0	0.0	33.3	0.0	37.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	33.3
Single-Unit Trucks	0	4	1	0	5	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	12
Single-Unit %	0.0	36.4	100.0	0.0	41.7	0.0	100.0	100.0	0.0	66.7	0.0	50.0	0.0	0.0	50.0	0.0	100.0	0.0	0.0	100.0	50.0
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Articulated %	0.0	27.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16.7
Buses	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
Single-Unit Trucks	0	4	1	0	5	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	12
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Entering Leg	0	11	1	0	12	1	1	1	0	3	0	8	0	0	8	0	1	0	0	1	24
Buses	4					0					4					0					8
Single-Unit Trucks	4					2					5					1					12
Articulated Trucks	1					0					3					0					4
Total Exiting Leg	9					2					12					1					24

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Grand Total	0	7	0	0	7	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	15
Approach %	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	46.7	0.0	0.0	46.7	6.7	0.0	0.0	0.0	6.7	0.0	46.7	0.0	0.0	46.7	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	8					0					7					0					15

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total Volume	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
% Approach Total	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	1.000	0.000	0.000	1.000	0.250	0.000	0.000	0.000	0.250	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	1.000
Entering Leg	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8
Exiting Leg	4					0					4					0					8
Total	8					1					7					0					16

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	9
8:00 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	4
Total	0	7	1	0	8	0	0	2	0	2	0	2	0	0	2	0	0	1	0	1	13
Grand Total	0	11	1	0	12	0	1	2	0	3	0	5	0	0	5	0	1	1	0	2	22
Approach %	0.0	91.7	8.3	0.0		0.0	33.3	66.7	0.0		0.0	100.0	0.0	0.0		0.0	50.0	50.0	0.0		
Total %	0.0	50.0	4.5	0.0	54.5	0.0	4.5	9.1	0.0	13.6	0.0	22.7	0.0	0.0	22.7	0.0	4.5	4.5	0.0	9.1	
Exiting Leg Total	6					2					13					1					22

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
8:00 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4	
8:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Total Volume	0	7	1	0	8	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	14	
% Approach Total	0.0	87.5	12.5	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0			
PHF	0.000	0.438	0.250	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.875	
Entering Leg	0	7	1	0	8	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	14	
Exiting Leg	4					2					8					0						14
Total	12					3					12					1						28

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					3					0					4

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.333
Entering Leg	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Exiting Leg	1					0					3					0					4
Total	4					0					4					0					8

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

	Hope Street (Route 114)							Constitution Street							Hope Street (Route 114)							Constitution Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	0	1	1	0	0	0	0	0	1	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	0	1	2	0	0	0	0	0	2	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	3	4
Grand Total	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	1	0	0	0	0	1	4	1	0	0	0	0	5	9
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	0.0	0.0	33.3		0.0	100.0	0.0	0.0	0.0	0.0		80.0	20.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	11.1	44.4	11.1	0.0	0.0	0.0	0.0	55.6	
Exiting Leg Total	1							2							4							2							9

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Hope Street (Route 114)							Constitution Street							Hope Street (Route 114)							Constitution Street							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	0	0	1	1	0	0	0	0	0	1	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	0	0	0	0	1	2	0	0	0	0	0	2	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.313	
Entering Leg	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	1	0	0	0	0	1	2	0	0	0	0	0	2	5
Exiting Leg	1							0							2							2							5	
Total	1							2							3							4							10	

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Hope Street (Route 114)							Constitution Street							Hope Street (Route 114)							Constitution Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	3	1	4	0	0	0	0	2	1	3	12
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	4	1	5	0	0	0	0	2	1	3	16
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	1	5	6	0	0	0	0	0	2	2	15
Total	0	0	0	0	0	0	0	0	0	0	0	11	10	21	0	0	0	0	9	7	16	0	0	0	0	5	4	9	46
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	1	1	2	0	0	0	0	1	0	1	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	4	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	7	7	0	0	0	0	0	2	2	13
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	2	3	0	0	0	0	0	3	3	8
Total	0	0	0	0	0	0	0	0	0	0	0	4	10	14	0	0	0	0	2	10	12	0	0	0	0	5	5	10	36
Grand Total	0	0	0	0	0	0	0	0	0	0	0	15	20	35	0	0	0	0	11	17	28	0	0	0	0	10	9	19	82
Approach %	0	0	0	0	0	0	0	0	0	0	0	42.9	57.1		0	0	0	0	39.3	60.7		0	0	0	0	52.6	47.4		
Total %	0	0	0	0	0	0	0	0	0	0	0	18.3	24.4	42.7	0	0	0	0	13.4	20.7	34.1	0	0	0	0	12.2	11	23.2	
Exiting Leg Total	0							35							28							19							82

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Hope Street (Route 114)							Constitution Street							Hope Street (Route 114)							Constitution Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	3	1	4	0	0	0	0	2	1	3	12
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	4	1	5	0	0	0	0	2	1	3	16
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	1	5	6	0	0	0	0	0	2	2	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	1	1	2	0	0	0	0	1	0	1	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	12	12	24	0	0	0	0	9	8	17	0	0	0	0	5	4	9	50
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	52.9	47.1		0.0	0.0	0.0	0.0	55.6	44.4		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.600	0.750	0.000	0.000	0.000	0.000	0.563	0.400	0.708	0.000	0.000	0.000	0.000	0.625	0.500	0.750	0.781
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	12	12	24	0	0	0	0	9	8	17	0	0	0	0	5	4	9	50
Exiting Leg	0							24							17							9							50
Total	0							48							34							18							100

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	69	5	0	76	5	1	2	0	8	2	101	5	0	108	14	3	2	0	19	211
4:15 PM	2	85	6	0	93	1	2	0	0	3	1	98	5	0	104	12	3	1	0	16	216
4:30 PM	3	48	6	0	57	4	1	0	0	5	0	92	4	0	96	12	6	5	0	23	181
4:45 PM	3	74	3	0	80	3	2	0	0	5	0	97	7	0	104	16	1	3	0	20	209
Total	10	276	20	0	306	13	6	2	0	21	3	388	21	0	412	54	13	11	0	78	817
5:00 PM	2	78	10	0	90	2	1	1	0	4	1	90	6	0	97	9	2	2	0	13	204
5:15 PM	2	70	5	0	77	6	2	0	0	8	1	83	2	0	86	12	1	1	0	14	185
5:30 PM	3	59	5	0	67	5	4	0	0	9	0	85	3	0	88	13	2	4	0	19	183
5:45 PM	0	51	2	0	53	5	2	1	0	8	1	95	4	0	100	7	2	2	0	11	172
Total	7	258	22	0	287	18	9	2	0	29	3	353	15	0	371	41	7	9	0	57	744
Grand Total	17	534	42	0	593	31	15	4	0	50	6	741	36	0	783	95	20	20	0	135	1561
Approach %	2.9	90.1	7.1	0.0		62.0	30.0	8.0	0.0		0.8	94.6	4.6	0.0		70.4	14.8	14.8	0.0		
Total %	1.1	34.2	2.7	0.0	38.0	2.0	1.0	0.3	0.0	3.2	0.4	47.5	2.3	0.0	50.2	6.1	1.3	1.3	0.0	8.6	
Exiting Leg Total	792					68					633					68					1561
Cars	16	521	42	0	579	31	15	4	0	50	6	728	36	0	770	95	19	20	0	134	1533
% Cars	94.1	97.6	100.0	0.0	97.6	100.0	100.0	100.0	0.0	100.0	100.0	98.2	100.0	0.0	98.3	100.0	95.0	100.0	0.0	99.3	98.2
Exiting Leg Total	779					67					620					67					1533
Heavy Vehicles	1	13	0	0	14	0	0	0	0	0	0	13	0	0	13	0	1	0	0	1	28
% Heavy Vehicles	5.9	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	5.0	0.0	0.0	0.7	1.8
Exiting Leg Total	13					1					13					1					28

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	69	5	0	76	5	1	2	0	8	2	101	5	0	108	14	3	2	0	19	211
4:15 PM	2	85	6	0	93	1	2	0	0	3	1	98	5	0	104	12	3	1	0	16	216
4:30 PM	3	48	6	0	57	4	1	0	0	5	0	92	4	0	96	12	6	5	0	23	181
4:45 PM	3	74	3	0	80	3	2	0	0	5	0	97	7	0	104	16	1	3	0	20	209
Total Volume	10	276	20	0	306	13	6	2	0	21	3	388	21	0	412	54	13	11	0	78	817
% Approach Total	3.3	90.2	6.5	0.0		61.9	28.6	9.5	0.0		0.7	94.2	5.1	0.0		69.2	16.7	14.1	0.0		
PHF	0.833	0.812	0.833	0.000	0.823	0.650	0.750	0.250	0.000	0.656	0.375	0.960	0.750	0.000	0.954	0.844	0.542	0.550	0.000	0.848	0.946
Cars	9	270	20	0	299	13	6	2	0	21	3	379	21	0	403	54	12	11	0	77	800
Cars %	90.0	97.8	100.0	0.0	97.7	100.0	100.0	100.0	0.0	100.0	100.0	97.7	100.0	0.0	97.8	100.0	92.3	100.0	0.0	98.7	97.9
Heavy Vehicles	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	0	1	0	0	1	17
Heavy Vehicles %	10.0	2.2	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	0.0	7.7	0.0	0.0	1.3	2.1
Cars Enter Leg	9	270	20	0	299	13	6	2	0	21	3	379	21	0	403	54	12	11	0	77	800
Heavy Enter Leg	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	0	1	0	0	1	17
Total Entering Leg	10	276	20	0	306	13	6	2	0	21	3	388	21	0	412	54	13	11	0	78	817
Cars Exiting Leg	403					35					326					36					800
Heavy Exiting Leg	9					1					6					1					17
Total Exiting Leg	412					36					332					37					817

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	68	5	0	75	5	1	2	0	8	2	99	5	0	106	14	3	2	0	19	208
4:15 PM	2	81	6	0	89	1	2	0	0	3	1	96	5	0	102	12	3	1	0	16	210
4:30 PM	3	47	6	0	56	4	1	0	0	5	0	89	4	0	93	12	6	5	0	23	177
4:45 PM	2	74	3	0	79	3	2	0	0	5	0	95	7	0	102	16	0	3	0	19	205
Total	9	270	20	0	299	13	6	2	0	21	3	379	21	0	403	54	12	11	0	77	800
5:00 PM	2	77	10	0	89	2	1	1	0	4	1	89	6	0	96	9	2	2	0	13	202
5:15 PM	2	68	5	0	75	6	2	0	0	8	1	81	2	0	84	12	1	1	0	14	181
5:30 PM	3	56	5	0	64	5	4	0	0	9	0	85	3	0	88	13	2	4	0	19	180
5:45 PM	0	50	2	0	52	5	2	1	0	8	1	94	4	0	99	7	2	2	0	11	170
Total	7	251	22	0	280	18	9	2	0	29	3	349	15	0	367	41	7	9	0	57	733
Grand Total	16	521	42	0	579	31	15	4	0	50	6	728	36	0	770	95	19	20	0	134	1533
Approach %	2.8	90.0	7.3	0.0		62.0	30.0	8.0	0.0		0.8	94.5	4.7	0.0		70.9	14.2	14.9	0.0		
Total %	1.0	34.0	2.7	0.0	37.8	2.0	1.0	0.3	0.0	3.3	0.4	47.5	2.3	0.0	50.2	6.2	1.2	1.3	0.0	8.7	
Exiting Leg Total	779					67					620					67					1533

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	2	68	5	0	75	5	1	2	0	8	2	99	5	0	106	14	3	2	0	19	208
4:15 PM	2	81	6	0	89	1	2	0	0	3	1	96	5	0	102	12	3	1	0	16	210
4:30 PM	3	47	6	0	56	4	1	0	0	5	0	89	4	0	93	12	6	5	0	23	177
4:45 PM	2	74	3	0	79	3	2	0	0	5	0	95	7	0	102	16	0	3	0	19	205
Total Volume	9	270	20	0	299	13	6	2	0	21	3	379	21	0	403	54	12	11	0	77	800
% Approach Total	3.0	90.3	6.7	0.0		61.9	28.6	9.5	0.0		0.7	94.0	5.2	0.0		70.1	15.6	14.3	0.0		
PHF	0.750	0.833	0.833	0.000	0.840	0.650	0.750	0.250	0.000	0.656	0.375	0.957	0.750	0.000	0.950	0.844	0.500	0.550	0.000	0.837	0.952
Entering Leg	9	270	20	0	299	13	6	2	0	21	3	379	21	0	403	54	12	11	0	77	800
Exiting Leg					403					35					326					36	800
Total					702					56					729					113	1600

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
Total	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	0	1	0	0	1	17
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
Grand Total	1	13	0	0	14	0	0	0	0	0	0	13	0	0	13	0	1	0	0	1	28
Approach %	7.1	92.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	3.6	46.4	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	46.4	0.0	0.0	46.4	0.0	3.6	0.0	0.0	3.6	
Exiting Leg Total	13					1					13					1					28
Buses	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
% Buses	0.0	69.2	0.0	0.0	64.3	0.0	0.0	0.0	0.0	0.0	0.0	69.2	0.0	0.0	69.2	0.0	0.0	0.0	0.0	0.0	64.3
Exiting Leg Total	9					0					9					0					18
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	7
% Single-Unit	0.0	15.4	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	30.8	0.0	0.0	30.8	0.0	100.0	0.0	0.0	100.0	25.0
Exiting Leg Total	4					1					2					0					7
Articulated Trucks	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Articulated	100.0	15.4	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7
Exiting Leg Total	0					0					2					1					3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
Total Volume	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	0	1	0	0	1	17
% Approach Total	14.3	85.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.250	0.375	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.250	0.000	0.000	0.250	0.708
Buses	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Buses %	0.0	66.7	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	58.8
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
Single-Unit %	0.0	16.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	100.0	0.0	0.0	100.0	29.4
Articulated Trucks	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Articulated %	100.0	16.7	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8
Buses	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
Articulated Trucks	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Entering Leg	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	0	1	0	0	1	17
Buses	6					0					4					0					10
Single-Unit Trucks	3					1					1					0					5
Articulated Trucks	0					0					1					1					2
Total Exiting Leg	9					1					6					1					17

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
Grand Total	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	9					0					9					0					18

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.833
Entering Leg	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Exiting Leg					6					0		4			4					0	10
Total	10					0					10					0					20

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	7
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	57.1	0.0	0.0	57.1	0.0	14.3	0.0	0.0	14.3	
Exiting Leg Total	4					1					2					0					7

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	6
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	6
Exiting Leg	4					1					1					0					6
Total	5					1					5					1					12

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	33.3	66.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	33.3	66.7	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					2					1					3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Hope Street (Route 114)					Constitution Street					Hope Street (Route 114)					Constitution Street					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Approach Total	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Exiting Leg	0					0					1					1					2
Total	2					0					1					1					4

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Bicycles (on Roadway and Crosswalks)

	Hope Street (Route 114)							Constitution Street							Hope Street (Route 114)							Constitution Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
Grand Total	0	1	0	0	0	0	1	0	0	0	0	2	0	2	0	0	1	0	1	0	2	0	1	0	0	0	0	1	6
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	16.7	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	16.7	0.0	16.7	0.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	16.7	
Exiting Leg Total	0							3							2							1							6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Hope Street (Route 114)							Constitution Street							Hope Street (Route 114)							Constitution Street							Total	
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	3
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	50.0	0.0	50.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	3	
Exiting Leg	0							0							2							1							3	
Total	1							0							4							1							6	

PDI File #: **228763 A**
 Location: **N: Hope Street (Route 114) S: Hope Street (Route 114)**
 Location: **E: Constitution Street W: Constitution Street**
 City, State: **Bristol, RI**
 Client: **F&O/K. Patch**
 Site Code: **TBD**
 Count Date: **Thursday, July 21, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

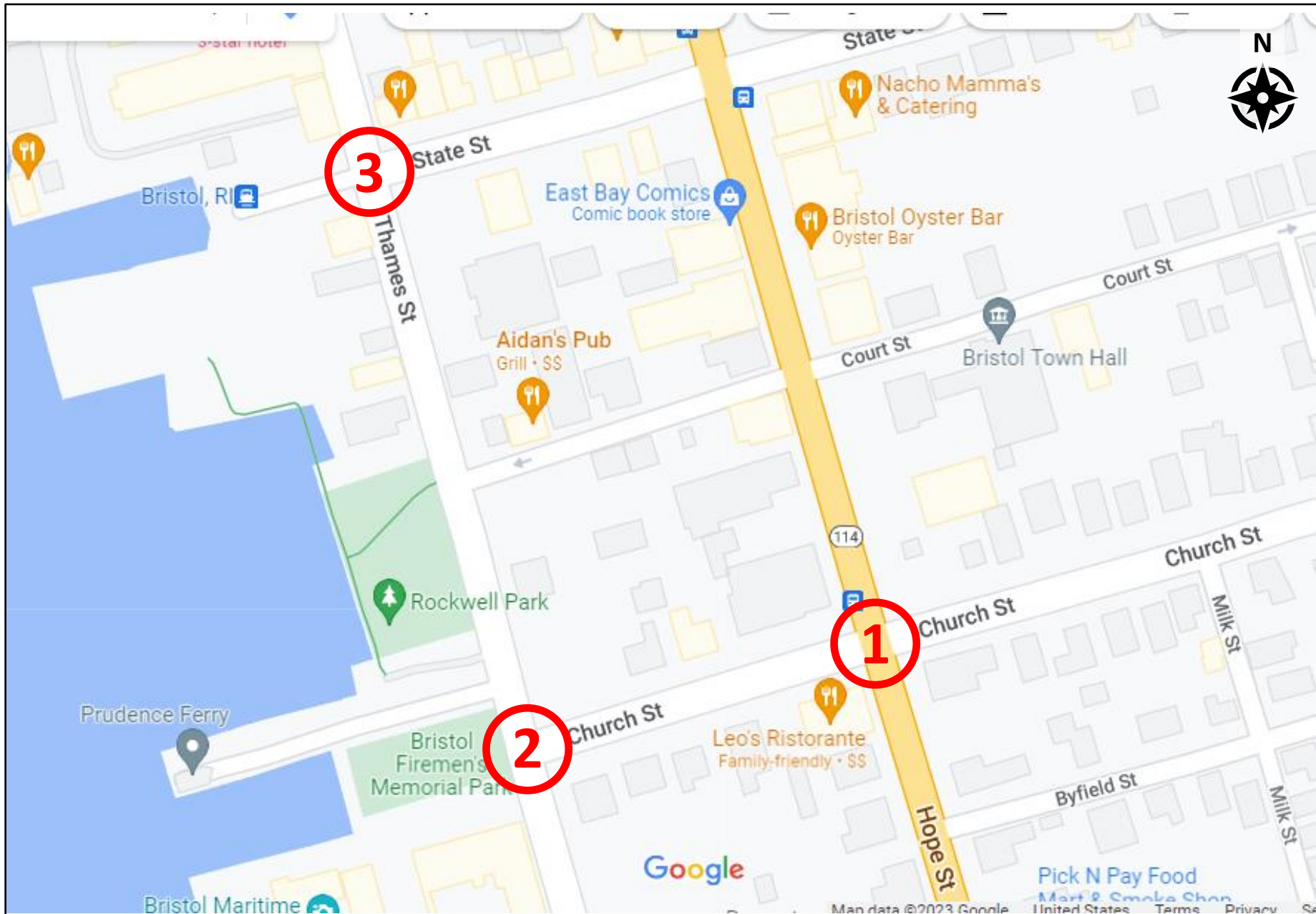


Pedestrians

	Hope Street (Route 114)							Constitution Street							Hope Street (Route 114)							Constitution Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	2	2	4	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	1	5
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	5	2	7	0	0	0	0	3	3	6	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	2	1	3	0	0	0	0	1	2	3	10
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	1	3	4	0	0	0	0	0	3	3	12
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	1	0	1	0	0	0	0	2	1	3	9
Total	0	0	0	0	0	0	0	0	0	0	0	6	8	14	0	0	0	0	4	5	9	0	0	0	0	3	6	9	32
Grand Total	0	0	0	0	0	0	0	0	0	0	0	10	8	18	0	0	0	0	9	7	16	0	0	0	0	6	9	15	49
Approach %	0	0	0	0	0	0	0	0	0	0	0	55.6	44.4		0	0	0	0	56.3	43.8		0	0	0	0	40	60		
Total %	0	0	0	0	0	0	0	0	0	0	0	20.4	16.3	36.7	0	0	0	0	18.4	14.3	32.7	0	0	0	0	12.2	18.4	30.6	
Exiting Leg Total	0							18							16							15							49

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Hope Street (Route 114)							Constitution Street							Hope Street (Route 114)							Constitution Street							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	2	1	3	0	0	0	0	1	2	3	10
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	1	3	4	0	0	0	0	0	3	3	12
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	1	0	1	0	0	0	0	2	1	3	9
Total Volume	0	0	0	0	0	0	0	0	0	0	0	6	8	14	0	0	0	0	4	5	9	0	0	0	0	3	6	9	32
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	57.1		0.0	0.0	0.0	0.0	44.4	55.6		0.0	0.0	0.0	0.0	33.3	66.7		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.667	0.700	0.000	0.000	0.000	0.000	0.500	0.417	0.563	0.000	0.000	0.000	0.000	0.375	0.500	0.750	0.667
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	6	8	14	0	0	0	0	4	5	9	0	0	0	0	3	6	9	32
Exiting Leg	0							14							9							9							32
Total	0							28							18							18							64





Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTM #: Location 1
 Location: Bristol, RI
 Street 1: Hope Street
 Street 2: Church Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F



PASSENGER CARS & HEAVY VEHICLES COMBINED

Hope Street Northbound					Hope Street Southbound					Church Street Eastbound					Church Street 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	1	39	0	0	2	85	0	0	1	4	0	0	0	1	4			
7:15 AM	0	0	47	0	0	4	76	1	0	1	0	0	0	0	0	3			
7:30 AM	0	2	44	1	0	1	85	0	0	0	0	1	0	0	3	9			
7:45 AM	0	0	49	0	0	5	99	1	0	0	0	1	0	0	1	12			
8:00 AM	0	1	58	0	0	4	66	1	0	1	1	0	0	2	0	5			
8:15 AM	0	0	55	2	0	2	76	2	0	2	0	1	0	3	1	6			
8:30 AM	0	1	54	0	0	3	67	1	0	1	5	4	0	0	1	13			
8:45 AM	0	15	24	8	0	9	57	5	0	1	2	2	0	0	11	2			

Hope Street Northbound					Hope Street Southbound					Church Street Eastbound				Church Street 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	75	1	0	8	51	1	0	0	0	4	0	1	3	11
4:15 PM	0	2	86	0	0	12	63	0	0	0	2	4	0	2	1	5
4:30 PM	0	1	86	0	0	8	57	1	0	0	5	4	0	1	2	8
4:45 PM	0	1	84	1	0	8	61	1	0	1	0	6	0	3	1	8
5:00 PM	0	1	93	4	0	6	65	3	0	0	1	4	0	2	3	9
5:15 PM	0	5	90	2	0	12	48	2	0	0	0	2	0	1	1	5
5:30 PM	0	1	78	0	0	6	42	0	0	0	2	5	0	6	2	4
5:45 PM	0	1	63	0	0	10	52	0	0	1	0	1	0	1	3	12

AM PEAK HOUR 7:45 AM to 8:45 AM		Hope Street Northbound				Hope Street Southbound				Church Street Eastbound				Church Street Westbound			
		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
		0	2	216	2	0	14	308	5	0	4	6	6	0	5	3	36
PHF		0.93				0.78				0.40				0.79			
HV %		0.0%	0.0%	2.8%	0.0%	0.0%	7.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%

PM PEAK HOUR 4:15 PM to 5:15 PM		Hope Street Northbound				Hope Street Southbound				Church Street Eastbound				Church Street Westbound			
		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
		0	5	349	5	0	34	246	5	0	1	8	18	0	8	7	30
PHF		0.92				0.95				0.75				0.80			
HV %		0.0%	0.0%	1.4%	0.0%	0.0%	2.9%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%

Note:
 Due to Construction, there was a road block/detour on Hope Street north side leg, Northbound Only, from 8:50 AM to 9 AM.
 No vehicles were allow to travel NB Thru, EB Left & WB Right during that time.

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTD #: Location 1
 Location: Bristol, RI
 Street 1: Hope Street
 Street 2: Church Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

BOSTON

TRAFFIC DATA

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

HEAVY VEHICLES

Hope Street Northbound					Hope Street Southbound				Church Street Eastbound				Church Street 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	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0

Hope Street Northbound					Hope Street Southbound				Church Street Eastbound				Church Street 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	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM <i>PHF</i>	Hope Street Northbound				Hope Street Southbound				Church Street Eastbound				Church Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	7	0	0	1	3	1	0	0	0	0	0	0	1	0
	0.58				0.42				0.00				0.25			

PM PEAK HOUR 4:30 PM to 5:30 PM <i>PHF</i>	Hope Street Northbound				Hope Street Southbound				Church Street Eastbound				Church Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	5	0	0	1	8	0	0	0	0	0	0	0	0	1
	0.63				0.75				0.00				0.25			

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTD #: Location 1
 Location: Bristol, RI
 Street 1: Hope Street
 Street 2: Church Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

BOSTON

TRAFFIC DATA

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

PEDESTRIANS & BICYCLES

Hope Street Northbound					Hope Street Southbound				Church Street Eastbound				Church Street 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	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	2
8:15 AM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Hope Street Northbound					Hope Street Southbound				Church Street Eastbound				Church Street 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	1	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	7	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	3	0	0	0	8	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Hope Street Northbound				Hope Street Southbound				Church Street Eastbound				Church Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	3	0	0	0	2	0	0	0	9	0	0	0	5

PM PEAK HOUR ¹ 4:15 PM to 5:15 PM	Hope Street Northbound				Hope Street Southbound				Church Street Eastbound				Church Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	6	0	0	0	20	0	1	0	11

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

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTD #: Location 2
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: Church Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

BOSTON

TRAFFIC DATA

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

PASSENGER CARS & HEAVY VEHICLES COMBINED

Thames Street Northbound					Thames Street Southbound				Eastbound				Church Street 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	0	5	1	0	3	6	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	3	0	0	1	4	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	3	0	0	1	6	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	4	0	0	2	9	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	3	0	0	3	4	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	3	0	0	12	9	0	0	0	0	0	0	2	0	2
8:45 AM	0	0	9	1	0	5	14	0	0	0	0	0	0	1	0	30

Thames Street Northbound					Thames Street Southbound				Eastbound				Church Street 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	0	4	1	0	2	9	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	9	1	0	4	8	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	6	2	0	7	6	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	4	1	0	5	9	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	2	0	1	6	8	0	0	0	0	0	0	3	0	4
5:15 PM	0	0	7	0	0	3	11	0	0	0	0	0	0	2	0	7
5:30 PM	0	0	3	1	0	6	7	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	2	1	0	1	4	0	0	0	0	0	0	0	0	6

AM PEAK HOUR 8:00 AM to 9:00 AM	Thames Street Northbound				Thames Street Southbound				Eastbound				Church Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	19	1	0	22	36	0	0	0	0	0	0	3	0	36
PHF	0.50				0.69				0.00				0.31			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%

PM PEAK HOUR 4:30 PM to 5:30 PM	Thames Street Northbound				Thames Street Southbound				Eastbound				Church Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	19	3	1	21	34	0	0	0	0	0	0	5	0	18
PHF	0.69				0.93				0.00				0.64			
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTD #: Location 2
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: Church Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

HEAVY VEHICLES

Thames Street Northbound					Thames Street Southbound				Eastbound				Church Street 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1

Thames Street Northbound					Thames Street Southbound				Eastbound				Church Street 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 8:00 AM to 9:00 AM PHF	Thames Street Northbound				Thames Street Southbound				Eastbound				Church Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
0.00				0.25				0.00				0.50				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Thames Street Northbound				Thames Street Southbound				Eastbound				Church Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0.00				0.00				0.00				0.25				

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTM #: Location 2
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: Church Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

BOSTON

TRAFFIC DATA

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

PEDESTRIANS & BICYCLES

Thames Street Northbound					Thames Street Southbound				Eastbound				Church Street 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	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Thames Street Northbound					Thames Street Southbound				Eastbound				Church Street 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	2	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6
5:15 PM	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 8:00 AM to 9:00 AM	Thames Street Northbound				Thames Street Southbound				Eastbound				Church Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Thames Street Northbound				Thames Street Southbound				Eastbound				Church Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	1	0	12	0	0	0	0	0	0	0	9

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

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTD #: Location 3
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: State Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

BOSTON

TRAFFIC DATA

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

PASSENGER CARS & HEAVY VEHICLES COMBINED

Thames Street Northbound					Thames Street Southbound				State Street Eastbound				State Street 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	1	4	2	0	3	11	3	0	1	1	0	0	2	1	1
7:15 AM	0	0	3	1	1	1	4	1	0	0	2	1	0	1	1	3
7:30 AM	0	0	7	1	0	0	3	0	0	0	4	1	0	0	3	4
7:45 AM	0	2	5	0	0	3	5	1	0	1	2	1	0	1	1	9
8:00 AM	0	1	6	1	0	2	11	2	0	1	3	2	0	0	2	0
8:15 AM	0	0	7	1	0	2	6	2	0	0	1	0	0	3	0	4
8:30 AM	0	1	4	1	0	6	15	3	0	1	0	2	0	6	1	2
8:45 AM	0	2	25	12	0	16	20	3	0	2	3	3	0	0	0	6

Thames Street Northbound					Thames Street Southbound				State Street Eastbound				State Street 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	7	0	0	2	9	3	0	3	1	2	0	2	1	11
4:15 PM	0	0	11	2	0	6	12	3	0	0	1	1	0	0	2	12
4:30 PM	0	2	10	1	0	8	10	1	0	3	2	1	0	1	1	15
4:45 PM	0	1	12	1	0	3	8	0	0	3	2	0	0	2	0	4
5:00 PM	0	1	5	2	0	6	14	0	0	2	0	1	0	2	1	7
5:15 PM	0	1	13	2	0	6	13	1	0	1	0	0	0	0	1	9
5:30 PM	0	1	3	0	0	3	5	4	0	1	3	1	0	1	1	6
5:45 PM	0	0	6	0	0	8	8	1	0	1	1	0	0	1	0	8

AM PEAK HOUR 8:00 AM to 9:00 AM PHF HV %	Thames Street Northbound				Thames Street Southbound				State Street Eastbound				State Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	4	42	15	0	26	52	10	0	4	7	7	0	9	3	12
	0.39				0.56				0.56				0.67			
	0.0%	0.0%	4.8%	6.7%	0.0%	3.8%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%

PM PEAK HOUR 4:00 PM to 5:00 PM PHF HV %	Thames Street Northbound				Thames Street Southbound				State Street Eastbound				State Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	4	40	4	0	19	39	7	0	9	6	4	0	5	4	42
	0.86				0.77				0.79				0.75			
	0.0%	0.0%	7.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTB #: Location 3
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: State Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F



HEAVY VEHICLES

Thames Street Northbound					Thames Street Southbound				State Street Eastbound				State Street 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	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0

Thames Street Northbound					Thames Street Southbound				State Street Eastbound				State Street 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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	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	0	0	1	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 8:00 AM to 9:00 AM PHF	Thames Street Northbound				Thames Street Southbound				State Street Eastbound				State Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	2	1	0	1	1	0	0	0	0	0	0	1	0	0
0.38				0.50				0.00				0.25				

PM PEAK HOUR 4:00 PM to 5:00 PM PHF	Thames Street Northbound				Thames Street Southbound				State Street Eastbound				State Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0.75				0.00				0.00				0.00				

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTD #: Location 3
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: State Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

BOSTON

TRAFFIC DATA

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

PEDESTRIANS & BICYCLES

Thames Street Northbound					Thames Street Southbound				State Street Eastbound				State Street 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	0	0	0	0	3	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	3	0	0	0	2	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	1

Thames Street Northbound					Thames Street Southbound				State Street Eastbound				State Street 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	2	0	0	0	3
4:15 PM	0	1	0	0	0	0	0	3	0	0	0	1	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0
4:45 PM	0	0	0	4	0	0	0	5	0	0	0	3	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	7	0	0	0	5	0	0	0	4
5:15 PM	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2

AM PEAK HOUR ¹ 8:00 AM to 9:00 AM	Thames Street Northbound				Thames Street Southbound				State Street Eastbound				State Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	11	0	0	0	3	0	0	0	5

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Thames Street Northbound				Thames Street Southbound				State Street Eastbound				State Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	4	0	0	0	13	0	0	0	11	0	0	0	3

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

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTM #: Location 3
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: Hope Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

BOSTON

TRAFFIC DATA

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

PASSENGER CARS & HEAVY VEHICLES COMBINED

Thames Street Northbound					Thames Street Southbound				Eastbound				Hope Street Northwestbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	7	0	1	90	19	0	0	0	0	0	0	0	67	0
7:15 AM	0	0	5	0	1	92	21	0	0	0	0	0	0	0	59	0
7:30 AM	0	0	10	0	0	107	10	0	0	0	0	0	0	0	66	0
7:45 AM	0	0	11	0	0	129	21	0	0	0	0	0	0	0	85	0
8:00 AM	0	0	8	0	0	104	20	0	0	0	0	0	0	0	76	0
8:15 AM	0	0	7	0	0	96	20	0	0	0	0	0	0	0	65	0
8:30 AM	0	0	5	0	1	111	17	0	0	0	0	0	0	0	78	0
8:45 AM	0	0	26	1	0	87	31	0	0	0	0	0	0	0	79	0

Thames Street Northbound					Thames Street Southbound				Eastbound				Hope Street Northwestbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	21	0	0	95	14	0	0	0	0	0	0	0	104	0
4:15 PM	0	0	27	1	0	101	19	0	0	0	0	0	0	0	104	0
4:30 PM	0	0	26	0	0	87	13	0	0	0	0	0	0	0	107	0
4:45 PM	0	0	25	1	0	106	20	0	0	0	0	0	0	0	99	0
5:00 PM	0	0	17	0	0	118	20	0	0	0	0	0	0	0	105	0
5:15 PM	0	0	22	0	0	108	31	0	0	0	0	0	0	0	111	0
5:30 PM	0	0	13	0	0	88	16	0	0	0	0	0	0	0	84	0
5:45 PM	0	0	13	1	0	100	19	0	0	0	0	0	0	0	75	0

AM PEAK HOUR 7:45 AM to 8:45 AM PHF HV %	Thames Street Northbound				Thames Street Southbound				Eastbound				Hope Street Northwestbound			
	U-Turn	Left	Thru	Right	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	31	0	1	440	78	0	0	0	0	0	0	0	304	0
	0.70				0.87				0.00				0.89			
	0.0%	0.0%	6.5%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%

PM PEAK HOUR 4:30 PM to 5:30 PM PHF HV %	Thames Street Northbound				Thames Street Southbound				Eastbound				Hope Street Northwestbound			
	U-Turn	Left	Thru	Right	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	90	1	0	419	84	0	0	0	0	0	0	0	422	0
	0.88				0.90				0.00				0.95			
	0.0%	0.0%	1.1%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTD #: Location 3
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: Hope Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

HEAVY VEHICLES

Thames Street Northbound					Thames Street Southbound				Eastbound				Hope Street Northwestbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	5	0
8:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:45 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	7	0

Thames Street Northbound					Thames Street Southbound				Eastbound				Hope Street Northwestbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	2	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0

AM PEAK HOUR 8:00 AM to 9:00 AM PHF	Thames Street Northbound				Thames Street Southbound				Eastbound				Hope Street Northwestbound			
	U-Turn	Left	Thru	Right	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	0	0	0	8	1	0	0	0	0	0	0	0	15	0
0.00				0.56				0.00				0.54				

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Thames Street Northbound				Thames Street Southbound				Eastbound				Hope Street Northwestbound			
	U-Turn	Left	Thru	Right	U-Turn	Soft Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	2	0	0	8	0	0	0	0	0	0	0	0	7	0
0.50				0.67				0.00				0.58				

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTD #: Location 3
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: Hope Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

BOSTON

TRAFFIC DATA

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

PEDESTRIANS & BICYCLES

Thames Street Northbound						Thames Street Southbound			Eastbound				Hope Street Northwestbound			
Start Time	Left	Thru	Right	PED	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Thames Street Northbound						Thames Street Southbound			Eastbound				Hope Street Northwestbound			
Start Time	Left	Thru	Right	PED	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Thames Street Northbound					Thames Street Southbound				Eastbound				Hope Street Northwestbound		
	Left	Thru	Right	PED	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Thames Street Northbound					Thames Street Southbound				Eastbound				Hope Street Northwestbound		
	Left	Thru	Right	PED	Soft Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	4

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

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTM #: Location 5
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: Washington Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

BOSTON

TRAFFIC DATA

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

PASSENGER CARS & HEAVY VEHICLES COMBINED

Thames Street Northbound					Thames Street Southbound				Eastbound				Washington Street 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	0	72	1	0	16	110	0	0	0	0	0	0	2	0	15
7:15 AM	0	0	62	0	0	7	111	0	0	0	0	0	0	2	0	17
7:30 AM	0	0	71	6	0	14	113	0	0	0	0	0	0	2	0	25
7:45 AM	0	0	94	1	0	13	152	0	0	0	0	0	0	0	0	35
8:00 AM	0	0	78	6	0	20	121	0	0	0	0	0	0	2	0	19
8:15 AM	0	0	72	1	0	17	115	0	0	0	0	0	0	1	0	19
8:30 AM	0	0	80	3	0	20	128	0	0	0	0	0	0	1	0	30
8:45 AM	0	0	103	2	0	19	113	0	0	0	0	0	0	4	0	34

Thames Street Northbound					Thames Street Southbound				Eastbound				Washington Street 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	0	119	4	0	27	107	0	0	0	0	0	0	3	0	36
4:15 PM	0	0	131	3	0	19	120	0	0	0	0	0	0	0	0	31
4:30 PM	0	0	132	2	0	25	100	0	0	0	0	0	0	0	0	35
4:45 PM	0	0	117	5	0	13	124	0	0	0	0	0	0	2	0	30
5:00 PM	0	0	115	5	0	17	136	0	0	0	0	0	0	4	0	26
5:15 PM	0	0	128	8	0	19	130	0	0	0	0	0	0	4	0	28
5:30 PM	0	0	92	4	0	14	101	0	0	0	0	0	0	3	0	25
5:45 PM	0	0	86	3	0	15	117	0	0	0	0	0	0	2	0	25

AM PEAK HOUR 7:45 AM to 8:45 AM PHF HV %	Thames Street Northbound				Thames Street Southbound				Eastbound				Washington Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	324	11	0	70	516	0	0	0	0	0	0	4	0	103
	0.88				0.89				0.00				0.76			
	0.0%	0.0%	1.9%	9.1%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%

PM PEAK HOUR 4:30 PM to 5:30 PM PHF HV %	Thames Street Northbound				Thames Street Southbound				Eastbound				Washington Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	492	20	0	74	490	0	0	0	0	0	0	10	0	119
	0.94				0.92				0.00				0.92			
	0.0%	0.0%	1.6%	0.0%	0.0%	1.4%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTM #: Location 5
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: Washington Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F



HEAVY VEHICLES

Thames Street Northbound					Thames Street Southbound				Eastbound				Washington Street 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	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	4

Thames Street Northbound					Thames Street Southbound				Eastbound				Washington Street 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	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	2	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 8:00 AM to 9:00 AM PHF	Thames Street Northbound				Thames Street Southbound				Eastbound				Washington Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	12	1	0	0	8	0	0	0	0	0	0	0	0	5
0.54				0.50				0.00				0.31				

PM PEAK HOUR 4:15 PM to 5:15 PM PHF	Thames Street Northbound				Thames Street Southbound				Eastbound				Washington Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	9	0	0	2	8	0	0	0	0	0	0	0	0	0
0.75				0.63				0.00				0.00				

Client: Katherine O'Shea, EIT
 Project #: 1172_1_FO
 BTD #: Location 5
 Location: Bristol, RI
 Street 1: Thames Street
 Street 2: Washington Street
 Count Date: 1/31/2023
 Day of Week: Tuesday
 Weather: Clouds & Sun, 35°F

BOSTON

TRAFFIC DATA

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

PEDESTRIANS & BICYCLES

Thames Street Northbound					Thames Street Southbound				Eastbound				Washington Street 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	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	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	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Thames Street Northbound					Thames Street Southbound				Eastbound				Washington Street 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	1	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
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	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

AM PEAK HOUR ¹ 7:45 AM to 8:45 AM	Thames Street Northbound				Thames Street Southbound				Eastbound				Washington Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR ¹ 4:30 PM to 5:30 PM	Thames Street Northbound				Thames Street Southbound				Eastbound				Washington Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6

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