

Appendix J – Traffic Impact Analysis Report Appendix

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 - a) Existing (2022) Morning Peak Hour
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- G. Truck Turning Evaluations

Appendix A

Existing Traffic Count Data



Location Map: 22804 Warwick, RI

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

- (6) 4am-9am/ 4pm-9pm TMCs
- (6) 48HR VCU-ATRs (Premium)
- (4) 4am-9am/4pm-9pm ATRs
- (14) VCUs



Client: AECOM	Engineer: I. Almy	Site Code:	Date: Tues 8/23 thru Wed 8/24/2022	PDI Job # 22804	City, State: Warwick, RI
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Location Map: 228804 Warwick, RI

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

(4) 4am-9am/ 4pm-9pm ATRs
Set to HI DEF
Record full 24HRs

Airport Road



4

3

2

1

UPS/ Fed EX Bulding Curb Cut Driveways

Client:
AECOM

Engineer:
I. Almy

Site Code:

Date:
Tues 8/30/2022

PDI Job #
228804

City, State:
Warwick, RI

Route 37 WB
 west of Route 1 SB Merge
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR A

Count Date: Tuesday, August 23, 2022
 Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	20	0	0	0	20
12:15 AM	0	0	39	0	0	0	39
12:30 AM	0	0	26	0	0	1	27
12:45 AM	0	0	30	0	0	0	30
1:00 AM	0	0	26	0	0	0	26
1:15 AM	0	0	22	0	0	0	22
1:30 AM	0	0	18	0	0	0	18
1:45 AM	0	0	17	0	0	1	18
2:00 AM	0	0	17	0	0	1	18
2:15 AM	0	0	14	0	0	0	14
2:30 AM	0	0	14	0	1	0	15
2:45 AM	0	0	16	0	0	1	17
3:00 AM	0	0	17	0	0	1	18
3:15 AM	0	0	17	0	0	0	17
3:30 AM	0	0	21	0	3	0	24
3:45 AM	0	0	28	0	0	0	28
4:00 AM	0	0	31	0	2	0	33
4:15 AM	0	0	45	0	1	1	47
4:30 AM	0	0	91	0	1	0	92
4:45 AM	0	0	90	0	1	0	91
5:00 AM	0	0	114	0	2	0	116
5:15 AM	0	0	134	0	6	0	140
5:30 AM	0	0	206	0	4	0	210
5:45 AM	0	0	201	1	4	0	206
6:00 AM	0	0	237	0	3	0	240
6:15 AM	0	0	277	1	7	0	285
6:30 AM	0	0	372	1	9	0	382
6:45 AM	0	0	329	1	6	0	336
7:00 AM	0	0	399	1	13	2	415
7:15 AM	0	0	467	0	9	0	476
7:30 AM	0	0	512	0	10	0	522
7:45 AM	0	0	509	2	6	0	517
8:00 AM	0	0	453	0	6	0	459
8:15 AM	0	0	448	1	19	1	469
8:30 AM	0	0	440	2	23	0	465
8:45 AM	0	0	414	0	7	2	423
9:00 AM	0	0	305	0	8	0	313
9:15 AM	0	0	319	1	3	0	323
9:30 AM	0	0	331	1	5	2	339
9:45 AM	0	0	366	1	8	1	376
10:00 AM	0	0	317	1	13	0	331
10:15 AM	0	0	295	0	11	0	306
10:30 AM	0	0	291	1	8	1	301
10:45 AM	0	0	331	0	3	0	334
11:00 AM	0	0	297	1	8	1	307
11:15 AM	0	0	343	0	10	2	355
11:30 AM	0	0	331	0	10	2	343
11:45 AM	0	0	362	0	7	0	369

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	332	0	5	0	337
12:15 PM	0	0	355	0	6	1	362
12:30 PM	0	0	347	1	6	1	355
12:45 PM	0	0	370	1	6	0	377
1:00 PM	0	0	364	0	5	0	369
1:15 PM	0	0	314	1	4	0	319
1:30 PM	0	0	328	0	9	0	337
1:45 PM	0	0	309	0	5	1	315
2:00 PM	0	0	372	1	8	1	382
2:15 PM	0	0	381	2	9	0	392
2:30 PM	0	0	308	1	7	2	318
2:45 PM	0	0	352	0	7	0	359
3:00 PM	0	0	352	0	3	1	356
3:15 PM	0	0	293	1	5	0	299
3:30 PM	0	0	314	1	7	0	322
3:45 PM	0	0	341	0	3	0	344
4:00 PM	0	0	337	1	7	0	345
4:15 PM	0	0	355	1	8	0	364
4:30 PM	0	0	308	0	3	0	311
4:45 PM	0	0	293	0	3	0	296
5:00 PM	0	0	337	0	2	0	339
5:15 PM	0	0	320	0	0	0	320
5:30 PM	0	0	302	0	2	0	304
5:45 PM	0	0	318	0	3	0	321
6:00 PM	0	0	321	0	1	0	322
6:15 PM	0	0	265	1	3	0	269
6:30 PM	0	0	284	0	1	1	286
6:45 PM	0	0	265	0	1	0	266
7:00 PM	0	0	237	0	2	0	239
7:15 PM	0	0	213	0	0	0	213
7:30 PM	0	0	194	0	1	0	195
7:45 PM	0	0	209	0	0	0	209
8:00 PM	0	0	192	1	1	1	195
8:15 PM	0	0	189	0	0	0	189
8:30 PM	0	0	185	0	2	0	187
8:45 PM	0	0	139	0	2	0	141
9:00 PM	0	0	131	0	1	0	132
9:15 PM	0	0	128	0	0	0	128
9:30 PM	0	0	105	0	1	0	106
9:45 PM	0	0	82	0	4	0	86
10:00 PM	0	0	88	0	2	0	90
10:15 PM	0	0	88	0	0	0	88
10:30 PM	0	0	78	0	0	0	78
10:45 PM	0	0	64	0	0	0	64
11:00 PM	0	0	74	0	0	0	74
11:15 PM	0	0	52	0	0	0	52
11:30 PM	0	0	43	0	0	0	43
11:45 PM	0	0	37	0	1	0	38

AM Total	0	0	9999	16	237	20	10272
Percentage	0.00%	0.00%	97.34%	0.16%	2.31%	0.19%	
AM Peak	12:00 AM	12:00 AM	7:15 AM	7:45 AM	8:15 AM	10:45 AM	7:15 AM
Volume	0	0	1941	5	57	5	1974

PM Total	0	0	11665	13	146	9	11833
Percentage	0.00%	0.00%	98.58%	0.11%	1.23%	0.08%	
PM Peak	12:00 PM	12:00 PM	12:15 PM	1:45 PM	1:30 PM	1:45 PM	12:15 PM
Volume	0	0	1436	4	31	4	1463

Day Total	0	0	21664	29	383	29	22105
Percentage	0.00%	0.00%	98.00%	0.13%	1.73%	0.13%	

Route 37 WB
 west of Route 1 SB Merge
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR A

Count Date: **Wednesday, August 24, 2022**
 Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	29	0	0	2	31
12:15 AM	0	0	39	0	1	0	40
12:30 AM	0	0	19	0	0	0	19
12:45 AM	0	0	32	0	1	0	33
1:00 AM	0	0	23	0	0	0	23
1:15 AM	0	0	16	0	0	1	17
1:30 AM	0	0	19	0	0	0	19
1:45 AM	0	0	12	0	0	0	12
2:00 AM	0	0	18	0	0	0	18
2:15 AM	0	0	15	0	1	1	17
2:30 AM	0	0	9	0	1	0	10
2:45 AM	0	0	12	0	0	0	12
3:00 AM	0	0	17	0	1	0	18
3:15 AM	0	0	22	0	3	0	25
3:30 AM	0	0	19	0	1	0	20
3:45 AM	0	0	25	0	2	0	27
4:00 AM	0	0	37	0	0	0	37
4:15 AM	0	0	52	0	1	0	53
4:30 AM	0	0	84	0	4	0	88
4:45 AM	0	0	96	0	0	0	96
5:00 AM	0	0	109	0	1	0	110
5:15 AM	0	0	133	0	2	0	135
5:30 AM	0	0	204	0	4	1	209
5:45 AM	0	0	189	0	7	0	196
6:00 AM	0	0	250	1	6	1	258
6:15 AM	0	0	291	1	8	0	300
6:30 AM	0	0	360	0	10	0	370
6:45 AM	0	0	360	1	9	0	370
7:00 AM	0	0	373	0	9	2	384
7:15 AM	0	0	467	1	13	3	484
7:30 AM	0	0	554	0	16	2	572
7:45 AM	0	0	488	1	11	1	501
8:00 AM	0	0	419	1	12	2	434
8:15 AM	0	0	463	1	14	0	478
8:30 AM	0	0	394	1	16	1	412
8:45 AM	0	0	397	0	6	1	404
9:00 AM	0	0	364	1	11	1	377
9:15 AM	0	0	344	2	12	0	358
9:30 AM	0	0	318	3	8	0	329
9:45 AM	0	0	359	1	9	0	369
10:00 AM	0	0	325	4	11	2	342
10:15 AM	0	0	331	1	7	1	340
10:30 AM	0	0	327	1	6	1	335
10:45 AM	0	0	325	1	11	2	339
11:00 AM	0	0	332	0	10	2	344
11:15 AM	0	0	345	3	12	1	361
11:30 AM	0	0	336	1	9	0	346
11:45 AM	0	0	365	0	6	0	371

AM Total	0	0	10117	26	272	28	10443
Percentage	0.00%	0.00%	96.88%	0.25%	2.60%	0.27%	
AM Peak	12:00 AM	12:00 AM	7:15 AM	9:15 AM	7:30 AM	7:00 AM	7:15 AM
Volume	0	0	1928	10	53	8	1991

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	361	1	16	0	378
12:15 PM	0	0	355	0	6	1	362
12:30 PM	0	0	359	1	14	2	376
12:45 PM	0	0	347	0	9	2	358
1:00 PM	0	0	338	1	12	1	352
1:15 PM	0	0	367	1	11	1	380
1:30 PM	0	0	373	2	9	0	384
1:45 PM	0	0	362	1	8	0	371
2:00 PM	0	0	377	1	6	1	385
2:15 PM	0	0	406	1	4	2	413
2:30 PM	0	0	344	1	4	0	349
2:45 PM	0	0	379	1	9	1	390
3:00 PM	0	0	389	1	8	1	399
3:15 PM	0	0	402	1	5	1	409
3:30 PM	0	0	440	0	2	1	443
3:45 PM	0	0	378	2	2	1	383
4:00 PM	0	0	435	0	9	2	446
4:15 PM	1	0	385	1	2	2	391
4:30 PM	0	0	437	0	6	0	443
4:45 PM	0	0	396	0	3	1	400
5:00 PM	0	0	449	0	3	0	452
5:15 PM	0	0	364	0	2	0	366
5:30 PM	0	0	388	0	2	1	391
5:45 PM	0	0	365	0	3	1	369
6:00 PM	0	0	352	0	4	0	356
6:15 PM	0	0	312	0	2	0	314
6:30 PM	0	0	379	0	3	2	384
6:45 PM	0	0	305	0	0	0	305
7:00 PM	0	0	302	0	0	0	302
7:15 PM	0	0	280	1	1	0	282
7:30 PM	0	0	238	0	1	0	239
7:45 PM	0	0	295	0	0	1	296
8:00 PM	0	0	249	0	2	0	251
8:15 PM	0	0	230	0	2	0	232
8:30 PM	0	0	193	0	2	1	196
8:45 PM	0	0	157	1	2	0	160
9:00 PM	0	0	144	0	0	0	144
9:15 PM	0	0	179	0	1	0	180
9:30 PM	0	0	178	0	0	0	178
9:45 PM	0	0	109	0	0	0	109
10:00 PM	0	0	110	0	1	0	111
10:15 PM	0	0	110	0	3	0	113
10:30 PM	0	0	102	0	0	0	102
10:45 PM	0	0	95	0	0	0	95
11:00 PM	0	0	74	0	0	0	74
11:15 PM	0	0	61	0	0	0	61
11:30 PM	0	0	47	0	0	0	47
11:45 PM	0	0	47	0	0	0	47

PM Total	1	0	13744	18	179	26	13968
Percentage	0.01%	0.00%	98.40%	0.13%	1.28%	0.19%	
PM Peak	3:30 PM	12:00 PM	4:15 PM	1:00 PM	12:30 PM	12:15 PM	4:15 PM
Volume	1	0	1667	5	46	6	1686

Day Total	1	0	23861	44	451	54	24411
Percentage	0.00%	0.00%	97.75%	0.18%	1.85%	0.22%	

Route 37 WB
 west of Route 1 SB Merge
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File # 228804 ATR A

Direction: WB

Weekly Report

Day Date	Tuesday 08/23/22		Wednesday 08/24/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	20	337	31	378	0	0	0	0	0	0	0	0	0	0	26	358		
12:15	39	362	40	362	0	0	0	0	0	0	0	0	0	0	40	362		
12:30	27	355	19	376	0	0	0	0	0	0	0	0	0	0	23	366		
12:45	30	377	33	358	0	0	0	0	0	0	0	0	0	0	32	368		
1:00	26	369	23	352	0	0	0	0	0	0	0	0	0	0	25	361		
1:15	22	319	17	380	0	0	0	0	0	0	0	0	0	0	20	350		
1:30	18	337	19	384	0	0	0	0	0	0	0	0	0	0	19	361		
1:45	18	315	12	371	0	0	0	0	0	0	0	0	0	0	15	343		
2:00	18	382	18	385	0	0	0	0	0	0	0	0	0	0	18	384		
2:15	14	392	17	413	0	0	0	0	0	0	0	0	0	0	16	403		
2:30	15	318	10	349	0	0	0	0	0	0	0	0	0	0	13	334		
2:45	17	359	12	390	0	0	0	0	0	0	0	0	0	0	15	375		
3:00	18	356	18	399	0	0	0	0	0	0	0	0	0	0	18	378		
3:15	17	299	25	409	0	0	0	0	0	0	0	0	0	0	21	354		
3:30	24	322	20	443	0	0	0	0	0	0	0	0	0	0	22	383		
3:45	28	344	27	383	0	0	0	0	0	0	0	0	0	0	28	364		
4:00	33	345	37	446	0	0	0	0	0	0	0	0	0	0	35	396		
4:15	47	364	53	391	0	0	0	0	0	0	0	0	0	0	50	378		
4:30	92	311	88	443	0	0	0	0	0	0	0	0	0	0	90	377		
4:45	91	296	96	400	0	0	0	0	0	0	0	0	0	0	94	348		
5:00	116	339	110	452	0	0	0	0	0	0	0	0	0	0	113	396		
5:15	140	320	135	366	0	0	0	0	0	0	0	0	0	0	138	343		
5:30	210	304	209	391	0	0	0	0	0	0	0	0	0	0	210	348		
5:45	206	321	196	369	0	0	0	0	0	0	0	0	0	0	201	345		
6:00	240	322	258	356	0	0	0	0	0	0	0	0	0	0	249	339		
6:15	285	269	300	314	0	0	0	0	0	0	0	0	0	0	293	292		
6:30	382	286	370	384	0	0	0	0	0	0	0	0	0	0	376	335		
6:45	336	266	370	305	0	0	0	0	0	0	0	0	0	0	353	286		
7:00	415	239	384	302	0	0	0	0	0	0	0	0	0	0	400	271		
7:15	476	213	484	282	0	0	0	0	0	0	0	0	0	0	480	248		
7:30	522	195	572	239	0	0	0	0	0	0	0	0	0	0	547	217		
7:45	517	209	501	296	0	0	0	0	0	0	0	0	0	0	509	253		
8:00	459	195	434	251	0	0	0	0	0	0	0	0	0	0	447	223		
8:15	469	189	478	232	0	0	0	0	0	0	0	0	0	0	474	211		
8:30	465	187	412	196	0	0	0	0	0	0	0	0	0	0	439	192		
8:45	423	141	404	160	0	0	0	0	0	0	0	0	0	0	414	151		
9:00	313	132	377	144	0	0	0	0	0	0	0	0	0	0	345	138		
9:15	323	128	358	180	0	0	0	0	0	0	0	0	0	0	341	154		
9:30	339	106	329	178	0	0	0	0	0	0	0	0	0	0	334	142		
9:45	376	86	369	109	0	0	0	0	0	0	0	0	0	0	373	98		
10:00	331	90	342	111	0	0	0	0	0	0	0	0	0	0	337	101		
10:15	306	88	340	113	0	0	0	0	0	0	0	0	0	0	323	101		
10:30	301	78	335	102	0	0	0	0	0	0	0	0	0	0	318	90		
10:45	334	64	339	95	0	0	0	0	0	0	0	0	0	0	337	80		
11:00	307	74	344	74	0	0	0	0	0	0	0	0	0	0	326	74		
11:15	355	52	361	61	0	0	0	0	0	0	0	0	0	0	358	57		
11:30	343	43	346	47	0	0	0	0	0	0	0	0	0	0	345	45		
11:45	369	38	371	47	0	0	0	0	0	0	0	0	0	0	370	43		
Total	10272	11833	10443	13968	0	0	0	0	0	0	0	0	0	0	10358	12901		
Day Total	22105		24411		0		0		0		0		0		23258			
Peak HR	7:15 AM	12:15 PM	7:15 AM	4:15 PM													7:15 AM	3:30 PM
Volume	1974	1463	1991	1686													1983	1519

Route 37 EB
 east of I-95 NB Merge
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR B

Count Date: Tuesday, August 23, 2022
 Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	45	0	0	1	46
12:15 AM	0	0	52	0	0	0	52
12:30 AM	0	0	45	0	1	0	46
12:45 AM	0	0	36	0	0	0	36
1:00 AM	0	0	25	0	1	0	26
1:15 AM	0	0	19	0	0	0	19
1:30 AM	0	0	20	0	0	0	20
1:45 AM	0	0	10	0	0	0	10
2:00 AM	0	0	10	0	0	0	10
2:15 AM	0	0	8	0	1	0	9
2:30 AM	0	0	8	0	1	1	10
2:45 AM	0	0	8	0	0	0	8
3:00 AM	0	0	7	0	1	0	8
3:15 AM	0	0	21	0	0	0	21
3:30 AM	0	0	18	0	0	0	18
3:45 AM	0	0	17	0	1	0	18
4:00 AM	0	0	23	0	2	0	25
4:15 AM	0	0	23	0	1	0	24
4:30 AM	0	0	34	0	0	0	34
4:45 AM	0	0	41	0	3	1	45
5:00 AM	0	0	44	0	0	0	44
5:15 AM	0	0	57	0	0	0	57
5:30 AM	0	0	56	0	1	0	57
5:45 AM	0	0	105	0	3	0	108
6:00 AM	0	0	112	0	1	0	113
6:15 AM	0	0	131	0	5	2	138
6:30 AM	0	0	165	0	4	1	170
6:45 AM	0	0	212	1	5	1	219
7:00 AM	0	0	226	0	5	2	233
7:15 AM	0	0	304	1	8	1	314
7:30 AM	0	0	335	2	9	1	347
7:45 AM	0	0	314	1	5	0	320
8:00 AM	0	0	262	0	11	0	273
8:15 AM	0	0	305	1	8	2	316
8:30 AM	0	0	298	0	6	1	305
8:45 AM	0	0	305	0	7	0	312
9:00 AM	0	0	261	0	9	1	271
9:15 AM	0	0	252	0	10	0	262
9:30 AM	0	0	247	0	9	2	258
9:45 AM	0	0	291	0	11	1	303
10:00 AM	0	0	252	0	8	1	261
10:15 AM	0	0	248	0	6	1	255
10:30 AM	0	0	271	0	9	0	280
10:45 AM	0	0	262	1	12	1	276
11:00 AM	0	0	284	0	13	1	298
11:15 AM	0	0	304	0	8	1	313
11:30 AM	0	0	298	0	11	0	309
11:45 AM	0	0	336	0	8	0	344

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	342	0	7	0	349
12:15 PM	0	0	307	0	5	4	316
12:30 PM	0	0	336	0	12	2	350
12:45 PM	0	0	340	1	7	0	348
1:00 PM	0	0	305	0	10	2	317
1:15 PM	0	0	296	1	4	0	301
1:30 PM	0	0	316	0	4	1	321
1:45 PM	0	0	332	3	4	1	340
2:00 PM	0	0	327	0	9	0	336
2:15 PM	0	0	299	2	3	0	304
2:30 PM	0	0	313	3	3	0	319
2:45 PM	0	0	367	1	4	0	372
3:00 PM	0	0	400	3	8	1	412
3:15 PM	0	0	388	0	11	2	401
3:30 PM	0	0	431	0	6	0	437
3:45 PM	0	0	475	1	7	0	483
4:00 PM	0	0	455	0	8	0	463
4:15 PM	0	0	451	0	1	0	452
4:30 PM	0	0	478	0	3	0	481
4:45 PM	0	0	469	0	1	0	470
5:00 PM	0	0	499	0	4	0	503
5:15 PM	0	0	480	0	0	0	480
5:30 PM	0	0	491	0	1	0	492
5:45 PM	0	0	455	0	4	0	459
6:00 PM	0	0	439	0	0	0	439
6:15 PM	0	0	353	0	2	0	355
6:30 PM	0	0	326	0	3	0	329
6:45 PM	0	0	266	0	2	0	268
7:00 PM	0	0	299	1	1	0	301
7:15 PM	0	0	280	0	2	0	282
7:30 PM	0	0	249	0	1	0	250
7:45 PM	0	0	218	0	0	1	219
8:00 PM	0	0	210	0	2	0	212
8:15 PM	0	0	211	0	1	0	212
8:30 PM	0	0	196	1	1	0	198
8:45 PM	0	0	189	0	1	0	190
9:00 PM	0	0	173	0	2	0	175
9:15 PM	0	0	166	0	0	0	166
9:30 PM	0	0	122	0	1	0	123
9:45 PM	0	0	117	0	1	0	118
10:00 PM	0	0	114	0	0	0	114
10:15 PM	0	0	84	0	1	0	85
10:30 PM	0	0	99	0	1	0	100
10:45 PM	0	0	93	0	0	0	93
11:00 PM	0	0	82	0	0	0	82
11:15 PM	0	0	77	0	1	0	78
11:30 PM	0	0	57	0	1	1	59
11:45 PM	0	0	65	0	1	0	66

AM Total	0	0	7007	7	204	23	7241
Percentage	0.00%	0.00%	96.77%	0.10%	2.82%	0.32%	
AM Peak	12:00 AM	12:00 AM	11:00 AM	6:45 AM	10:45 AM	6:15 AM	11:00 AM
Volume	0	0	1222	4	44	6	1264

PM Total	0	0	13837	17	151	15	14020
Percentage	0.00%	0.00%	98.69%	0.12%	1.08%	0.11%	
PM Peak	12:00 PM	12:00 PM	4:45 PM	2:15 PM	12:15 PM	12:15 PM	4:45 PM
Volume	0	0	1939	9	34	8	1945

Day Total	0	0	20844	24	355	38	21261
Percentage	0.00%	0.00%	98.04%	0.11%	1.67%	0.18%	

Route 37 EB
 east of I-95 NB Merge
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR B

Count Date: **Wednesday, August 24, 2022**
 Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	38	0	0	0	38
12:15 AM	0	0	52	0	0	0	52
12:30 AM	0	0	36	0	1	1	38
12:45 AM	0	0	30	0	0	0	30
1:00 AM	0	0	31	0	0	0	31
1:15 AM	0	0	18	0	1	0	19
1:30 AM	0	0	20	0	0	0	20
1:45 AM	0	0	20	0	0	0	20
2:00 AM	0	0	13	0	1	0	14
2:15 AM	0	0	13	0	0	0	13
2:30 AM	0	0	16	0	0	0	16
2:45 AM	0	0	10	0	1	0	11
3:00 AM	0	0	17	0	2	0	19
3:15 AM	0	0	16	0	1	0	17
3:30 AM	0	0	24	0	1	0	25
3:45 AM	0	0	22	0	1	0	23
4:00 AM	0	0	14	0	0	0	14
4:15 AM	0	0	21	0	0	0	21
4:30 AM	0	0	32	0	1	0	33
4:45 AM	0	0	47	0	3	0	50
5:00 AM	0	0	32	0	3	0	35
5:15 AM	0	0	53	0	0	0	53
5:30 AM	0	0	70	0	0	0	70
5:45 AM	0	0	99	0	2	0	101
6:00 AM	0	0	112	0	6	0	118
6:15 AM	0	0	145	0	2	1	148
6:30 AM	0	0	182	0	3	0	185
6:45 AM	0	0	227	0	2	1	230
7:00 AM	0	0	216	0	6	0	222
7:15 AM	0	0	297	2	9	0	308
7:30 AM	0	0	291	1	11	3	306
7:45 AM	0	0	323	0	6	0	329
8:00 AM	0	0	263	0	8	2	273
8:15 AM	0	0	272	0	15	2	289
8:30 AM	0	0	280	0	7	2	289
8:45 AM	0	0	337	2	7	0	346
9:00 AM	0	0	250	0	6	1	257
9:15 AM	0	0	293	0	12	0	305
9:30 AM	0	0	259	1	10	0	270
9:45 AM	0	0	294	1	6	0	301
10:00 AM	0	0	261	0	9	2	272
10:15 AM	0	0	237	1	9	1	248
10:30 AM	0	0	285	0	7	1	293
10:45 AM	0	0	302	0	10	0	312
11:00 AM	0	0	293	1	4	0	298
11:15 AM	0	0	279	0	6	1	286
11:30 AM	0	0	304	0	12	0	316
11:45 AM	0	0	297	0	6	0	303

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	331	1	13	1	346
12:15 PM	0	0	333	3	7	2	345
12:30 PM	0	0	304	2	9	0	315
12:45 PM	0	0	323	0	9	0	332
1:00 PM	0	0	335	1	7	0	343
1:15 PM	0	0	303	1	5	0	309
1:30 PM	0	0	315	0	7	2	324
1:45 PM	0	0	324	2	6	1	333
2:00 PM	0	0	364	0	6	0	370
2:15 PM	0	0	378	2	3	0	383
2:30 PM	0	0	374	0	11	2	387
2:45 PM	0	0	393	2	10	2	407
3:00 PM	0	0	498	2	9	0	509
3:15 PM	0	0	420	0	6	0	426
3:30 PM	0	0	501	0	8	0	509
3:45 PM	0	0	489	0	7	2	498
4:00 PM	0	0	560	0	4	0	564
4:15 PM	0	0	462	0	3	0	465
4:30 PM	0	0	488	0	9	0	497
4:45 PM	0	0	547	1	3	0	551
5:00 PM	0	0	538	0	2	0	540
5:15 PM	0	0	532	1	1	0	534
5:30 PM	0	0	537	0	4	0	541
5:45 PM	0	0	434	0	0	0	434
6:00 PM	0	0	398	0	3	1	402
6:15 PM	0	0	368	0	1	0	369
6:30 PM	0	0	369	0	2	0	371
6:45 PM	0	0	300	1	1	0	302
7:00 PM	0	0	284	0	2	0	286
7:15 PM	0	0	279	0	1	0	280
7:30 PM	0	0	292	0	3	1	296
7:45 PM	0	0	256	0	3	0	259
8:00 PM	0	0	252	0	0	0	252
8:15 PM	0	0	263	0	3	0	266
8:30 PM	0	0	246	0	1	0	247
8:45 PM	0	0	198	0	2	1	201
9:00 PM	0	0	189	0	1	0	190
9:15 PM	0	0	201	0	1	0	202
9:30 PM	0	0	154	0	0	0	154
9:45 PM	0	0	109	0	1	0	110
10:00 PM	0	0	123	0	0	0	123
10:15 PM	0	0	113	0	1	0	114
10:30 PM	0	0	131	0	1	0	132
10:45 PM	0	0	103	0	0	0	103
11:00 PM	0	0	90	0	0	0	90
11:15 PM	0	0	91	0	1	1	93
11:30 PM	0	0	89	0	1	2	92
11:45 PM	0	0	76	0	0	0	76

AM Total	0	0	7043	9	197	18	7267
Percentage	0.00%	0.00%	96.92%	0.12%	2.71%	0.25%	
AM Peak	12:00 AM	12:00 AM	10:45 AM	6:45 AM	7:30 AM	7:30 AM	7:15 AM
Volume	0	0	1178	3	40	7	1216

PM Total	0	0	15057	19	178	18	15272
Percentage	0.00%	0.00%	98.59%	0.12%	1.17%	0.12%	
PM Peak	12:00 PM	12:00 PM	4:45 PM	12:00 PM	12:00 PM	2:00 PM	4:45 PM
Volume	0	0	2154	6	38	4	2166

Day Total	0	0	22100	28	375	36	22539
Percentage	0.00%	0.00%	98.05%	0.12%	1.66%	0.16%	

Route 37 EB
 east of I-95 NB Merge
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File # 228804 ATR B

Direction: EB

Weekly Report

Day Date	Tuesday 08/23/22		Wednesday 08/24/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	46	349	38	346	0	0	0	0	0	0	0	0	0	0	42	348		
12:15	52	316	52	345	0	0	0	0	0	0	0	0	0	0	52	331		
12:30	46	350	38	315	0	0	0	0	0	0	0	0	0	0	42	333		
12:45	36	348	30	332	0	0	0	0	0	0	0	0	0	0	33	340		
1:00	26	317	31	343	0	0	0	0	0	0	0	0	0	0	29	330		
1:15	19	301	19	309	0	0	0	0	0	0	0	0	0	0	19	305		
1:30	20	321	20	324	0	0	0	0	0	0	0	0	0	0	20	323		
1:45	10	340	20	333	0	0	0	0	0	0	0	0	0	0	15	337		
2:00	10	336	14	370	0	0	0	0	0	0	0	0	0	0	12	353		
2:15	9	304	13	383	0	0	0	0	0	0	0	0	0	0	11	344		
2:30	10	319	16	387	0	0	0	0	0	0	0	0	0	0	13	353		
2:45	8	372	11	407	0	0	0	0	0	0	0	0	0	0	10	390		
3:00	8	412	19	509	0	0	0	0	0	0	0	0	0	0	14	461		
3:15	21	401	17	426	0	0	0	0	0	0	0	0	0	0	19	414		
3:30	18	437	25	509	0	0	0	0	0	0	0	0	0	0	22	473		
3:45	18	483	23	498	0	0	0	0	0	0	0	0	0	0	21	491		
4:00	25	463	14	564	0	0	0	0	0	0	0	0	0	0	20	514		
4:15	24	452	21	465	0	0	0	0	0	0	0	0	0	0	23	459		
4:30	34	481	33	497	0	0	0	0	0	0	0	0	0	0	34	489		
4:45	45	470	50	551	0	0	0	0	0	0	0	0	0	0	48	511		
5:00	44	503	35	540	0	0	0	0	0	0	0	0	0	0	40	522		
5:15	57	480	53	534	0	0	0	0	0	0	0	0	0	0	55	507		
5:30	57	492	70	541	0	0	0	0	0	0	0	0	0	0	64	517		
5:45	108	459	101	434	0	0	0	0	0	0	0	0	0	0	105	447		
6:00	113	439	118	402	0	0	0	0	0	0	0	0	0	0	116	421		
6:15	138	355	148	369	0	0	0	0	0	0	0	0	0	0	143	362		
6:30	170	329	185	371	0	0	0	0	0	0	0	0	0	0	178	350		
6:45	219	268	230	302	0	0	0	0	0	0	0	0	0	0	225	285		
7:00	233	301	222	286	0	0	0	0	0	0	0	0	0	0	228	294		
7:15	314	282	308	280	0	0	0	0	0	0	0	0	0	0	311	281		
7:30	347	250	306	296	0	0	0	0	0	0	0	0	0	0	327	273		
7:45	320	219	329	259	0	0	0	0	0	0	0	0	0	0	325	239		
8:00	273	212	273	252	0	0	0	0	0	0	0	0	0	0	273	232		
8:15	316	212	289	266	0	0	0	0	0	0	0	0	0	0	303	239		
8:30	305	198	289	247	0	0	0	0	0	0	0	0	0	0	297	223		
8:45	312	190	346	201	0	0	0	0	0	0	0	0	0	0	329	196		
9:00	271	175	257	190	0	0	0	0	0	0	0	0	0	0	264	183		
9:15	262	166	305	202	0	0	0	0	0	0	0	0	0	0	284	184		
9:30	258	123	270	154	0	0	0	0	0	0	0	0	0	0	264	139		
9:45	303	118	301	110	0	0	0	0	0	0	0	0	0	0	302	114		
10:00	261	114	272	123	0	0	0	0	0	0	0	0	0	0	267	119		
10:15	255	85	248	114	0	0	0	0	0	0	0	0	0	0	252	100		
10:30	280	100	293	132	0	0	0	0	0	0	0	0	0	0	287	116		
10:45	276	93	312	103	0	0	0	0	0	0	0	0	0	0	294	98		
11:00	298	82	298	90	0	0	0	0	0	0	0	0	0	0	298	86		
11:15	313	78	286	93	0	0	0	0	0	0	0	0	0	0	300	86		
11:30	309	59	316	92	0	0	0	0	0	0	0	0	0	0	313	76		
11:45	344	66	303	76	0	0	0	0	0	0	0	0	0	0	324	71		
Total	7241	14020	7267	15272	0	0	0	0	0	0	0	0	0	0	7254	14646		
Day Total	21261		22539		0		0		0		0		0		21900			
Peak HR	11:00 AM	4:45 PM	7:15 AM	4:45 PM													7:15 AM	4:45 PM
Volume	1264	1945	1216	2166													1235	2056

Airport Road
 east of Senator Street
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR C

Count Date: Tuesday, August 23, 2022
 Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	37	0	0	0	37
12:15 AM	0	0	48	0	0	0	48
12:30 AM	0	0	39	0	0	0	39
12:45 AM	0	0	38	0	0	0	38
1:00 AM	0	0	19	0	2	0	21
1:15 AM	0	0	19	0	0	0	19
1:30 AM	0	0	19	0	0	0	19
1:45 AM	0	0	26	0	1	0	27
2:00 AM	0	0	7	0	0	0	7
2:15 AM	0	0	9	0	0	0	9
2:30 AM	0	0	11	0	0	0	11
2:45 AM	0	0	11	0	0	0	11
3:00 AM	0	0	6	0	0	0	6
3:15 AM	0	0	7	0	0	0	7
3:30 AM	0	0	6	0	0	1	7
3:45 AM	0	0	22	1	1	0	24
4:00 AM	0	0	10	0	0	0	10
4:15 AM	0	0	23	0	1	1	25
4:30 AM	0	0	25	0	0	0	25
4:45 AM	0	0	36	0	1	1	38
5:00 AM	0	0	37	0	2	0	39
5:15 AM	0	0	33	0	1	0	34
5:30 AM	0	0	51	1	2	0	54
5:45 AM	0	0	83	0	2	0	85
6:00 AM	0	0	53	0	1	0	54
6:15 AM	0	0	72	0	5	0	77
6:30 AM	0	0	126	1	8	4	139
6:45 AM	0	0	137	1	6	7	151
7:00 AM	0	0	123	0	1	2	126
7:15 AM	0	0	162	1	3	4	170
7:30 AM	0	0	143	0	4	4	151
7:45 AM	0	0	203	1	6	4	214
8:00 AM	0	0	182	1	9	3	195
8:15 AM	0	0	205	2	9	7	223
8:30 AM	0	0	184	1	2	3	190
8:45 AM	0	0	241	0	7	4	252
9:00 AM	0	0	201	0	6	4	211
9:15 AM	0	0	197	2	6	2	207
9:30 AM	0	0	183	1	11	9	204
9:45 AM	0	0	207	0	12	2	221
10:00 AM	0	0	233	0	3	3	239
10:15 AM	1	0	178	0	5	4	188
10:30 AM	0	0	217	0	4	3	224
10:45 AM	0	0	209	1	10	4	224
11:00 AM	0	0	197	0	8	8	213
11:15 AM	0	0	245	0	3	4	252
11:30 AM	0	0	232	0	10	6	248
11:45 AM	0	0	262	0	9	3	274

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	286	0	6	2	294
12:15 PM	0	0	264	0	6	4	274
12:30 PM	0	0	283	0	7	4	294
12:45 PM	0	0	274	1	6	3	284
1:00 PM	0	0	284	0	6	3	293
1:15 PM	0	0	276	1	5	4	286
1:30 PM	0	0	277	0	5	3	285
1:45 PM	0	0	270	1	3	1	275
2:00 PM	0	0	281	0	2	3	286
2:15 PM	0	0	272	1	4	3	280
2:30 PM	0	0	268	1	4	2	275
2:45 PM	0	0	303	0	2	3	308
3:00 PM	0	0	321	2	8	1	332
3:15 PM	0	0	291	0	3	1	295
3:30 PM	0	0	339	0	4	0	343
3:45 PM	0	0	354	0	6	2	362
4:00 PM	0	0	365	0	8	1	374
4:15 PM	0	0	388	0	3	2	393
4:30 PM	0	0	367	0	1	1	369
4:45 PM	0	0	392	0	6	1	399
5:00 PM	0	0	379	0	1	0	380
5:15 PM	0	0	416	0	3	0	419
5:30 PM	0	0	382	0	2	1	385
5:45 PM	0	0	339	0	2	0	341
6:00 PM	0	0	358	0	1	1	360
6:15 PM	0	0	302	0	3	1	306
6:30 PM	0	0	299	0	1	1	301
6:45 PM	0	0	279	0	0	2	281
7:00 PM	0	0	264	0	2	1	267
7:15 PM	0	0	252	0	3	0	255
7:30 PM	0	0	238	0	2	2	242
7:45 PM	0	0	212	0	2	0	214
8:00 PM	0	0	205	0	0	2	207
8:15 PM	0	0	184	0	1	1	186
8:30 PM	0	0	156	0	0	1	157
8:45 PM	0	0	173	0	2	1	176
9:00 PM	0	0	131	0	0	0	131
9:15 PM	0	0	141	0	1	0	142
9:30 PM	0	0	102	0	0	0	102
9:45 PM	0	0	100	0	0	0	100
10:00 PM	0	0	105	0	0	0	105
10:15 PM	0	0	89	0	1	0	90
10:30 PM	0	0	73	0	0	0	73
10:45 PM	0	0	75	0	0	0	75
11:00 PM	0	0	87	0	0	0	87
11:15 PM	0	0	75	0	0	0	75
11:30 PM	0	0	66	0	0	0	66
11:45 PM	0	0	61	0	0	0	61

AM Total	1	0	5014	14	161	97	5287
Percentage	0.02%	0.00%	94.84%	0.26%	3.05%	1.83%	
AM Peak	9:30 AM	12:00 AM	11:00 AM	7:45 AM	9:00 AM	10:45 AM	11:00 AM
Volume	1	0	936	5	35	22	987

PM Total	0	0	11698	7	122	58	11885
Percentage	0.00%	0.00%	98.43%	0.06%	1.03%	0.49%	
PM Peak	12:00 PM	12:00 PM	4:45 PM	2:15 PM	12:00 PM	12:15 PM	4:45 PM
Volume	0	0	1569	4	25	14	1583

Day Total	1	0	16712	21	283	155	17172
Percentage	0.01%	0.00%	97.32%	0.12%	1.65%	0.90%	

Airport Road
east of Senator Street
City, State: Warwick, RI
Client: AECOM/ I. Almy
Site Code: TBD



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

PDI File #: 228804 ATR C

Count Date: **Wednesday, August 24, 2022**
Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	37	0	1	0	38
12:15 AM	0	0	55	0	0	0	55
12:30 AM	0	0	35	0	0	0	35
12:45 AM	0	0	30	0	0	0	30
1:00 AM	0	0	30	0	0	0	30
1:15 AM	0	0	21	0	0	0	21
1:30 AM	0	0	20	0	0	0	20
1:45 AM	0	0	16	0	0	0	16
2:00 AM	0	0	9	0	1	0	10
2:15 AM	0	0	9	0	1	1	11
2:30 AM	0	0	18	0	0	0	18
2:45 AM	0	0	16	0	1	0	17
3:00 AM	0	0	17	0	1	0	18
3:15 AM	0	0	14	0	1	0	15
3:30 AM	0	0	16	0	0	0	16
3:45 AM	0	0	18	0	4	0	22
4:00 AM	0	0	18	0	1	0	19
4:15 AM	0	0	19	0	0	0	19
4:30 AM	0	0	21	0	0	0	21
4:45 AM	0	0	48	0	2	2	52
5:00 AM	0	0	27	0	1	0	28
5:15 AM	0	0	38	0	0	1	39
5:30 AM	0	0	50	0	1	1	52
5:45 AM	0	0	76	0	3	1	80
6:00 AM	0	0	72	0	4	1	77
6:15 AM	0	0	92	0	2	1	95
6:30 AM	0	0	131	0	8	4	143
6:45 AM	0	0	175	0	4	2	181
7:00 AM	0	0	140	0	7	3	150
7:15 AM	0	0	174	1	7	3	185
7:30 AM	0	0	183	0	10	6	199
7:45 AM	0	0	218	0	6	0	224
8:00 AM	0	0	198	0	8	3	209
8:15 AM	0	0	167	1	8	9	185
8:30 AM	0	0	181	0	4	2	187
8:45 AM	0	0	228	1	11	5	245
9:00 AM	0	0	192	0	7	2	201
9:15 AM	0	0	218	0	5	3	226
9:30 AM	0	0	218	0	9	1	228
9:45 AM	0	0	263	0	8	3	274
10:00 AM	0	0	219	0	4	6	229
10:15 AM	0	0	201	3	3	10	217
10:30 AM	1	0	239	1	9	0	250
10:45 AM	0	0	241	1	10	7	259
11:00 AM	0	0	230	2	9	2	243
11:15 AM	0	0	252	1	8	4	265
11:30 AM	0	0	245	0	7	7	259
11:45 AM	0	0	264	0	5	1	270

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	305	1	6	5	317
12:15 PM	0	0	298	2	8	4	312
12:30 PM	0	0	296	1	13	3	313
12:45 PM	0	0	297	1	3	3	304
1:00 PM	0	0	289	0	6	6	301
1:15 PM	0	0	272	0	2	4	278
1:30 PM	0	0	253	0	8	5	266
1:45 PM	0	0	279	1	5	3	288
2:00 PM	0	0	292	1	2	2	297
2:15 PM	0	0	306	2	5	4	317
2:30 PM	0	0	295	1	9	4	309
2:45 PM	0	0	338	1	9	5	353
3:00 PM	0	0	368	0	4	2	374
3:15 PM	0	0	369	0	4	2	375
3:30 PM	0	0	421	0	2	2	425
3:45 PM	0	0	409	0	10	2	421
4:00 PM	0	0	405	0	6	1	412
4:15 PM	0	0	393	0	7	1	401
4:30 PM	0	0	406	0	7	0	413
4:45 PM	0	0	423	0	4	0	427
5:00 PM	0	0	499	0	1	1	501
5:15 PM	0	0	470	0	2	0	472
5:30 PM	0	0	431	0	2	2	435
5:45 PM	0	0	412	0	2	3	417
6:00 PM	0	0	302	0	3	0	305
6:15 PM	0	0	368	0	1	2	371
6:30 PM	1	0	291	0	2	0	294
6:45 PM	0	0	275	1	2	0	278
7:00 PM	0	0	297	0	0	0	297
7:15 PM	0	0	249	0	1	0	250
7:30 PM	0	0	252	0	2	4	258
7:45 PM	0	0	246	0	3	0	249
8:00 PM	0	0	257	0	0	1	258
8:15 PM	0	0	214	0	0	1	215
8:30 PM	0	0	213	0	1	1	215
8:45 PM	0	0	173	0	1	1	175
9:00 PM	0	0	167	0	0	0	167
9:15 PM	0	0	183	0	2	0	185
9:30 PM	0	0	141	0	0	0	141
9:45 PM	0	0	110	0	2	1	113
10:00 PM	0	0	76	0	0	0	76
10:15 PM	0	0	90	0	0	0	90
10:30 PM	0	0	89	0	0	0	89
10:45 PM	0	0	94	0	1	0	95
11:00 PM	0	0	83	0	0	0	83
11:15 PM	0	0	87	0	1	0	88
11:30 PM	0	0	73	0	0	0	73
11:45 PM	0	0	74	0	0	0	74

AM Total	1	0	5399	11	181	91	5683
Percentage	0.02%	0.00%	95.00%	0.19%	3.18%	1.60%	
AM Peak	9:45 AM	12:00 AM	11:00 AM	10:15 AM	10:30 AM	10:00 AM	11:00 AM
Volume	1	0	991	7	36	23	1037

PM Total	1	0	12930	12	149	75	13167
Percentage	0.01%	0.00%	98.20%	0.09%	1.13%	0.57%	
PM Peak	5:45 PM	12:00 PM	4:45 PM	12:00 PM	12:00 PM	12:45 PM	4:45 PM
Volume	1	0	1823	5	30	18	1835

Day Total	2	0	18329	23	330	166	18850
Percentage	0.01%	0.00%	97.24%	0.12%	1.75%	0.88%	

Airport Road
east of Senator Street
City, State: Warwick, RI
Client: AECOM/ I. Almy
Site Code: TBD



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

PDI File #: 228804 ATR C

Count Date: Tuesday, August 23, 2022
Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	19	0	0	0	19
12:15 AM	0	0	18	0	0	0	18
12:30 AM	0	0	24	0	0	0	24
12:45 AM	0	0	19	0	0	0	19
1:00 AM	0	0	20	0	0	0	20
1:15 AM	0	0	16	0	0	0	16
1:30 AM	0	0	15	0	1	0	16
1:45 AM	0	0	12	0	0	0	12
2:00 AM	0	0	10	0	0	0	10
2:15 AM	0	0	12	0	0	0	12
2:30 AM	0	0	11	0	2	1	14
2:45 AM	0	0	14	0	1	1	16
3:00 AM	0	0	12	0	0	0	12
3:15 AM	0	0	17	0	0	0	17
3:30 AM	0	0	25	0	0	0	25
3:45 AM	0	0	28	0	1	0	29
4:00 AM	0	0	38	0	0	0	38
4:15 AM	0	0	40	0	1	2	43
4:30 AM	0	0	71	0	1	0	72
4:45 AM	0	0	64	0	2	1	67
5:00 AM	0	0	90	0	3	1	94
5:15 AM	0	0	108	0	3	0	111
5:30 AM	0	0	177	1	4	1	183
5:45 AM	0	0	150	0	0	0	150
6:00 AM	0	0	196	1	4	1	202
6:15 AM	0	0	268	0	5	0	273
6:30 AM	0	0	282	0	14	0	296
6:45 AM	0	0	282	0	9	3	294
7:00 AM	0	0	331	1	6	6	344
7:15 AM	0	0	380	0	4	9	393
7:30 AM	0	0	438	0	5	2	445
7:45 AM	0	0	413	2	6	7	428
8:00 AM	0	0	358	1	9	1	369
8:15 AM	0	0	377	1	8	2	388
8:30 AM	0	0	382	0	7	8	397
8:45 AM	0	0	289	2	5	6	302
9:00 AM	0	0	255	1	2	4	262
9:15 AM	0	0	266	0	8	0	274
9:30 AM	0	0	331	0	6	4	341
9:45 AM	0	0	269	1	8	4	282
10:00 AM	0	0	234	2	9	5	250
10:15 AM	0	0	257	0	14	5	276
10:30 AM	0	0	265	0	7	1	273
10:45 AM	0	0	298	0	1	5	304
11:00 AM	0	0	244	1	13	4	262
11:15 AM	0	0	273	0	9	2	284
11:30 AM	0	0	235	0	4	6	245
11:45 AM	0	0	278	0	10	6	294

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	284	0	2	3	289
12:15 PM	0	0	261	0	9	6	276
12:30 PM	0	0	292	0	6	3	301
12:45 PM	0	0	313	0	9	3	325
1:00 PM	0	0	269	0	7	3	279
1:15 PM	0	0	281	0	4	3	288
1:30 PM	0	0	283	0	8	2	293
1:45 PM	0	0	239	0	4	4	247
2:00 PM	0	0	338	1	6	2	347
2:15 PM	0	0	253	1	5	5	264
2:30 PM	0	0	258	2	8	3	271
2:45 PM	0	0	277	1	5	2	285
3:00 PM	0	0	223	1	7	6	237
3:15 PM	0	0	233	1	6	5	245
3:30 PM	0	0	279	1	5	0	285
3:45 PM	0	0	249	0	3	2	254
4:00 PM	0	0	264	1	1	0	266
4:15 PM	0	0	238	0	3	1	242
4:30 PM	0	0	305	0	1	2	308
4:45 PM	0	0	270	0	1	2	273
5:00 PM	0	0	266	1	4	0	271
5:15 PM	0	0	219	0	2	1	222
5:30 PM	0	0	226	0	1	0	227
5:45 PM	0	0	235	0	2	0	237
6:00 PM	0	0	206	0	2	0	208
6:15 PM	0	0	212	1	2	0	215
6:30 PM	0	0	212	0	4	0	216
6:45 PM	0	0	221	0	4	0	225
7:00 PM	0	0	200	0	0	1	201
7:15 PM	0	0	166	0	2	0	168
7:30 PM	0	0	148	0	1	0	149
7:45 PM	0	0	129	0	1	1	131
8:00 PM	0	0	128	0	1	1	130
8:15 PM	0	0	170	0	0	0	170
8:30 PM	0	0	129	0	2	2	133
8:45 PM	0	0	109	0	0	2	111
9:00 PM	0	0	91	0	0	0	91
9:15 PM	0	0	88	0	1	1	90
9:30 PM	0	0	104	0	2	0	106
9:45 PM	0	0	50	0	0	0	50
10:00 PM	0	0	59	0	1	0	60
10:15 PM	0	0	71	0	0	0	71
10:30 PM	0	0	57	0	0	0	57
10:45 PM	0	0	43	0	0	0	43
11:00 PM	0	0	56	0	0	0	56
11:15 PM	0	0	32	0	0	0	32
11:30 PM	0	0	47	0	0	0	47
11:45 PM	0	0	17	0	0	0	17

AM Total	0	0	8211	14	192	98	8515
Percentage	0.00%	0.00%	96.43%	0.16%	2.25%	1.15%	
AM Peak	12:00 AM	12:00 AM	7:15 AM	7:30 AM	9:45 AM	7:00 AM	7:15 AM
Volume	0	0	1589	4	38	24	1635

PM Total	0	0	9100	11	132	66	9309
Percentage	0.00%	0.00%	97.75%	0.12%	1.42%	0.71%	
PM Peak	12:00 PM	12:00 PM	12:30 PM	2:00 PM	12:15 PM	2:15 PM	12:30 PM
Volume	0	0	1155	5	31	16	1193

Day Total	0	0	17311	25	324	164	17824
Percentage	0.00%	0.00%	97.12%	0.14%	1.82%	0.92%	

Airport Road
east of Senator Street
City, State: Warwick, RI
Client: AECOM/ I. Almy
Site Code: TBD



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

PDI File #: 228804 ATR C

Count Date: **Wednesday, August 24, 2022**
Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	29	0	0	0	29
12:15 AM	0	0	18	0	1	0	19
12:30 AM	0	0	13	0	0	0	13
12:45 AM	0	0	20	0	0	0	20
1:00 AM	0	0	13	0	0	0	13
1:15 AM	0	0	17	0	0	0	17
1:30 AM	0	0	15	0	0	0	15
1:45 AM	0	0	12	0	0	0	12
2:00 AM	0	0	12	0	0	0	12
2:15 AM	0	0	8	0	1	0	9
2:30 AM	0	0	11	0	1	0	12
2:45 AM	0	0	22	0	2	2	26
3:00 AM	0	0	23	0	0	0	23
3:15 AM	0	0	14	0	1	0	15
3:30 AM	0	0	17	0	0	0	17
3:45 AM	0	0	28	0	2	0	30
4:00 AM	0	0	37	0	1	0	38
4:15 AM	0	0	47	0	1	0	48
4:30 AM	0	0	66	0	1	0	67
4:45 AM	0	0	87	0	0	1	88
5:00 AM	0	0	89	0	1	1	91
5:15 AM	0	0	127	0	4	0	131
5:30 AM	0	0	171	0	0	2	173
5:45 AM	0	0	166	0	3	1	170
6:00 AM	0	0	207	0	2	1	210
6:15 AM	0	0	232	0	7	0	239
6:30 AM	0	0	303	0	10	1	314
6:45 AM	0	0	296	0	6	3	305
7:00 AM	0	0	346	0	5	6	357
7:15 AM	0	0	356	0	13	8	377
7:30 AM	0	0	443	0	12	2	457
7:45 AM	0	0	408	2	10	8	428
8:00 AM	0	0	328	0	6	1	335
8:15 AM	0	0	377	1	4	3	385
8:30 AM	0	0	345	0	14	6	365
8:45 AM	0	0	363	0	4	7	374
9:00 AM	0	0	281	0	8	1	290
9:15 AM	0	0	285	1	8	7	301
9:30 AM	0	0	290	1	9	3	303
9:45 AM	0	0	287	3	9	0	299
10:00 AM	0	0	268	0	8	5	281
10:15 AM	0	0	312	1	9	4	326
10:30 AM	0	0	260	0	7	8	275
10:45 AM	0	0	266	1	6	3	276
11:00 AM	0	0	239	1	12	1	253
11:15 AM	0	0	248	3	6	1	258
11:30 AM	0	0	286	1	5	5	297
11:45 AM	0	0	273	0	7	4	284

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	283	0	9	5	297
12:15 PM	0	0	288	0	11	4	303
12:30 PM	0	0	281	1	5	8	295
12:45 PM	0	0	316	0	9	3	328
1:00 PM	0	0	279	1	6	3	289
1:15 PM	0	0	269	0	6	8	283
1:30 PM	0	0	290	0	7	2	299
1:45 PM	0	0	272	0	8	4	284
2:00 PM	0	0	292	1	3	4	300
2:15 PM	0	0	287	0	4	2	293
2:30 PM	0	0	318	0	12	4	334
2:45 PM	0	0	261	0	14	6	281
3:00 PM	0	0	261	1	8	3	273
3:15 PM	0	0	300	1	6	5	312
3:30 PM	0	0	321	1	7	0	329
3:45 PM	0	0	301	0	3	3	307
4:00 PM	0	0	299	0	5	2	306
4:15 PM	0	0	282	1	8	2	293
4:30 PM	0	0	307	0	4	2	313
4:45 PM	0	0	277	0	1	3	281
5:00 PM	0	0	298	0	3	1	302
5:15 PM	0	0	313	0	2	1	316
5:30 PM	0	0	277	1	2	1	281
5:45 PM	0	0	262	0	2	0	264
6:00 PM	0	0	226	0	3	0	229
6:15 PM	0	0	225	0	3	0	228
6:30 PM	0	0	241	0	3	0	244
6:45 PM	0	0	197	0	3	0	200
7:00 PM	0	0	260	0	2	1	263
7:15 PM	0	0	201	1	0	1	203
7:30 PM	0	0	192	0	1	2	195
7:45 PM	0	0	210	0	1	0	211
8:00 PM	0	0	207	0	3	0	210
8:15 PM	0	0	158	0	0	1	159
8:30 PM	0	0	148	0	1	1	150
8:45 PM	0	0	109	0	2	2	113
9:00 PM	0	0	132	1	0	0	133
9:15 PM	0	0	146	0	0	0	146
9:30 PM	0	0	111	0	2	0	113
9:45 PM	0	0	67	0	0	0	67
10:00 PM	0	0	62	0	3	0	65
10:15 PM	0	0	71	0	1	1	73
10:30 PM	0	0	74	0	1	0	75
10:45 PM	0	0	62	0	0	0	62
11:00 PM	0	0	54	0	0	0	54
11:15 PM	0	0	46	0	0	0	46
11:30 PM	0	0	48	0	1	0	49
11:45 PM	0	0	36	0	0	0	36

AM Total	0	0	8361	15	206	95	8677
Percentage	0.00%	0.00%	96.36%	0.17%	2.37%	1.09%	
AM Peak	12:00 AM	12:00 AM	7:30 AM	10:45 AM	7:15 AM	7:00 AM	7:00 AM
Volume	0	0	1556	6	41	24	1619

PM Total	0	0	10217	10	175	85	10487
Percentage	0.00%	0.00%	97.43%	0.10%	1.67%	0.81%	
PM Peak	12:00 PM	12:00 PM	3:15 PM	2:45 PM	2:30 PM	12:30 PM	3:15 PM
Volume	0	0	1221	3	40	22	1254

Day Total	0	0	18578	25	381	180	19164
Percentage	0.00%	0.00%	96.94%	0.13%	1.99%	0.94%	

Airport Road
 east of Senator Street
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File # 228804 ATR C

Direction: EB

Weekly Report

Day Date	Tuesday 08/23/22		Wednesday 08/24/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	37	294	38	317	0	0	0	0	0	0	0	0	0	0	38	306		
12:15	48	274	55	312	0	0	0	0	0	0	0	0	0	0	52	293		
12:30	39	294	35	313	0	0	0	0	0	0	0	0	0	0	37	304		
12:45	38	284	30	304	0	0	0	0	0	0	0	0	0	0	34	294		
1:00	21	293	30	301	0	0	0	0	0	0	0	0	0	0	26	297		
1:15	19	286	21	278	0	0	0	0	0	0	0	0	0	0	20	282		
1:30	19	285	20	266	0	0	0	0	0	0	0	0	0	0	20	276		
1:45	27	275	16	288	0	0	0	0	0	0	0	0	0	0	22	282		
2:00	7	286	10	297	0	0	0	0	0	0	0	0	0	0	9	292		
2:15	9	280	11	317	0	0	0	0	0	0	0	0	0	0	10	299		
2:30	11	275	18	309	0	0	0	0	0	0	0	0	0	0	15	292		
2:45	11	308	17	353	0	0	0	0	0	0	0	0	0	0	14	331		
3:00	6	332	18	374	0	0	0	0	0	0	0	0	0	0	12	353		
3:15	7	295	15	375	0	0	0	0	0	0	0	0	0	0	11	335		
3:30	7	343	16	425	0	0	0	0	0	0	0	0	0	0	12	384		
3:45	24	362	22	421	0	0	0	0	0	0	0	0	0	0	23	392		
4:00	10	374	19	412	0	0	0	0	0	0	0	0	0	0	15	393		
4:15	25	393	19	401	0	0	0	0	0	0	0	0	0	0	22	397		
4:30	25	369	21	413	0	0	0	0	0	0	0	0	0	0	23	391		
4:45	38	399	52	427	0	0	0	0	0	0	0	0	0	0	45	413		
5:00	39	380	28	501	0	0	0	0	0	0	0	0	0	0	34	441		
5:15	34	419	39	472	0	0	0	0	0	0	0	0	0	0	37	446		
5:30	54	385	52	435	0	0	0	0	0	0	0	0	0	0	53	410		
5:45	85	341	80	417	0	0	0	0	0	0	0	0	0	0	83	379		
6:00	54	360	77	305	0	0	0	0	0	0	0	0	0	0	66	333		
6:15	77	306	95	371	0	0	0	0	0	0	0	0	0	0	86	339		
6:30	139	301	143	294	0	0	0	0	0	0	0	0	0	0	141	298		
6:45	151	281	181	278	0	0	0	0	0	0	0	0	0	0	166	280		
7:00	126	267	150	297	0	0	0	0	0	0	0	0	0	0	138	282		
7:15	170	255	185	250	0	0	0	0	0	0	0	0	0	0	178	253		
7:30	151	242	199	258	0	0	0	0	0	0	0	0	0	0	175	250		
7:45	214	214	224	249	0	0	0	0	0	0	0	0	0	0	219	232		
8:00	195	207	209	258	0	0	0	0	0	0	0	0	0	0	202	233		
8:15	223	186	185	215	0	0	0	0	0	0	0	0	0	0	204	201		
8:30	190	157	187	215	0	0	0	0	0	0	0	0	0	0	189	186		
8:45	252	176	245	175	0	0	0	0	0	0	0	0	0	0	249	176		
9:00	211	131	201	167	0	0	0	0	0	0	0	0	0	0	206	149		
9:15	207	142	226	185	0	0	0	0	0	0	0	0	0	0	217	164		
9:30	204	102	228	141	0	0	0	0	0	0	0	0	0	0	216	122		
9:45	221	100	274	113	0	0	0	0	0	0	0	0	0	0	248	107		
10:00	239	105	229	76	0	0	0	0	0	0	0	0	0	0	234	91		
10:15	188	90	217	90	0	0	0	0	0	0	0	0	0	0	203	90		
10:30	224	73	250	89	0	0	0	0	0	0	0	0	0	0	237	81		
10:45	224	75	259	95	0	0	0	0	0	0	0	0	0	0	242	85		
11:00	213	87	243	83	0	0	0	0	0	0	0	0	0	0	228	85		
11:15	252	75	265	88	0	0	0	0	0	0	0	0	0	0	259	82		
11:30	248	66	259	73	0	0	0	0	0	0	0	0	0	0	254	70		
11:45	274	61	270	74	0	0	0	0	0	0	0	0	0	0	272	68		
Total	5287	11885	5683	13167	0	0	0	0	0	0	0	0	0	0	5485	12526		
Day Total	17172		18850		0		0		0		0		0		18011			
Peak HR	11:00 AM	4:45 PM	11:00 AM	4:45 PM													11:00 AM	4:45 PM
Volume	987	1583	1037	1835													1012	1709

Airport Road
 east of Senator Street
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File # 228804 ATR C

Direction: WB

Weekly Report

Day Date	Tuesday 08/23/22		Wednesday 08/24/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	19	289	29	297	0	0	0	0	0	0	0	0	0	0	24	293		
12:15	18	276	19	303	0	0	0	0	0	0	0	0	0	0	19	290		
12:30	24	301	13	295	0	0	0	0	0	0	0	0	0	0	19	298		
12:45	19	325	20	328	0	0	0	0	0	0	0	0	0	0	20	327		
1:00	20	279	13	289	0	0	0	0	0	0	0	0	0	0	17	284		
1:15	16	288	17	283	0	0	0	0	0	0	0	0	0	0	17	286		
1:30	16	293	15	299	0	0	0	0	0	0	0	0	0	0	16	296		
1:45	12	247	12	284	0	0	0	0	0	0	0	0	0	0	12	266		
2:00	10	347	12	300	0	0	0	0	0	0	0	0	0	0	11	324		
2:15	12	264	9	293	0	0	0	0	0	0	0	0	0	0	11	279		
2:30	14	271	12	334	0	0	0	0	0	0	0	0	0	0	13	303		
2:45	16	285	26	281	0	0	0	0	0	0	0	0	0	0	21	283		
3:00	12	237	23	273	0	0	0	0	0	0	0	0	0	0	18	255		
3:15	17	245	15	312	0	0	0	0	0	0	0	0	0	0	16	279		
3:30	25	285	17	329	0	0	0	0	0	0	0	0	0	0	21	307		
3:45	29	254	30	307	0	0	0	0	0	0	0	0	0	0	30	281		
4:00	38	266	38	306	0	0	0	0	0	0	0	0	0	0	38	286		
4:15	43	242	48	293	0	0	0	0	0	0	0	0	0	0	46	268		
4:30	72	308	67	313	0	0	0	0	0	0	0	0	0	0	70	311		
4:45	67	273	88	281	0	0	0	0	0	0	0	0	0	0	78	277		
5:00	94	271	91	302	0	0	0	0	0	0	0	0	0	0	93	287		
5:15	111	222	131	316	0	0	0	0	0	0	0	0	0	0	121	269		
5:30	183	227	173	281	0	0	0	0	0	0	0	0	0	0	178	254		
5:45	150	237	170	264	0	0	0	0	0	0	0	0	0	0	160	251		
6:00	202	208	210	229	0	0	0	0	0	0	0	0	0	0	206	219		
6:15	273	215	239	228	0	0	0	0	0	0	0	0	0	0	256	222		
6:30	296	216	314	244	0	0	0	0	0	0	0	0	0	0	305	230		
6:45	294	225	305	200	0	0	0	0	0	0	0	0	0	0	300	213		
7:00	344	201	357	263	0	0	0	0	0	0	0	0	0	0	351	232		
7:15	393	168	377	203	0	0	0	0	0	0	0	0	0	0	385	186		
7:30	445	149	457	195	0	0	0	0	0	0	0	0	0	0	451	172		
7:45	428	131	428	211	0	0	0	0	0	0	0	0	0	0	428	171		
8:00	369	130	335	210	0	0	0	0	0	0	0	0	0	0	352	170		
8:15	388	170	385	159	0	0	0	0	0	0	0	0	0	0	387	165		
8:30	397	133	365	150	0	0	0	0	0	0	0	0	0	0	381	142		
8:45	302	111	374	113	0	0	0	0	0	0	0	0	0	0	338	112		
9:00	262	91	290	133	0	0	0	0	0	0	0	0	0	0	276	112		
9:15	274	90	301	146	0	0	0	0	0	0	0	0	0	0	288	118		
9:30	341	106	303	113	0	0	0	0	0	0	0	0	0	0	322	110		
9:45	282	50	299	67	0	0	0	0	0	0	0	0	0	0	291	59		
10:00	250	60	281	65	0	0	0	0	0	0	0	0	0	0	266	63		
10:15	276	71	326	73	0	0	0	0	0	0	0	0	0	0	301	72		
10:30	273	57	275	75	0	0	0	0	0	0	0	0	0	0	274	66		
10:45	304	43	276	62	0	0	0	0	0	0	0	0	0	0	290	53		
11:00	262	56	253	54	0	0	0	0	0	0	0	0	0	0	258	55		
11:15	284	32	258	46	0	0	0	0	0	0	0	0	0	0	271	39		
11:30	245	47	297	49	0	0	0	0	0	0	0	0	0	0	271	48		
11:45	294	17	284	36	0	0	0	0	0	0	0	0	0	0	289	27		
Total	8515	9309	8677	10487	0	0	0	0	0	0	0	0	0	0	8596	9898		
Day Total	17824		19164		0		0		0		0		0		18494			
Peak HR	7:15 AM	12:30 PM	7:00 AM	3:15 PM													7:30 AM	12:00 PM
Volume	1635	1193	1619	1254													1618	1207

TF Green Connector WB between
 Route 1 NB Merge & Jefferson Blvd NB Merge
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR D

Count Date: Tuesday, August 23, 2022
 Direction: WB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	10	0	0	0	10
12:15 AM	0	0	42	0	0	0	42
12:30 AM	0	0	31	0	0	0	31
12:45 AM	0	0	84	0	0	0	84
1:00 AM	0	0	33	0	0	0	33
1:15 AM	0	0	8	0	0	0	8
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	26	0	0	0	26
2:15 AM	0	0	9	0	0	0	9
2:30 AM	0	0	2	0	0	0	2
2:45 AM	0	0	3	0	0	0	3
3:00 AM	0	0	3	0	0	0	3
3:15 AM	0	0	5	0	0	0	5
3:30 AM	0	0	15	0	0	0	15
3:45 AM	0	0	26	0	0	0	26
4:00 AM	0	0	40	0	0	0	40
4:15 AM	0	0	47	0	0	0	47
4:30 AM	0	0	50	0	0	0	50
4:45 AM	0	0	49	0	0	0	49
5:00 AM	0	0	38	1	0	0	39
5:15 AM	0	0	26	1	0	0	27
5:30 AM	0	0	15	0	0	0	15
5:45 AM	0	0	18	0	0	1	19
6:00 AM	0	0	13	0	0	0	13
6:15 AM	0	0	7	0	0	0	7
6:30 AM	0	0	4	0	0	0	4
6:45 AM	0	0	6	0	0	0	6
7:00 AM	0	0	8	0	0	0	8
7:15 AM	0	0	7	0	0	0	7
7:30 AM	0	0	15	0	0	0	15
7:45 AM	0	0	26	0	0	0	26
8:00 AM	0	0	30	0	1	0	31
8:15 AM	0	0	30	0	0	0	30
8:30 AM	0	0	25	1	0	0	26
8:45 AM	0	0	39	0	0	0	39
9:00 AM	0	0	20	0	0	0	20
9:15 AM	0	0	24	0	0	0	24
9:30 AM	0	0	50	0	0	0	50
9:45 AM	0	0	50	0	0	0	50
10:00 AM	0	0	39	0	0	0	39
10:15 AM	0	0	28	0	0	0	28
10:30 AM	0	0	58	0	0	0	58
10:45 AM	0	0	46	1	0	0	47
11:00 AM	0	0	56	0	0	0	56
11:15 AM	0	0	56	0	0	0	56
11:30 AM	0	0	75	0	0	0	75
11:45 AM	0	0	109	0	1	0	110

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	105	0	2	0	107
12:15 PM	0	0	110	0	1	0	111
12:30 PM	0	0	62	0	0	0	62
12:45 PM	0	0	77	1	0	0	78
1:00 PM	0	0	50	0	0	0	50
1:15 PM	0	0	78	0	0	0	78
1:30 PM	0	0	89	0	0	0	89
1:45 PM	0	0	47	0	0	0	47
2:00 PM	0	0	38	0	1	0	39
2:15 PM	0	0	48	0	1	0	49
2:30 PM	0	0	56	0	0	0	56
2:45 PM	0	0	74	0	0	0	74
3:00 PM	0	0	87	0	0	0	87
3:15 PM	0	0	67	0	0	0	67
3:30 PM	0	0	51	0	0	0	51
3:45 PM	0	0	56	0	0	0	56
4:00 PM	0	0	37	0	0	0	37
4:15 PM	0	0	37	0	1	0	38
4:30 PM	0	0	64	0	0	0	64
4:45 PM	0	0	59	0	0	0	59
5:00 PM	0	0	51	0	0	0	51
5:15 PM	0	0	35	0	0	0	35
5:30 PM	0	0	33	0	0	0	33
5:45 PM	0	0	70	0	0	0	70
6:00 PM	0	0	80	0	0	0	80
6:15 PM	0	0	57	0	0	0	57
6:30 PM	0	0	41	0	0	0	41
6:45 PM	0	0	62	0	0	0	62
7:00 PM	0	0	64	0	0	0	64
7:15 PM	0	0	27	0	0	0	27
7:30 PM	0	0	52	0	0	0	52
7:45 PM	0	0	95	0	0	0	95
8:00 PM	0	0	41	0	0	0	41
8:15 PM	0	0	21	0	0	0	21
8:30 PM	0	0	45	0	0	0	45
8:45 PM	0	0	20	0	0	0	20
9:00 PM	0	0	8	0	0	0	8
9:15 PM	0	0	6	0	0	0	6
9:30 PM	0	0	5	0	0	0	5
9:45 PM	0	0	25	0	0	0	25
10:00 PM	0	0	88	1	0	0	89
10:15 PM	0	0	87	0	0	0	87
10:30 PM	0	0	19	0	0	0	19
10:45 PM	0	0	15	0	0	0	15
11:00 PM	0	0	46	0	0	0	46
11:15 PM	0	0	27	0	0	0	27
11:30 PM	0	0	13	0	0	0	13
11:45 PM	0	0	39	0	0	0	39

AM Total 0 0 1405 4 2 1 1412
 Percentage 0.00% 0.00% 99.50% 0.28% 0.14% 0.07%

AM Peak 12:00 AM 12:00 AM 11:00 AM 4:30 AM 7:15 AM 5:00 AM 11:00 AM
 Volume 0 0 296 2 1 1 297

PM Total 0 0 2464 2 6 0 2472
 Percentage 0.00% 0.00% 99.68% 0.08% 0.24% 0.00%

PM Peak 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM
 Volume 0 0 354 1 3 0 358

Day Total 0 0 3869 6 8 1 3884
 Percentage 0.00% 0.00% 99.61% 0.15% 0.21% 0.03%

TF Green Connector WB between
 Route 1 NB Merge & Jefferson Blvd NB Merge
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR D

Count Date: **Wednesday, August 24, 2022**
 Direction: **WB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	80	0	0	0	80
12:15 AM	0	0	58	0	0	0	58
12:30 AM	0	0	63	0	0	0	63
12:45 AM	0	0	42	0	0	0	42
1:00 AM	0	0	24	0	0	0	24
1:15 AM	0	0	4	0	0	0	4
1:30 AM	0	0	3	0	0	0	3
1:45 AM	0	0	1	0	0	0	1
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	25	0	0	0	25
2:30 AM	0	0	10	0	0	0	10
2:45 AM	0	0	4	0	0	0	4
3:00 AM	0	0	4	0	0	0	4
3:15 AM	0	0	3	0	0	0	3
3:30 AM	0	0	21	0	0	0	21
3:45 AM	0	0	29	0	0	0	29
4:00 AM	0	0	40	0	0	0	40
4:15 AM	0	0	57	0	1	0	58
4:30 AM	0	0	56	0	0	0	56
4:45 AM	0	0	40	0	0	0	40
5:00 AM	0	0	38	0	0	0	38
5:15 AM	0	0	25	0	0	0	25
5:30 AM	0	0	8	0	0	0	8
5:45 AM	0	0	10	0	0	0	10
6:00 AM	0	0	9	0	0	0	9
6:15 AM	0	0	9	0	0	0	9
6:30 AM	0	0	9	0	0	0	9
6:45 AM	0	0	3	0	0	0	3
7:00 AM	0	0	20	0	0	0	20
7:15 AM	0	0	17	0	0	0	17
7:30 AM	0	0	27	0	0	0	27
7:45 AM	0	0	35	0	0	0	35
8:00 AM	0	0	26	0	0	0	26
8:15 AM	0	0	28	0	0	0	28
8:30 AM	0	0	34	0	0	0	34
8:45 AM	0	0	52	0	0	0	52
9:00 AM	0	0	55	0	0	0	55
9:15 AM	0	0	26	0	0	0	26
9:30 AM	0	0	41	0	0	0	41
9:45 AM	0	0	70	0	1	0	71
10:00 AM	0	0	69	0	0	0	69
10:15 AM	0	0	40	0	0	0	40
10:30 AM	0	0	51	0	0	0	51
10:45 AM	0	0	47	0	0	0	47
11:00 AM	0	0	35	0	0	0	35
11:15 AM	0	0	34	0	0	0	34
11:30 AM	0	0	45	0	0	0	45
11:45 AM	0	0	93	0	1	0	94

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	89	0	0	0	89
12:15 PM	0	0	81	0	2	0	83
12:30 PM	0	0	60	0	0	0	60
12:45 PM	0	0	70	0	0	0	70
1:00 PM	0	0	116	0	0	0	116
1:15 PM	0	0	70	0	0	0	70
1:30 PM	0	0	83	0	0	0	83
1:45 PM	0	0	59	0	0	0	59
2:00 PM	0	0	33	0	0	0	33
2:15 PM	0	0	34	0	0	0	34
2:30 PM	0	0	56	0	0	0	56
2:45 PM	0	0	46	0	0	0	46
3:00 PM	0	0	76	0	0	0	76
3:15 PM	0	0	82	0	0	0	82
3:30 PM	0	0	53	0	0	1	54
3:45 PM	0	0	57	0	0	0	57
4:00 PM	0	0	54	0	0	0	54
4:15 PM	0	0	57	0	0	0	57
4:30 PM	0	0	40	0	0	0	40
4:45 PM	0	0	74	0	0	0	74
5:00 PM	0	0	121	0	0	0	121
5:15 PM	0	0	73	0	0	0	73
5:30 PM	0	0	44	0	0	0	44
5:45 PM	0	0	26	0	0	0	26
6:00 PM	0	0	47	0	0	0	47
6:15 PM	0	0	75	0	0	0	75
6:30 PM	0	0	86	0	0	0	86
6:45 PM	0	0	98	0	0	0	98
7:00 PM	0	0	81	0	0	0	81
7:15 PM	0	0	34	0	0	0	34
7:30 PM	0	0	19	0	0	0	19
7:45 PM	0	0	12	0	0	0	12
8:00 PM	0	0	12	0	0	0	12
8:15 PM	0	0	3	0	0	0	3
8:30 PM	0	0	3	0	0	0	3
8:45 PM	0	0	10	0	0	0	10
9:00 PM	0	0	34	0	0	0	34
9:15 PM	0	0	1	0	0	0	1
9:30 PM	0	0	27	0	0	0	27
9:45 PM	0	0	40	0	0	0	40
10:00 PM	0	0	19	0	0	0	19
10:15 PM	0	0	38	0	0	0	38
10:30 PM	0	0	9	0	0	0	9
10:45 PM	0	0	25	0	0	0	25
11:00 PM	0	0	6	0	0	0	6
11:15 PM	0	0	1	0	0	1	2
11:30 PM	0	0	3	0	0	0	3
11:45 PM	0	0	70	0	0	0	70

AM Total 0 0 1525 0 3 0 1528
Percentage 0.00% 0.00% 99.80% 0.00% 0.20% 0.00%

AM Peak 12:00 AM 12:00 AM 12:00 AM 12:00 AM 3:30 AM 12:00 AM 12:00 AM
Volume 0 0 243 0 1 0 243

PM Total 0 0 2307 0 2 2 2311
Percentage 0.00% 0.00% 99.83% 0.00% 0.09% 0.09%

PM Peak 12:00 PM 12:00 PM 6:15 PM 12:00 PM 12:00 PM 2:45 PM 6:15 PM
Volume 0 0 340 0 2 1 340

Day Total 0 0 3832 0 5 2 3839
Percentage 0.00% 0.00% 99.82% 0.00% 0.13% 0.05%

TF Green Connector WB between
 Route 1 NB Merge & Jefferson Blvd NB Merge
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File # 228804 ATR D

Direction: WB

Day Date	Tuesday 08/23/22		Wednesday 08/24/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	10	107	80	89	0	0	0	0	0	0	0	0	0	0	45	98		
12:15	42	111	58	83	0	0	0	0	0	0	0	0	0	0	50	97		
12:30	31	62	63	60	0	0	0	0	0	0	0	0	0	0	47	61		
12:45	84	78	42	70	0	0	0	0	0	0	0	0	0	0	63	74		
1:00	33	50	24	116	0	0	0	0	0	0	0	0	0	0	29	83		
1:15	8	78	4	70	0	0	0	0	0	0	0	0	0	0	6	74		
1:30	1	89	3	83	0	0	0	0	0	0	0	0	0	0	2	86		
1:45	3	47	1	59	0	0	0	0	0	0	0	0	0	0	2	53		
2:00	26	39	5	33	0	0	0	0	0	0	0	0	0	0	16	36		
2:15	9	49	25	34	0	0	0	0	0	0	0	0	0	0	17	42		
2:30	2	56	10	56	0	0	0	0	0	0	0	0	0	0	6	56		
2:45	3	74	4	46	0	0	0	0	0	0	0	0	0	0	4	60		
3:00	3	87	4	76	0	0	0	0	0	0	0	0	0	0	4	82		
3:15	5	67	3	82	0	0	0	0	0	0	0	0	0	0	4	75		
3:30	15	51	21	54	0	0	0	0	0	0	0	0	0	0	18	53		
3:45	26	56	29	57	0	0	0	0	0	0	0	0	0	0	28	57		
4:00	40	37	40	54	0	0	0	0	0	0	0	0	0	0	40	46		
4:15	47	38	58	57	0	0	0	0	0	0	0	0	0	0	53	48		
4:30	50	64	56	40	0	0	0	0	0	0	0	0	0	0	53	52		
4:45	49	59	40	74	0	0	0	0	0	0	0	0	0	0	45	67		
5:00	39	51	38	121	0	0	0	0	0	0	0	0	0	0	39	86		
5:15	27	35	25	73	0	0	0	0	0	0	0	0	0	0	26	54		
5:30	15	33	8	44	0	0	0	0	0	0	0	0	0	0	12	39		
5:45	19	70	10	26	0	0	0	0	0	0	0	0	0	0	15	48		
6:00	13	80	9	47	0	0	0	0	0	0	0	0	0	0	11	64		
6:15	7	57	9	75	0	0	0	0	0	0	0	0	0	0	8	66		
6:30	4	41	9	86	0	0	0	0	0	0	0	0	0	0	7	64		
6:45	6	62	3	98	0	0	0	0	0	0	0	0	0	0	5	80		
7:00	8	64	20	81	0	0	0	0	0	0	0	0	0	0	14	73		
7:15	7	27	17	34	0	0	0	0	0	0	0	0	0	0	12	31		
7:30	15	52	27	19	0	0	0	0	0	0	0	0	0	0	21	36		
7:45	26	95	35	12	0	0	0	0	0	0	0	0	0	0	31	54		
8:00	31	41	26	12	0	0	0	0	0	0	0	0	0	0	29	27		
8:15	30	21	28	3	0	0	0	0	0	0	0	0	0	0	29	12		
8:30	26	45	34	3	0	0	0	0	0	0	0	0	0	0	30	24		
8:45	39	20	52	10	0	0	0	0	0	0	0	0	0	0	46	15		
9:00	20	8	55	34	0	0	0	0	0	0	0	0	0	0	38	21		
9:15	24	6	26	1	0	0	0	0	0	0	0	0	0	0	25	4		
9:30	50	5	41	27	0	0	0	0	0	0	0	0	0	0	46	16		
9:45	50	25	71	40	0	0	0	0	0	0	0	0	0	0	61	33		
10:00	39	89	69	19	0	0	0	0	0	0	0	0	0	0	54	54		
10:15	28	87	40	38	0	0	0	0	0	0	0	0	0	0	34	63		
10:30	58	19	51	9	0	0	0	0	0	0	0	0	0	0	55	14		
10:45	47	15	47	25	0	0	0	0	0	0	0	0	0	0	47	20		
11:00	56	46	35	6	0	0	0	0	0	0	0	0	0	0	46	26		
11:15	56	27	34	2	0	0	0	0	0	0	0	0	0	0	45	15		
11:30	75	13	45	3	0	0	0	0	0	0	0	0	0	0	60	8		
11:45	110	39	94	70	0	0	0	0	0	0	0	0	0	0	102	55		
Total	1412	2472	1528	2311	0	0	0	0	0	0	0	0	0	0	1470	2392		
Day Total	3884		3839		0		0		0		0		0		3862			
Peak HR	11:00 AM	12:00 PM	12:00 AM	6:15 PM													11:00 AM	12:00 PM
Volume	297	358	243	340													253	330

TF Geen Connector EB
 between Exit 1A & Exit 1B
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR E

Count Date: Tuesday, August 23, 2022
 Direction: EB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	19	0	0	0	19
12:15 AM	0	0	32	0	0	0	32
12:30 AM	0	0	26	0	0	0	26
12:45 AM	0	0	22	0	0	0	22
1:00 AM	0	0	9	0	0	0	9
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	5	0	0	0	5
1:45 AM	0	0	4	0	0	0	4
2:00 AM	0	0	11	0	0	0	11
2:15 AM	0	0	6	0	0	0	6
2:30 AM	0	0	8	0	0	0	8
2:45 AM	0	0	11	0	0	0	11
3:00 AM	0	0	9	0	0	0	9
3:15 AM	0	0	19	0	0	0	19
3:30 AM	0	0	37	0	0	0	37
3:45 AM	0	0	59	0	0	0	59
4:00 AM	0	0	75	1	0	0	76
4:15 AM	0	0	97	0	0	0	97
4:30 AM	0	0	88	1	0	0	89
4:45 AM	0	0	78	1	0	0	79
5:00 AM	0	0	59	1	0	0	60
5:15 AM	0	0	36	0	0	0	36
5:30 AM	0	0	28	1	0	0	29
5:45 AM	0	0	25	1	0	1	27
6:00 AM	0	0	12	1	0	0	13
6:15 AM	0	0	12	2	0	0	14
6:30 AM	0	0	6	1	0	0	7
6:45 AM	0	0	25	1	0	0	26
7:00 AM	0	0	19	0	0	0	19
7:15 AM	0	0	14	2	0	0	16
7:30 AM	0	0	37	0	2	0	39
7:45 AM	0	0	64	2	0	0	66
8:00 AM	0	0	57	0	0	0	57
8:15 AM	0	0	45	3	0	0	48
8:30 AM	0	0	46	0	0	0	46
8:45 AM	0	0	46	2	0	0	48
9:00 AM	0	0	33	1	1	0	35
9:15 AM	0	0	47	1	0	0	48
9:30 AM	0	0	47	1	0	0	48
9:45 AM	0	0	37	1	0	0	38
10:00 AM	0	0	49	0	0	0	49
10:15 AM	0	0	55	2	0	0	57
10:30 AM	0	0	97	2	0	0	99
10:45 AM	0	0	88	1	0	0	89
11:00 AM	0	0	88	0	0	0	88
11:15 AM	0	0	76	2	0	0	78
11:30 AM	0	0	106	0	0	0	106
11:45 AM	0	0	96	2	1	0	99

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	72	1	0	0	73
12:15 PM	0	0	86	2	0	0	88
12:30 PM	0	0	70	0	0	0	70
12:45 PM	0	0	72	2	0	0	74
1:00 PM	0	0	64	0	0	0	64
1:15 PM	0	0	63	2	1	0	66
1:30 PM	0	0	42	0	0	0	42
1:45 PM	0	0	39	2	0	0	41
2:00 PM	0	0	61	0	1	0	62
2:15 PM	0	0	61	2	0	0	63
2:30 PM	0	0	56	1	0	0	57
2:45 PM	0	0	69	2	0	0	71
3:00 PM	0	0	61	0	0	0	61
3:15 PM	0	0	70	2	0	0	72
3:30 PM	0	0	48	0	0	0	48
3:45 PM	0	0	45	2	1	0	48
4:00 PM	0	0	52	1	0	0	53
4:15 PM	0	0	43	1	0	0	44
4:30 PM	0	0	51	0	0	0	51
4:45 PM	0	0	55	1	0	0	56
5:00 PM	0	0	33	0	0	0	33
5:15 PM	0	0	45	0	0	0	45
5:30 PM	0	0	44	1	0	0	45
5:45 PM	0	0	68	2	0	0	70
6:00 PM	0	0	54	0	0	0	54
6:15 PM	0	0	64	1	0	0	65
6:30 PM	0	0	49	1	0	0	50
6:45 PM	0	0	58	2	0	0	60
7:00 PM	0	0	38	0	0	0	38
7:15 PM	0	0	50	0	0	0	50
7:30 PM	0	0	37	2	0	0	39
7:45 PM	0	0	29	0	0	0	29
8:00 PM	0	0	19	0	0	0	19
8:15 PM	0	0	21	0	0	0	21
8:30 PM	0	0	13	1	0	0	14
8:45 PM	0	0	6	1	0	0	7
9:00 PM	0	0	11	0	0	0	11
9:15 PM	0	0	13	0	0	0	13
9:30 PM	0	0	20	1	0	0	21
9:45 PM	0	0	39	0	0	0	39
10:00 PM	0	0	30	1	0	0	31
10:15 PM	0	0	26	0	0	0	26
10:30 PM	0	0	17	2	0	0	19
10:45 PM	0	0	18	0	0	0	18
11:00 PM	0	0	26	0	0	0	26
11:15 PM	0	0	28	0	0	0	28
11:30 PM	0	0	43	2	0	0	45
11:45 PM	0	0	45	0	0	0	45

AM Total	0	0	1968	33	4	1	2006
Percentage	0.00%	0.00%	98.11%	1.65%	0.20%	0.05%	
AM Peak	12:00 AM	12:00 AM	11:00 AM	8:15 AM	6:45 AM	5:00 AM	11:00 AM
Volume	0	0	366	6	2	1	371

PM Total	0	0	2124	38	3	0	2165
Percentage	0.00%	0.00%	98.11%	1.76%	0.14%	0.00%	
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:15 PM	12:00 PM	12:00 PM
Volume	0	0	300	5	2	0	305

Day Total	0	0	4092	71	7	1	4171
Percentage	0.00%	0.00%	98.11%	1.70%	0.17%	0.02%	

TF Geen Connector EB
 between Exit 1A & Exit 1B
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR E

Count Date: **Wednesday, August 24, 2022**
 Direction: **EB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	19	0	0	0	19
12:15 AM	0	0	16	0	0	0	16
12:30 AM	0	0	22	0	0	0	22
12:45 AM	0	0	21	0	0	0	21
1:00 AM	0	0	6	0	0	0	6
1:15 AM	0	0	4	0	0	0	4
1:30 AM	0	0	2	0	0	0	2
1:45 AM	0	0	5	0	0	0	5
2:00 AM	0	0	12	0	0	0	12
2:15 AM	0	0	9	0	0	0	9
2:30 AM	0	0	10	0	0	0	10
2:45 AM	0	0	7	0	0	0	7
3:00 AM	0	0	24	0	0	0	24
3:15 AM	0	0	17	0	0	0	17
3:30 AM	0	0	48	0	0	0	48
3:45 AM	0	0	54	0	0	0	54
4:00 AM	0	0	68	0	0	0	68
4:15 AM	0	0	84	0	0	0	84
4:30 AM	0	0	89	0	0	0	89
4:45 AM	0	0	71	0	0	0	71
5:00 AM	0	0	59	0	0	0	59
5:15 AM	0	0	18	0	0	0	18
5:30 AM	0	0	26	1	0	0	27
5:45 AM	0	0	19	1	0	0	20
6:00 AM	0	0	22	1	0	0	23
6:15 AM	0	0	13	1	0	0	14
6:30 AM	0	0	7	0	0	0	7
6:45 AM	0	0	22	2	0	0	24
7:00 AM	0	0	21	1	0	0	22
7:15 AM	0	0	33	1	0	0	34
7:30 AM	0	0	48	1	0	0	49
7:45 AM	0	0	58	1	0	0	59
8:00 AM	0	0	56	2	0	0	58
8:15 AM	0	0	60	0	0	0	60
8:30 AM	0	0	56	0	0	0	56
8:45 AM	0	0	68	2	0	0	70
9:00 AM	0	0	38	1	0	0	39
9:15 AM	0	0	45	1	0	0	46
9:30 AM	0	0	69	1	1	0	71
9:45 AM	0	0	62	1	0	0	63
10:00 AM	0	0	43	1	0	0	44
10:15 AM	0	0	53	1	0	0	54
10:30 AM	0	0	81	1	0	0	82
10:45 AM	0	0	62	1	1	0	64
11:00 AM	0	0	70	1	0	0	71
11:15 AM	0	0	91	0	0	0	91
11:30 AM	0	0	82	2	0	0	84
11:45 AM	0	0	77	1	0	0	78

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	60	0	0	0	60
12:15 PM	0	0	65	2	0	0	67
12:30 PM	0	0	69	0	0	0	69
12:45 PM	0	0	66	2	0	0	68
1:00 PM	0	0	60	0	0	0	60
1:15 PM	0	0	61	2	0	0	63
1:30 PM	0	0	47	1	0	0	48
1:45 PM	0	0	37	1	0	0	38
2:00 PM	0	0	36	0	0	0	36
2:15 PM	0	0	39	2	0	0	41
2:30 PM	0	0	62	1	0	0	63
2:45 PM	0	0	64	1	0	0	65
3:00 PM	0	0	57	0	0	0	57
3:15 PM	0	0	56	2	0	0	58
3:30 PM	0	0	50	1	0	0	51
3:45 PM	0	0	50	1	0	0	51
4:00 PM	0	0	55	1	0	0	56
4:15 PM	0	0	67	1	0	0	68
4:30 PM	0	0	45	1	0	0	46
4:45 PM	0	0	69	1	0	0	70
5:00 PM	0	0	79	1	0	0	80
5:15 PM	0	0	66	0	0	0	66
5:30 PM	0	0	49	2	0	0	51
5:45 PM	0	0	52	0	0	0	52
6:00 PM	0	0	58	0	0	0	58
6:15 PM	0	0	48	1	0	0	49
6:30 PM	0	0	52	2	0	0	54
6:45 PM	0	0	40	1	0	0	41
7:00 PM	0	0	30	1	0	0	31
7:15 PM	0	0	11	0	0	0	11
7:30 PM	0	0	7	2	0	0	9
7:45 PM	0	0	10	0	0	0	10
8:00 PM	0	0	7	0	0	0	7
8:15 PM	0	0	5	0	0	0	5
8:30 PM	0	0	7	1	0	0	8
8:45 PM	0	0	14	0	0	0	14
9:00 PM	0	0	7	0	0	0	7
9:15 PM	0	0	13	0	0	0	13
9:30 PM	0	0	18	2	0	0	20
9:45 PM	0	0	15	0	0	0	15
10:00 PM	0	0	13	0	0	0	13
10:15 PM	0	0	9	0	0	0	9
10:30 PM	0	0	9	1	0	0	10
10:45 PM	0	0	14	0	0	0	14
11:00 PM	0	0	11	0	0	1	12
11:15 PM	0	0	32	0	0	0	32
11:30 PM	0	0	44	2	0	0	46
11:45 PM	0	0	53	0	0	0	53

AM Total	0	0	1947	26	2	0	1975
Percentage	0.00%	0.00%	98.58%	1.32%	0.10%	0.00%	
AM Peak	12:00 AM	12:00 AM	11:00 AM	6:45 AM	8:45 AM	12:00 AM	11:00 AM
Volume	0	0	320	5	1	0	324

PM Total	0	0	1888	36	0	1	1925
Percentage	0.00%	0.00%	98.08%	1.87%	0.00%	0.05%	
PM Peak	12:00 PM	12:00 PM	4:45 PM	12:45 PM	12:00 PM	10:15 PM	4:45 PM
Volume	0	0	263	5	0	1	267

Day Total	0	0	3835	62	2	1	3900
Percentage	0.00%	0.00%	98.33%	1.59%	0.05%	0.03%	

TF Geen Connector EB
 between Exit 1A & Exit 1B
 City, State: Warwick, RI
 Client: AECOM/ I. Almy
 Site Code: TBD



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

PDI File # 228804 ATR E

Direction: EB

Day Date	Tuesday 08/23/22		Wednesday 08/24/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	19	73	19	60	0	0	0	0	0	0	0	0	0	0	19	67		
12:15	32	88	16	67	0	0	0	0	0	0	0	0	0	0	24	78		
12:30	26	70	22	69	0	0	0	0	0	0	0	0	0	0	24	70		
12:45	22	74	21	68	0	0	0	0	0	0	0	0	0	0	22	71		
1:00	9	64	6	60	0	0	0	0	0	0	0	0	0	0	8	62		
1:15	3	66	4	63	0	0	0	0	0	0	0	0	0	0	4	65		
1:30	5	42	2	48	0	0	0	0	0	0	0	0	0	0	4	45		
1:45	4	41	5	38	0	0	0	0	0	0	0	0	0	0	5	40		
2:00	11	62	12	36	0	0	0	0	0	0	0	0	0	0	12	49		
2:15	6	63	9	41	0	0	0	0	0	0	0	0	0	0	8	52		
2:30	8	57	10	63	0	0	0	0	0	0	0	0	0	0	9	60		
2:45	11	71	7	65	0	0	0	0	0	0	0	0	0	0	9	68		
3:00	9	61	24	57	0	0	0	0	0	0	0	0	0	0	17	59		
3:15	19	72	17	58	0	0	0	0	0	0	0	0	0	0	18	65		
3:30	37	48	48	51	0	0	0	0	0	0	0	0	0	0	43	50		
3:45	59	48	54	51	0	0	0	0	0	0	0	0	0	0	57	50		
4:00	76	53	68	56	0	0	0	0	0	0	0	0	0	0	72	55		
4:15	97	44	84	68	0	0	0	0	0	0	0	0	0	0	91	56		
4:30	89	51	89	46	0	0	0	0	0	0	0	0	0	0	89	49		
4:45	79	56	71	70	0	0	0	0	0	0	0	0	0	0	75	63		
5:00	60	33	59	80	0	0	0	0	0	0	0	0	0	0	60	57		
5:15	36	45	18	66	0	0	0	0	0	0	0	0	0	0	27	56		
5:30	29	45	27	51	0	0	0	0	0	0	0	0	0	0	28	48		
5:45	27	70	20	52	0	0	0	0	0	0	0	0	0	0	24	61		
6:00	13	54	23	58	0	0	0	0	0	0	0	0	0	0	18	56		
6:15	14	65	14	49	0	0	0	0	0	0	0	0	0	0	14	57		
6:30	7	50	7	54	0	0	0	0	0	0	0	0	0	0	7	52		
6:45	26	60	24	41	0	0	0	0	0	0	0	0	0	0	25	51		
7:00	19	38	22	31	0	0	0	0	0	0	0	0	0	0	21	35		
7:15	16	50	34	11	0	0	0	0	0	0	0	0	0	0	25	31		
7:30	39	39	49	9	0	0	0	0	0	0	0	0	0	0	44	24		
7:45	66	29	59	10	0	0	0	0	0	0	0	0	0	0	63	20		
8:00	57	19	58	7	0	0	0	0	0	0	0	0	0	0	58	13		
8:15	48	21	60	5	0	0	0	0	0	0	0	0	0	0	54	13		
8:30	46	14	56	8	0	0	0	0	0	0	0	0	0	0	51	11		
8:45	48	7	70	14	0	0	0	0	0	0	0	0	0	0	59	11		
9:00	35	11	39	7	0	0	0	0	0	0	0	0	0	0	37	9		
9:15	48	13	46	13	0	0	0	0	0	0	0	0	0	0	47	13		
9:30	48	21	71	20	0	0	0	0	0	0	0	0	0	0	60	21		
9:45	38	39	63	15	0	0	0	0	0	0	0	0	0	0	51	27		
10:00	49	31	44	13	0	0	0	0	0	0	0	0	0	0	47	22		
10:15	57	26	54	9	0	0	0	0	0	0	0	0	0	0	56	18		
10:30	99	19	82	10	0	0	0	0	0	0	0	0	0	0	91	15		
10:45	89	18	64	14	0	0	0	0	0	0	0	0	0	0	77	16		
11:00	88	26	71	12	0	0	0	0	0	0	0	0	0	0	80	19		
11:15	78	28	91	32	0	0	0	0	0	0	0	0	0	0	85	30		
11:30	106	45	84	46	0	0	0	0	0	0	0	0	0	0	95	46		
11:45	99	45	78	53	0	0	0	0	0	0	0	0	0	0	89	49		
Total	2006	2165	1975	1925	0	0	0	0	0	0	0	0	0	0	1991	2045		
Day Total	4171		3900		0		0		0		0		0		4036			
Peak HR	11:00 AM	12:00 PM	11:00 AM	4:45 PM													11:00 AM	12:00 PM
Volume	371	305	324	267													348	285

FedEx East Driveway
 south of Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR E1

Count Date: **Tuesday, August 30, 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	0	0	0	0	0
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	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	1	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	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	1
8:45 AM	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

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

AM Total 0 0 5 0 0 0 5
Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%

AM Peak 12:00 AM 12:00 AM 8:00 AM 12:00 AM 12:00 AM 12:00 AM 8:00 AM
Volume 0 0 3 0 0 0 3

PM Total 0 0 12 0 0 0 12
Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%

PM Peak 12:00 PM 12:00 PM 6:30 PM 12:00 PM 12:00 PM 12:00 PM 6:30 PM
Volume 0 0 5 0 0 0 5

Day Total 0 0 17 0 0 0 17
Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%



PRECISION
D A T A
INDUSTRIES, LLC

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

FedEx East Driveway
 south of Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR E1

Count Date: Tuesday, August 30, 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	0	0	0	0	0
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	1	0	0	0	1
4:15 AM	0	0	0	0	0	0	0
4:30 AM	0	0	3	0	0	0	3
4:45 AM	0	0	0	0	0	0	0
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	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	1
7:45 AM	0	0	2	0	0	0	2
8:00 AM	0	1	3	0	0	0	4
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

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

AM Total 0 1 11 0 0 0 12
 Percentage 0.00% 8.33% 91.67% 0.00% 0.00% 0.00%

AM Peak 12:00 AM 7:15 AM 7:15 AM 12:00 AM 12:00 AM 12:00 AM 7:15 AM
 Volume 0 1 6 0 0 0 7

PM Total 0 0 5 0 0 0 5
 Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%

PM Peak 12:00 PM 12:00 PM 4:30 PM 12:00 PM 12:00 PM 12:00 PM 4:30 PM
 Volume 0 0 3 0 0 0 3

Day Total 0 1 16 0 0 0 17
 Percentage 0.00% 5.88% 94.12% 0.00% 0.00% 0.00%



PRECISION
D A T A
INDUSTRIES, LLC

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

FedEx Driveway
 south of Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR E2

Count Date: **Tuesday, August 30, 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	0	0	0	0	0
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	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	1	0	1
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	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

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

AM Total 0 0 1 0 1 0 2
Percentage 0.00% 0.00% 50.00% 0.00% 50.00% 0.00%

AM Peak 12:00 AM 12:00 AM 6:30 AM 12:00 AM 4:30 AM 12:00 AM 4:30 AM
Volume 0 0 1 0 1 0 1

PM Total 0 0 2 0 0 0 2
Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%

PM Peak 12:00 PM 12:00 PM 6:30 PM 12:00 PM 12:00 PM 12:00 PM 6:30 PM
Volume 0 0 1 0 0 0 1

Day Total 0 0 3 0 1 0 4
Percentage 0.00% 0.00% 75.00% 0.00% 25.00% 0.00%



PRECISION
D A T A
INDUSTRIES, LLC

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

FedEx Driveway
south of Airport Road
City, State: Warwick, RI
Client: AECOM/I. Almy
Site Code: TBD



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

PDI File #: 228804 ATR E2

Count Date: **Tuesday, August 30, 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	0	0	0	0	0
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	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	0	0	1
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	1	0	0	0	1
5:45 AM	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

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

AM Total 0 0 3 0 0 0 3
Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%

AM Peak 12:00 AM 12:00 AM 4:45 AM 12:00 AM 12:00 AM 12:00 AM 4:45 AM
Volume 0 0 3 0 0 0 3

PM Total 0 0 1 0 0 0 1
Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%

PM Peak 12:00 PM 12:00 PM 6:30 PM 12:00 PM 12:00 PM 12:00 PM 6:30 PM
Volume 0 0 1 0 0 0 1

Day Total 0 0 4 0 0 0 4
Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%



PRECISION
D A T A
INDUSTRIES, LLC

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

FedEx Driveway
 south of Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR E3

Count Date: Tuesday, August 30, 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	0	0	0	0	0
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	0	0	0	0	0
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	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	2	0	0	0	2
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

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

AM Total 0 0 3 0 0 0 3
 Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%
 AM Peak 12:00 AM 12:00 AM 7:45 AM 12:00 AM 12:00 AM 12:00 AM 7:45 AM
 Volume 0 0 2 0 0 0 2

PM Total 0 0 5 0 0 0 5
 Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%
 PM Peak 12:00 PM 12:00 PM 4:30 PM 12:00 PM 12:00 PM 12:00 PM 4:30 PM
 Volume 0 0 4 0 0 0 4

Day Total 0 0 8 0 0 0 8
 Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%



PRECISION
D A T A
INDUSTRIES, LLC

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

FedEx Driveway
 south of Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 228804 ATR E3

Count Date: **Tuesday, August 30, 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	0	0	0	0	0
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	0	0	0	0	0
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	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

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

AM Total	0	0	3	0	0	0	3
Percentage	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
AM Peak	12:00 AM	12:00 AM	4:00 AM	12:00 AM	12:00 AM	12:00 AM	4:00 AM
Volume	0	0	2	0	0	0	2

PM Total	0	0	0	0	0	0	0
Percentage	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM
Volume	0	0	0	0	0	0	0

Day Total	0	0	3	0	0	0	3
Percentage	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	



PRECISION
D A T A
INDUSTRIES, LLC

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

FedEx West Driveway
 south of Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD

PDI File #: 228804 ATR E4

Count Date: Tuesday, August 30, 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	0	0	0	0	0
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	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0
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	0	0	0	0	0
6:15 AM	0	0	1	0	0	0	1
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	2	0	0	0	2
8:30 AM	0	0	1	0	0	0	1
8:45 AM	0	0	1	0	0	0	1
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

AM Total	0	0	7	0	0	0	7
Percentage	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
AM Peak	12:00 AM	12:00 AM	8:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM
Volume	0	0	4	0	0	0	4

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

PM Total	0	0	6	0	0	0	6
Percentage	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PM Peak	12:00 PM	12:00 PM	6:00 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM
Volume	0	0	4	0	0	0	4

Day Total	0	0	13	0	0	0	13
Percentage	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	

FedEx West Driveway
south of Airport Road
City, State: Warwick, RI
Client: AECOM/I. Almy
Site Code: TBD

PDI File #: 228804 ATR E4

Count Date: Tuesday, August 30, 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	0	0	0	0	0
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	6	0	0	0	6
4:30 AM	0	0	2	0	0	0	2
4:45 AM	0	0	6	0	0	0	6
5:00 AM	0	0	0	0	0	0	0
5:15 AM	0	0	2	0	1	0	3
5:30 AM	0	0	2	0	0	0	2
5:45 AM	0	0	2	0	0	0	2
6:00 AM	0	0	2	0	0	0	2
6:15 AM	0	0	1	0	0	0	1
6:30 AM	0	0	1	0	0	0	1
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1
7:30 AM	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

AM Total	0	0	26	0	1	0	27
Percentage	0.00%	0.00%	96.30%	0.00%	3.70%	0.00%	
AM Peak	12:00 AM	12:00 AM	4:00 AM	12:00 AM	4:30 AM	12:00 AM	4:00 AM
Volume	0	0	14	0	1	0	14

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

PM Total	0	0	16	0	2	0	18
Percentage	0.00%	0.00%	88.89%	0.00%	11.11%	0.00%	
PM Peak	12:00 PM	12:00 PM	6:45 PM	12:00 PM	3:15 PM	12:00 PM	6:45 PM
Volume	0	0	10	0	2	0	10

Day Total	0	0	42	0	3	0	45
Percentage	0.00%	0.00%	93.33%	0.00%	6.67%	0.00%	

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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 AM	1	10	12	0	23	0	0	0	0	0	6	12	0	0	18	0	0	0	0	0	41
4:15 AM	0	12	8	0	20	0	0	0	0	0	7	14	0	0	21	0	0	0	0	0	41
4:30 AM	0	23	10	0	33	0	0	0	0	0	7	19	0	0	26	0	0	0	0	0	59
4:45 AM	0	20	10	0	30	0	0	0	0	0	6	24	0	0	30	0	0	0	0	0	60
Total	1	65	40	0	106	0	0	0	0	0	26	69	0	0	95	0	0	0	0	0	201
5:00 AM	0	17	8	0	25	0	0	0	0	0	7	23	0	0	30	0	0	0	0	0	55
5:15 AM	1	16	6	0	23	0	0	0	0	0	4	23	0	0	27	0	0	0	0	0	50
5:30 AM	2	37	6	0	45	0	0	0	0	0	1	43	0	0	44	0	0	0	0	0	89
5:45 AM	10	49	8	0	67	0	0	0	0	0	3	81	0	0	84	0	0	0	0	0	151
Total	13	119	28	0	160	0	0	0	0	0	15	170	0	0	185	0	0	0	0	0	345
6:00 AM	7	42	6	0	55	0	0	0	0	0	1	76	0	0	77	0	0	0	0	0	132
6:15 AM	2	63	3	0	68	0	0	0	0	0	1	74	0	0	75	0	0	0	0	0	143
6:30 AM	5	68	5	0	78	0	0	0	0	0	1	128	0	0	129	0	0	0	0	0	207
6:45 AM	2	64	0	0	66	0	0	0	0	0	1	105	0	0	106	0	0	2	0	2	174
Total	16	237	14	0	267	0	0	0	0	0	4	383	0	0	387	0	0	2	0	2	656
7:00 AM	4	98	3	0	105	0	0	0	0	0	1	144	0	0	145	0	0	2	0	2	252
7:15 AM	8	109	6	0	123	0	0	0	0	0	3	142	0	0	145	0	0	6	0	6	274
7:30 AM	5	148	11	0	164	0	0	0	0	0	3	164	0	0	167	0	0	7	0	7	338
7:45 AM	10	199	19	0	228	0	0	0	0	0	4	187	0	0	191	0	0	2	0	2	421
Total	27	554	39	0	620	0	0	0	0	0	11	637	0	0	648	0	0	17	0	17	1285
8:00 AM	8	127	8	0	143	0	0	0	0	0	2	175	0	0	177	0	0	2	0	2	322
8:15 AM	5	177	9	0	191	0	0	0	0	0	5	152	0	0	157	0	0	2	0	2	350
8:30 AM	7	141	8	0	156	0	0	0	0	0	4	158	0	0	162	1	0	3	0	4	322
8:45 AM	19	135	10	0	164	0	0	0	0	0	3	162	1	0	166	0	0	5	0	5	335
Total	39	580	35	0	654	0	0	0	0	0	14	647	1	0	662	1	0	12	0	13	1329
Grand Total	96	1555	156	0	1807	0	0	0	0	0	70	1906	1	0	1977	1	0	31	0	32	3816
Approach %	5.3	86.1	8.6	0.0		0.0	0.0	0.0	0.0	0.0	3.5	96.4	0.1	0.0		3.1	0.0	96.9	0.0		
Total %	2.5	40.7	4.1	0.0	47.4	0.0	0.0	0.0	0.0	0.0	1.8	49.9	0.0	0.0	51.8	0.0	0.0	0.8	0.0	0.8	
Exiting Leg Total					1937					226				1556						97	3816
Cars	96	1488	144	0	1728	0	0	0	0	0	69	1828	1	0	1898	1	0	31	0	32	3658
% Cars	100.0	95.7	92.3	0.0	95.6	0.0	0.0	0.0	0.0	0.0	98.6	95.9	100.0	0.0	96.0	100.0	0.0	100.0	0.0	100.0	95.9
Exiting Leg Total					1859					213				1489						97	3658
Heavy Vehicles	0	67	12	0	79	0	0	0	0	0	1	78	0	0	79	0	0	0	0	0	158
% Heavy Vehicles	0.0	4.3	7.7	0.0	4.4	0.0	0.0	0.0	0.0	0.0	1.4	4.1	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.1
Exiting Leg Total					78					13				67						0	158

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	5	148	11	0	164	0	0	0	0	0	3	164	0	0	167	0	0	7	0	7	338
7:45 AM	10	199	19	0	228	0	0	0	0	0	4	187	0	0	191	0	0	2	0	2	421
8:00 AM	8	127	8	0	143	0	0	0	0	0	2	175	0	0	177	0	0	2	0	2	322
8:15 AM	5	177	9	0	191	0	0	0	0	0	5	152	0	0	157	0	0	2	0	2	350
Total Volume	28	651	47	0	726	0	0	0	0	0	14	678	0	0	692	0	0	13	0	13	1431
% Approach Total	3.9	89.7	6.5	0.0		0.0	0.0	0.0	0.0	0.0	2.0	98.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.700	0.818	0.618	0.000	0.796	0.000	0.000	0.000	0.000	0.000	0.700	0.906	0.000	0.000	0.906	0.000	0.000	0.464	0.000	0.464	0.850
Cars	28	624	43	0	695	0	0	0	0	0	13	646	0	0	659	0	0	13	0	13	1367
Cars %	100.0	95.9	91.5	0.0	95.7	0.0	0.0	0.0	0.0	0.0	92.9	95.3	0.0	0.0	95.2	0.0	0.0	100.0	0.0	100.0	95.5
Heavy Vehicles	0	27	4	0	31	0	0	0	0	0	1	32	0	0	33	0	0	0	0	0	64
Heavy Vehicles %	0.0	4.1	8.5	0.0	4.3	0.0	0.0	0.0	0.0	0.0	7.1	4.7	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.5
Cars Enter Leg	28	624	43	0	695	0	0	0	0	0	13	646	0	0	659	0	0	13	0	13	1367
Heavy Enter Leg	0	27	4	0	31	0	0	0	0	0	1	32	0	0	33	0	0	0	0	0	64
Total Entering Leg	28	651	47	0	726	0	0	0	0	0	14	678	0	0	692	0	0	13	0	13	1431
Cars Exiting Leg					659					56				624						28	1367
Heavy Exiting Leg					32					5				27						0	64
Total Exiting Leg					691					61				651						28	1431

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class: **Cars**



	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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 AM	1	9	12	0	22	0	0	0	0	0	6	12	0	0	18	0	0	0	0	0	40
4:15 AM	0	12	8	0	20	0	0	0	0	0	7	13	0	0	20	0	0	0	0	0	40
4:30 AM	0	20	10	0	30	0	0	0	0	0	7	19	0	0	26	0	0	0	0	0	56
4:45 AM	0	17	10	0	27	0	0	0	0	0	6	22	0	0	28	0	0	0	0	0	55
Total	1	58	40	0	99	0	0	0	0	0	26	66	0	0	92	0	0	0	0	0	191
5:00 AM	0	17	8	0	25	0	0	0	0	0	7	23	0	0	30	0	0	0	0	0	55
5:15 AM	1	15	6	0	22	0	0	0	0	0	4	22	0	0	26	0	0	0	0	0	48
5:30 AM	2	36	6	0	44	0	0	0	0	0	1	40	0	0	41	0	0	0	0	0	85
5:45 AM	10	45	8	0	63	0	0	0	0	0	3	77	0	0	80	0	0	0	0	0	143
Total	13	113	28	0	154	0	0	0	0	0	15	162	0	0	177	0	0	0	0	0	331
6:00 AM	7	40	3	0	50	0	0	0	0	0	1	75	0	0	76	0	0	0	0	0	126
6:15 AM	2	59	3	0	64	0	0	0	0	0	1	72	0	0	73	0	0	0	0	0	137
6:30 AM	5	66	3	0	74	0	0	0	0	0	1	121	0	0	122	0	0	0	0	0	196
6:45 AM	2	62	0	0	64	0	0	0	0	0	1	102	0	0	103	0	0	2	0	2	169
Total	16	227	9	0	252	0	0	0	0	0	4	370	0	0	374	0	0	2	0	2	628
7:00 AM	4	92	2	0	98	0	0	0	0	0	1	141	0	0	142	0	0	2	0	2	242
7:15 AM	8	106	6	0	120	0	0	0	0	0	3	139	0	0	142	0	0	6	0	6	268
7:30 AM	5	142	11	0	158	0	0	0	0	0	2	156	0	0	158	0	0	7	0	7	323
7:45 AM	10	190	17	0	217	0	0	0	0	0	4	183	0	0	187	0	0	2	0	2	406
Total	27	530	36	0	593	0	0	0	0	0	10	619	0	0	629	0	0	17	0	17	1239
8:00 AM	8	121	6	0	135	0	0	0	0	0	2	165	0	0	167	0	0	2	0	2	304
8:15 AM	5	171	9	0	185	0	0	0	0	0	5	142	0	0	147	0	0	2	0	2	334
8:30 AM	7	137	6	0	150	0	0	0	0	0	4	149	0	0	153	1	0	3	0	4	307
8:45 AM	19	131	10	0	160	0	0	0	0	0	3	155	1	0	159	0	0	5	0	5	324
Total	39	560	31	0	630	0	0	0	0	0	14	611	1	0	626	1	0	12	0	13	1269
Grand Total	96	1488	144	0	1728	0	0	0	0	0	69	1828	1	0	1898	1	0	31	0	32	3658
Approach %	5.6	86.1	8.3	0.0		0.0	0.0	0.0	0.0		3.6	96.3	0.1	0.0		3.1	0.0	96.9	0.0		
Total %	2.6	40.7	3.9	0.0	47.2	0.0	0.0	0.0	0.0	0.0	1.9	50.0	0.0	0.0	51.9	0.0	0.0	0.8	0.0	0.9	
Exiting Leg Total					1859					213				1489						97	3658

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	5	142	11	0	158	0	0	0	0	0	2	156	0	0	158	0	0	7	0	7	323
7:45 AM	10	190	17	0	217	0	0	0	0	0	4	183	0	0	187	0	0	2	0	2	406
8:00 AM	8	121	6	0	135	0	0	0	0	0	2	165	0	0	167	0	0	2	0	2	304
8:15 AM	5	171	9	0	185	0	0	0	0	0	5	142	0	0	147	0	0	2	0	2	334
Total Volume	28	624	43	0	695	0	0	0	0	0	13	646	0	0	659	0	0	13	0	13	1367
% Approach Total	4.0	89.8	6.2	0.0		0.0	0.0	0.0	0.0		2.0	98.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.700	0.821	0.632	0.000	0.801	0.000	0.000	0.000	0.000	0.000	0.650	0.883	0.000	0.000	0.881	0.000	0.000	0.464	0.000	0.464	0.842
Entering Leg	28	624	43	0	695	0	0	0	0	0	13	646	0	0	659	0	0	13	0	13	1367
Exiting Leg					659					56				624						28	1367
Total					1354					56				1283						41	2734

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
5:45 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
Total	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
6:00 AM	0	2	3	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
6:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
6:30 AM	0	2	2	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
6:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	10	5	0	15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	28
7:00 AM	0	6	1	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
7:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
7:30 AM	0	6	0	0	6	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	15
7:45 AM	0	9	2	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15
Total	0	24	3	0	27	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	46
8:00 AM	0	6	2	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	18
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
8:30 AM	0	4	2	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
Total	0	20	4	0	24	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	60
Grand Total	0	67	12	0	79	0	0	0	0	0	1	78	0	0	79	0	0	0	0	0	158
Approach %	0.0	84.8	15.2	0.0		0.0	0.0	0.0	0.0		1.3	98.7	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	42.4	7.6	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.6	49.4	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					78					13				67						0	158
Buses	0	5	10	0	15	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	25
% Buses	0.0	7.5	83.3	0.0	19.0	0.0	0.0	0.0	0.0	0.0	100.0	11.5	0.0	0.0	12.7	0.0	0.0	0.0	0.0	0.0	15.8
Exiting Leg Total					9					11				5						0	25
Single-Unit Trucks	0	45	2	0	47	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	107
% Single-Unit	0.0	67.2	16.7	0.0	59.5	0.0	0.0	0.0	0.0	0.0	0.0	76.9	0.0	0.0	75.9	0.0	0.0	0.0	0.0	0.0	67.7
Exiting Leg Total					60					2				45						0	107
Articulated Trucks	0	17	0	0	17	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	26
% Articulated	0.0	25.4	0.0	0.0	21.5	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	16.5
Exiting Leg Total					9					0				17						0	26

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	6	0	0	6	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	15
7:45 AM	0	9	2	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15
8:00 AM	0	6	2	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	18
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	16
Total Volume	0	27	4	0	31	0	0	0	0	0	1	32	0	0	33	0	0	0	0	0	64
% Approach Total	0.0	87.1	12.9	0.0		0.0	0.0	0.0	0.0		3.0	97.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.750	0.500	0.000	0.705	0.000	0.000	0.000	0.000	0.000	0.250	0.800	0.000	0.000	0.825	0.000	0.000	0.000	0.000	0.000	0.889
Buses	0	2	3	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9
Buses %	0.0	7.4	75.0	0.0	16.1	0.0	0.0	0.0	0.0	0.0	100.0	9.4	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	14.1
Single-Unit Trucks	0	19	1	0	20	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	46
Single-Unit %	0.0	70.4	25.0	0.0	64.5	0.0	0.0	0.0	0.0	0.0	0.0	81.3	0.0	0.0	78.8	0.0	0.0	0.0	0.0	0.0	71.9
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Articulated %	0.0	22.2	0.0	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	14.1
Buses	0	2	3	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9
Single-Unit Trucks	0	19	1	0	20	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	46

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Total Entering Leg	0	27	4	0	31	0	0	0	0	0	1	32	0	0	33	0	0	0	0	0	64
Buses					3					4					2					0	9
Single-Unit Trucks					26					1					19					0	46
Articulated Trucks					3					0					6					0	9
Total Exiting Leg					32					5					27					0	64

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 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	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 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	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
6:45 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	4	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
7:00 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3	
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	2	3	0	5	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	11	
8:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
8:30 AM	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	3	3	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9	
Grand Total	0	5	10	0	15	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	25	
Approach %	0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	20.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	4.0	36.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						9					11					5					0	25

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:00 AM	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
7:30 AM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3	
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	2	3	0	5	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	11	
% Approach Total	0.0	40.0	60.0	0.0		0.0	0.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.500	0.375	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.688		
Entering Leg	0	2	3	0	5	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	11	
Exiting Leg						5					4					2					0	11
Total						10					4					8					0	22

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 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	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
5:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:45 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
6:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
6:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
6:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	7	1	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	19
7:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
7:45 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
Total	0	17	0	0	17	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	27
8:00 AM	0	2	1	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	0	14	1	0	15	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	44
Grand Total	0	45	2	0	47	0	0	0	0	0	0	60	0	0	60	0	0	0	0	0	107
Approach %	0.0	95.7	4.3	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	42.1	1.9	0.0	43.9	0.0	0.0	0.0	0.0	0.0	0.0	56.1	0.0	0.0	56.1	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	60					2					45					0					107

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:45 AM	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	
7:45 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
8:00 AM	0	2	1	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
8:15 AM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
Total Volume	0	19	1	0	20	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	47
% Approach Total	0.0	95.0	5.0	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	0.594	0.250	0.000	0.625	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	0.839
Entering Leg	0	19	1	0	20	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	47
Exiting Leg	27					1					19					0					47
Total	47					1					46					0					94

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
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	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
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	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
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	1	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
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	17	0	0	17	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	26
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	65.4	0.0	0.0	65.4	0.0	0.0	0.0	0.0	0.0	0.0	34.6	0.0	0.0	34.6	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					9					0				17						0	26

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:15 AM	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
% 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	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.688
Entering Leg	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
Exiting Leg					4					0				7						0	11
Total					11					0				11						0	22

PDI File #: 228804 A
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Aviation Avenue W: Donald Avenue
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Post Road (Route 1)								Aviation Avenue								Post Road (Route 1)								Donald Avenue								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 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 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	0	0	
4:30 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	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2			
Total	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
6:30 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	0		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	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	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	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Total	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	10			
Approach %	0	0	0	0	0	0	0	0	0	0	0	55.6	44.4		0	0	0	0	0	0	0	0	0	0	0	0	100	0					
Total %	0	0	0	0	0	0	0	0	0	0	0	50	40	90	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10				
Exiting Leg Total	0								9								0								1								10

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:15 AM	Post Road (Route 1)								Aviation Avenue								Post Road (Route 1)								Donald Avenue								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	2	0	2	0	0	0	0	0	0	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	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	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.625	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	0.625			
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
Exiting Leg	0								5								0								0								5
Total	0								10								0								0								10

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	11	165	11	0	187	0	0	0	0	0	3	230	0	0	233	2	0	8	0	10	430
4:15 PM	15	190	8	0	213	0	0	0	0	0	14	192	0	0	206	1	0	14	0	15	434
4:30 PM	4	195	14	0	213	0	0	0	0	0	13	206	0	0	219	1	0	9	0	10	442
4:45 PM	3	208	14	0	225	0	0	0	0	0	7	187	2	0	196	1	0	14	0	15	436
Total	33	758	47	0	838	0	0	0	0	0	37	815	2	0	854	5	0	45	0	50	1742
5:00 PM	16	201	7	0	224	0	0	0	0	0	3	201	0	0	204	1	0	11	0	12	440
5:15 PM	10	186	10	0	206	0	0	0	0	0	2	169	0	0	171	0	0	8	0	8	385
5:30 PM	8	151	7	0	166	0	0	0	0	0	6	189	2	0	197	2	0	7	0	9	372
5:45 PM	7	142	20	0	169	0	0	0	0	0	12	107	2	0	121	1	0	9	0	10	300
Total	41	680	44	0	765	0	0	0	0	0	23	666	4	0	693	4	0	35	0	39	1497
6:00 PM	7	166	11	0	184	0	0	0	0	0	13	151	1	0	165	2	0	9	0	11	360
6:15 PM	6	148	11	0	165	0	0	0	0	0	7	137	2	0	146	1	0	10	0	11	322
6:30 PM	7	136	13	0	156	0	0	0	0	0	14	125	0	0	139	0	0	16	0	16	311
6:45 PM	7	107	7	0	121	0	0	0	0	0	9	113	4	0	126	0	1	11	0	12	259
Total	27	557	42	0	626	0	0	0	0	0	43	526	7	0	576	3	1	46	0	50	1252
7:00 PM	4	119	7	0	130	0	0	0	0	0	4	118	0	0	122	0	1	10	0	11	263
7:15 PM	6	90	15	0	111	0	0	0	0	0	5	113	0	0	118	0	1	10	0	11	240
7:30 PM	3	96	11	0	110	0	0	0	0	0	12	85	1	0	98	0	0	14	0	14	222
7:45 PM	2	83	13	0	98	0	0	0	0	0	7	94	1	0	102	1	2	11	0	14	214
Total	15	388	46	0	449	0	0	0	0	0	28	410	2	0	440	1	4	45	0	50	939
8:00 PM	1	83	10	0	94	0	0	0	0	0	4	86	0	0	90	3	0	14	0	17	201
8:15 PM	1	90	4	0	95	0	0	0	0	0	13	84	0	0	97	1	0	2	0	3	195
8:30 PM	3	82	13	0	98	0	0	0	0	0	12	77	0	0	89	0	2	3	0	5	192
8:45 PM	4	48	5	0	57	0	0	0	0	0	0	64	0	0	64	0	0	4	0	4	125
Total	9	303	32	0	344	0	0	0	0	0	29	311	0	0	340	4	2	23	0	29	713
Grand Total	125	2686	211	0	3022	0	0	0	0	0	160	2728	15	0	2903	17	7	194	0	218	6143
Approach %	4.1	88.9	7.0	0.0		0.0	0.0	0.0	0.0	0.0	5.5	94.0	0.5	0.0		7.8	3.2	89.0	0.0		
Total %	2.0	43.7	3.4	0.0	49.2	0.0	0.0	0.0	0.0	0.0	2.6	44.4	0.2	0.0	47.3	0.3	0.1	3.2	0.0	3.5	
Exiting Leg Total	2922					378					2703					140					6143
Cars	125	2666	198	0	2989	0	0	0	0	0	157	2703	15	0	2875	17	7	194	0	218	6082
% Cars	100.0	99.3	93.8	0.0	98.9	0.0	0.0	0.0	0.0	0.0	98.1	99.1	100.0	0.0	99.0	100.0	100.0	100.0	0.0	100.0	99.0
Exiting Leg Total	2897					362					2683					140					6082
Heavy Vehicles	0	20	13	0	33	0	0	0	0	0	3	25	0	0	28	0	0	0	0	0	61
% Heavy Vehicles	0.0	0.7	6.2	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.9	0.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0
Exiting Leg Total	25					16					20					0					61

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:15 PM	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	15	190	8	0	213	0	0	0	0	0	14	192	0	0	206	1	0	14	0	15	434
4:30 PM	4	195	14	0	213	0	0	0	0	0	13	206	0	0	219	1	0	9	0	10	442
4:45 PM	3	208	14	0	225	0	0	0	0	0	7	187	2	0	196	1	0	14	0	15	436
5:00 PM	16	201	7	0	224	0	0	0	0	0	3	201	0	0	204	1	0	11	0	12	440
Total Volume	38	794	43	0	875	0	0	0	0	0	37	786	2	0	825	4	0	48	0	52	1752
% Approach Total	4.3	90.7	4.9	0.0		0.0	0.0	0.0	0.0	0.0	4.5	95.3	0.2	0.0		7.7	0.0	92.3	0.0		
PHF	0.594	0.954	0.768	0.000	0.972	0.000	0.000	0.000	0.000	0.000	0.661	0.954	0.250	0.000	0.942	1.000	0.000	0.857	0.000	0.867	0.991
Cars	38	787	40	0	865	0	0	0	0	0	36	778	2	0	816	4	0	48	0	52	1733
Cars %	100.0	99.1	93.0	0.0	98.9	0.0	0.0	0.0	0.0	0.0	97.3	99.0	100.0	0.0	98.9	100.0	0.0	100.0	0.0	100.0	98.9
Heavy Vehicles	0	7	3	0	10	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	19
Heavy Vehicles %	0.0	0.9	7.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	2.7	1.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.1
Cars Enter Leg	38	787	40	0	865	0	0	0	0	0	36	778	2	0	816	4	0	48	0	52	1733
Heavy Enter Leg	0	7	3	0	10	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	19
Total Entering Leg	38	794	43	0	875	0	0	0	0	0	37	786	2	0	825	4	0	48	0	52	1752
Cars Exiting Leg	826					76					791					40					1733
Heavy Exiting Leg	8					4					7					0					19
Total Exiting Leg	834					80					798					40					1752

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	11	165	10	0	186	0	0	0	0	0	3	226	0	0	229	2	0	8	0	10	425
4:15 PM	15	186	7	0	208	0	0	0	0	0	14	190	0	0	204	1	0	14	0	15	427
4:30 PM	4	195	14	0	213	0	0	0	0	0	12	205	0	0	217	1	0	9	0	10	440
4:45 PM	3	207	12	0	222	0	0	0	0	0	7	184	2	0	193	1	0	14	0	15	430
Total	33	753	43	0	829	0	0	0	0	0	36	805	2	0	843	5	0	45	0	50	1722
5:00 PM	16	199	7	0	222	0	0	0	0	0	3	199	0	0	202	1	0	11	0	12	436
5:15 PM	10	182	9	0	201	0	0	0	0	0	2	166	0	0	168	0	0	8	0	8	377
5:30 PM	8	150	6	0	164	0	0	0	0	0	6	186	2	0	194	2	0	7	0	9	367
5:45 PM	7	140	20	0	167	0	0	0	0	0	12	106	2	0	120	1	0	9	0	10	297
Total	41	671	42	0	754	0	0	0	0	0	23	657	4	0	684	4	0	35	0	39	1477
6:00 PM	7	163	9	0	179	0	0	0	0	0	12	150	1	0	163	2	0	9	0	11	353
6:15 PM	6	147	11	0	164	0	0	0	0	0	7	137	2	0	146	1	0	10	0	11	321
6:30 PM	7	136	12	0	155	0	0	0	0	0	14	124	0	0	138	0	0	16	0	16	309
6:45 PM	7	107	6	0	120	0	0	0	0	0	9	112	4	0	125	0	1	11	0	12	257
Total	27	553	38	0	618	0	0	0	0	0	42	523	7	0	572	3	1	46	0	50	1240
7:00 PM	4	119	6	0	129	0	0	0	0	0	3	116	0	0	119	0	1	10	0	11	259
7:15 PM	6	90	15	0	111	0	0	0	0	0	5	113	0	0	118	0	1	10	0	11	240
7:30 PM	3	96	11	0	110	0	0	0	0	0	12	84	1	0	97	0	0	14	0	14	221
7:45 PM	2	82	12	0	96	0	0	0	0	0	7	94	1	0	102	1	2	11	0	14	212
Total	15	387	44	0	446	0	0	0	0	0	27	407	2	0	436	1	4	45	0	50	932
8:00 PM	1	82	10	0	93	0	0	0	0	0	4	86	0	0	90	3	0	14	0	17	200
8:15 PM	1	90	4	0	95	0	0	0	0	0	13	84	0	0	97	1	0	2	0	3	195
8:30 PM	3	82	12	0	97	0	0	0	0	0	12	77	0	0	89	0	2	3	0	5	191
8:45 PM	4	48	5	0	57	0	0	0	0	0	0	64	0	0	64	0	0	4	0	4	125
Total	9	302	31	0	342	0	0	0	0	0	29	311	0	0	340	4	2	23	0	29	711
Grand Total	125	2666	198	0	2989	0	0	0	0	0	157	2703	15	0	2875	17	7	194	0	218	6082
Approach %	4.2	89.2	6.6	0.0		0.0	0.0	0.0	0.0		5.5	94.0	0.5	0.0		7.8	3.2	89.0	0.0		
Total %	2.1	43.8	3.3	0.0	49.1	0.0	0.0	0.0	0.0	0.0	2.6	44.4	0.2	0.0	47.3	0.3	0.1	3.2	0.0	3.6	
Exiting Leg Total	2897					362					2683					140					6082

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	15	186	7	0	208	0	0	0	0	0	14	190	0	0	204	1	0	14	0	15	427
4:30 PM	4	195	14	0	213	0	0	0	0	0	12	205	0	0	217	1	0	9	0	10	440
4:45 PM	3	207	12	0	222	0	0	0	0	0	7	184	2	0	193	1	0	14	0	15	430
5:00 PM	16	199	7	0	222	0	0	0	0	0	3	199	0	0	202	1	0	11	0	12	436
Total Volume	38	787	40	0	865	0	0	0	0	0	36	778	2	0	816	4	0	48	0	52	1733
% Approach Total	4.4	91.0	4.6	0.0		0.0	0.0	0.0	0.0		4.4	95.3	0.2	0.0		7.7	0.0	92.3	0.0		
PHF	0.594	0.950	0.714	0.000	0.974	0.000	0.000	0.000	0.000	0.000	0.643	0.949	0.250	0.000	0.940	1.000	0.000	0.857	0.000	0.867	0.985
Entering Leg	38	787	40	0	865	0	0	0	0	0	36	778	2	0	816	4	0	48	0	52	1733
Exiting Leg	826					76					791					40					1733
Total	1691					76					1607					92					3466

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



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

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	
4:15 PM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	
4:45 PM	0	1	2	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	
Total	0	5	4	0	9	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	20	
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
5:15 PM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	
5:30 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
Total	0	9	2	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	20	
6:00 PM	0	3	2	0	5	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	7	
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
6:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Total	0	4	4	0	8	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	12	
7:00 PM	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
7:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	1	2	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7	
8:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 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	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Grand Total	0	20	13	0	33	0	0	0	0	0	3	25	0	0	28	0	0	0	0	0	61	
Approach %	0.0	60.6	39.4	0.0		0.0	0.0	0.0	0.0		10.7	89.3	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	32.8	21.3	0.0	54.1	0.0	0.0	0.0	0.0	0.0	4.9	41.0	0.0	0.0	45.9	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						25					16					20					0	61
Buses	0	2	13	0	15	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	19	
% Buses	0.0	10.0	100.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	33.3	12.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	31.1	
Exiting Leg Total						3					14					2					0	19
Single-Unit Trucks	0	17	0	0	17	0	0	0	0	0	2	18	0	0	20	0	0	0	0	0	37	
% Single-Unit	0.0	85.0	0.0	0.0	51.5	0.0	0.0	0.0	0.0	0.0	66.7	72.0	0.0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	60.7	
Exiting Leg Total						18					2					17					0	37
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	
% Articulated	0.0	5.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	8.2	
Exiting Leg Total						4					0					1					0	5

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	
4:45 PM	0	1	2	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
5:15 PM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
5:30 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total Volume	0	8	4	0	12	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	23
% Approach Total	0.0	66.7	33.3	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	0.500	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.000	0.917	0.000	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.719
Buses	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Buses %	0.0	12.5	100.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	26.1
Single-Unit Trucks	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
Single-Unit %	0.0	87.5	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	0.0	72.7	0.0	0.0	72.7	0.0	0.0	0.0	0.0	0.0	65.2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	8.7
Buses	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Single-Unit Trucks	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



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

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

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Entering Leg	0	8	4	0	12	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	23
Buses					1					4					1					0	6
Single-Unit Trucks					8					0					7					0	15
Articulated Trucks					2					0					0					0	2
Total Exiting Leg					11					4					8					0	23

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Buses

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2					
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1					
4:45 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3					
Total	0	2	4	0	6	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	8					
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	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2					
5:30 PM	0	0	1	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	1	0	0	1	0	0	0	0	0	1					
Total	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4					
6:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
6:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
Total	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4					
7:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
Grand Total	0	2	13	0	15	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	19					
Approach %	0.0	13.3	86.7	0.0		0.0	0.0	0.0	0.0		25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0							
Total %	0.0	10.5	68.4	0.0	78.9	0.0	0.0	0.0	0.0	0.0	5.3	15.8	0.0	0.0	21.1	0.0	0.0	0.0	0.0	0.0						
Exiting Leg Total						3					14					2					0					19

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2					
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1					
4:45 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3					
Total Volume	0	2	4	0	6	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	8					
% Approach Total	0.0	33.3	66.7	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0							
PHF	0.000	0.500	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.667					
Entering Leg	0	2	4	0	6	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	8					
Exiting Leg						1					5					2					0					8
Total						7					5					4					0					16

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	3	0	0	3	0	0	0	0	0	3	
4:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
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	2	0	0	2	0	0	0	0	0	2	
Total	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10	
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
5:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15	
6:00 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5	
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
Total	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8	
7:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
7:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	17	0	0	17	0	0	0	0	0	2	18	0	0	20	0	0	0	0	0	37	
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	45.9	0.0	0.0	45.9	0.0	0.0	0.0	0.0	0.0	5.4	48.6	0.0	0.0	54.1	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total						18					2					17					0	37

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

5:15 PM	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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		
5:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	
5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6:00 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5	
Total Volume	0	10	0	0	10	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	16	
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.250	0.417	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.800	
Entering Leg	0	10	0	0	10	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	16	
Exiting Leg						5					1					10					0	16
Total						15					1					16					0	32

PDI File #: **228804 A**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Aviation Avenue W: Donald Avenue**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Articulated Trucks

	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	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	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
8:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 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	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
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	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total					4					0				1						0	5

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)					Aviation Avenue					Post Road (Route 1)					Donald Avenue					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	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Exiting Leg					2					0				0						0	2
Total					2					0				2						0	4

PDI File #: 228804 A
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Aviation Avenue W: Donald Avenue
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)							Aviation Avenue							Post Road (Route 1)							Donald Avenue							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	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 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	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 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	
6:45 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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 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	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 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	
7:45 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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 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	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 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	
8:45 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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)							Aviation Avenue							Post Road (Route 1)							Donald Avenue							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	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 AM	0	22	0	22	12	0	0	12	1	6	0	7	41
4:15 AM	0	18	0	18	14	0	0	14	2	13	0	15	47
4:30 AM	0	25	0	25	19	0	0	19	8	9	0	17	61
4:45 AM	0	28	0	28	24	0	0	24	2	8	0	10	62
Total	0	93	0	93	69	0	0	69	13	36	0	49	211
5:00 AM	0	22	0	22	23	0	0	23	3	10	0	13	58
5:15 AM	0	17	0	17	23	0	0	23	7	13	0	20	60
5:30 AM	0	35	0	35	42	0	0	42	10	13	0	23	100
5:45 AM	0	51	0	51	81	0	0	81	14	22	0	36	168
Total	0	125	0	125	169	0	0	169	34	58	0	92	386
6:00 AM	0	45	0	45	76	0	0	76	10	13	0	23	144
6:15 AM	0	54	0	54	73	0	0	73	14	18	0	32	159
6:30 AM	0	59	0	59	125	0	0	125	20	34	0	54	238
6:45 AM	0	52	0	52	110	0	0	110	17	53	0	70	232
Total	0	210	0	210	384	0	0	384	61	118	0	179	773
7:00 AM	0	83	0	83	147	0	0	147	24	39	0	63	293
7:15 AM	0	107	0	107	147	0	0	147	16	42	0	58	312
7:30 AM	0	140	0	140	172	0	0	172	32	53	0	85	397
7:45 AM	0	174	0	174	185	0	0	185	50	70	0	120	479
Total	0	504	0	504	651	0	0	651	122	204	0	326	1481
8:00 AM	0	111	0	111	176	0	0	176	33	59	0	92	379
8:15 AM	0	150	0	150	153	0	0	153	41	78	0	119	422
8:30 AM	0	114	0	114	157	0	0	157	42	55	0	97	368
8:45 AM	0	125	0	125	169	0	0	169	38	69	0	107	401
Total	0	500	0	500	655	0	0	655	154	261	0	415	1570
Grand Total	0	1432	0	1432	1928	0	0	1928	384	677	0	1061	4421
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		36.2	63.8	0.0		
Total %	0.0	32.4	0.0	32.4	43.6	0.0	0.0	43.6	8.7	15.3	0.0	24.0	
Exiting Leg Total				2605				1816				0	4421
Cars	0	1379	0	1379	1848	0	0	1848	357	603	0	960	4187
% Cars	0.0	96.3	0.0	96.3	95.9	0.0	0.0	95.9	93.0	89.1	0.0	90.5	94.7
Exiting Leg Total				2451				1736				0	4187
Heavy Vehicles	0	53	0	53	80	0	0	80	27	74	0	101	234
% Heavy Vehicles	0.0	3.7	0.0	3.7	4.1	0.0	0.0	4.1	7.0	10.9	0.0	9.5	5.3
Exiting Leg Total				154				80				0	234

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	0	140	0	140	172	0	0	172	32	53	0	85	397
7:45 AM	0	174	0	174	185	0	0	185	50	70	0	120	479
8:00 AM	0	111	0	111	176	0	0	176	33	59	0	92	379
8:15 AM	0	150	0	150	153	0	0	153	41	78	0	119	422
Total Volume	0	575	0	575	686	0	0	686	156	260	0	416	1677
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		37.5	62.5	0.0		
PHF	0.000	0.826	0.000	0.826	0.927	0.000	0.000	0.927	0.780	0.833	0.000	0.867	0.875
Cars	0	553	0	553	654	0	0	654	147	227	0	374	1581
Cars %	0.0	96.2	0.0	96.2	95.3	0.0	0.0	95.3	94.2	87.3	0.0	89.9	94.3
Heavy Vehicles	0	22	0	22	32	0	0	32	9	33	0	42	96
Heavy Vehicles %	0.0	3.8	0.0	3.8	4.7	0.0	0.0	4.7	5.8	12.7	0.0	10.1	5.7
Cars Enter Leg	0	553	0	553	654	0	0	654	147	227	0	374	1581
Heavy Enter Leg	0	22	0	22	32	0	0	32	9	33	0	42	96
Total Entering Leg	0	575	0	575	686	0	0	686	156	260	0	416	1677
Cars Exiting Leg				881				700				0	1581
Heavy Exiting Leg				65				31				0	96
Total Exiting Leg				946				731				0	1677

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 AM	0	21	0	21	12	0	0	12	1	5	0	6	39
4:15 AM	0	18	0	18	13	0	0	13	2	13	0	15	46
4:30 AM	0	24	0	24	19	0	0	19	6	8	0	14	57
4:45 AM	0	26	0	26	22	0	0	22	1	7	0	8	56
Total	0	89	0	89	66	0	0	66	10	33	0	43	198
5:00 AM	0	22	0	22	23	0	0	23	3	9	0	12	57
5:15 AM	0	17	0	17	22	0	0	22	6	12	0	18	57
5:30 AM	0	34	0	34	39	0	0	39	10	13	0	23	96
5:45 AM	0	49	0	49	78	0	0	78	12	21	0	33	160
Total	0	122	0	122	162	0	0	162	31	55	0	86	370
6:00 AM	0	42	0	42	75	0	0	75	8	13	0	21	138
6:15 AM	0	50	0	50	71	0	0	71	13	17	0	30	151
6:30 AM	0	56	0	56	119	0	0	119	19	30	0	49	224
6:45 AM	0	51	0	51	107	0	0	107	16	45	0	61	219
Total	0	199	0	199	372	0	0	372	56	105	0	161	732
7:00 AM	0	79	0	79	144	0	0	144	21	34	0	55	278
7:15 AM	0	105	0	105	143	0	0	143	15	37	0	52	300
7:30 AM	0	137	0	137	165	0	0	165	29	45	0	74	376
7:45 AM	0	166	0	166	181	0	0	181	47	62	0	109	456
Total	0	487	0	487	633	0	0	633	112	178	0	290	1410
8:00 AM	0	103	0	103	165	0	0	165	32	53	0	85	353
8:15 AM	0	147	0	147	143	0	0	143	39	67	0	106	396
8:30 AM	0	110	0	110	148	0	0	148	40	49	0	89	347
8:45 AM	0	122	0	122	159	0	0	159	37	63	0	100	381
Total	0	482	0	482	615	0	0	615	148	232	0	380	1477
Grand Total	0	1379	0	1379	1848	0	0	1848	357	603	0	960	4187
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		37.2	62.8	0.0		
Total %	0.0	32.9	0.0	32.9	44.1	0.0	0.0	44.1	8.5	14.4	0.0	22.9	
Exiting Leg Total				2451				1736				0	4187

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	0	137	0	137	165	0	0	165	29	45	0	74	376
7:45 AM	0	166	0	166	181	0	0	181	47	62	0	109	456
8:00 AM	0	103	0	103	165	0	0	165	32	53	0	85	353
8:15 AM	0	147	0	147	143	0	0	143	39	67	0	106	396
Total Volume	0	553	0	553	654	0	0	654	147	227	0	374	1581
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		39.3	60.7	0.0		
PHF	0.000	0.833	0.000	0.833	0.903	0.000	0.000	0.903	0.782	0.847	0.000	0.858	0.867
Entering Leg	0	553	0	553	654	0	0	654	147	227	0	374	1581
Exiting Leg				881				700				0	1581
Total				1434				1354				374	3162

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**



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

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 AM	0	1	0	1	0	0	0	0	0	0	1	0	1	2
4:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 AM	0	1	0	1	0	0	0	0	2	1	0	3	4	
4:45 AM	0	2	0	2	2	0	0	2	1	1	0	2	6	
Total	0	4	0	4	3	0	0	3	3	3	0	6	13	
5:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	
5:15 AM	0	0	0	0	1	0	0	1	1	1	0	2	3	
5:30 AM	0	1	0	1	3	0	0	3	0	0	0	0	4	
5:45 AM	0	2	0	2	3	0	0	3	2	1	0	3	8	
Total	0	3	0	3	7	0	0	7	3	3	0	6	16	
6:00 AM	0	3	0	3	1	0	0	1	2	0	0	2	6	
6:15 AM	0	4	0	4	2	0	0	2	1	1	0	2	8	
6:30 AM	0	3	0	3	6	0	0	6	1	4	0	5	14	
6:45 AM	0	1	0	1	3	0	0	3	1	8	0	9	13	
Total	0	11	0	11	12	0	0	12	5	13	0	18	41	
7:00 AM	0	4	0	4	3	0	0	3	3	5	0	8	15	
7:15 AM	0	2	0	2	4	0	0	4	1	5	0	6	12	
7:30 AM	0	3	0	3	7	0	0	7	3	8	0	11	21	
7:45 AM	0	8	0	8	4	0	0	4	3	8	0	11	23	
Total	0	17	0	17	18	0	0	18	10	26	0	36	71	
8:00 AM	0	8	0	8	11	0	0	11	1	6	0	7	26	
8:15 AM	0	3	0	3	10	0	0	10	2	11	0	13	26	
8:30 AM	0	4	0	4	9	0	0	9	2	6	0	8	21	
8:45 AM	0	3	0	3	10	0	0	10	1	6	0	7	20	
Total	0	18	0	18	40	0	0	40	6	29	0	35	93	
Grand Total	0	53	0	53	80	0	0	80	27	74	0	101	234	
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		26.7	73.3	0.0			
Total %	0.0	22.6	0.0	22.6	34.2	0.0	0.0	34.2	11.5	31.6	0.0	43.2		
Exiting Leg Total				154				80				0	234	
Buses	0	13	0	13	9	0	0	9	2	1	0	3	25	
% Buses	0.0	24.5	0.0	24.5	11.3	0.0	0.0	11.3	7.4	1.4	0.0	3.0	10.7	
Exiting Leg Total				10				15				0	25	
Single-Unit Trucks	0	29	0	29	60	0	0	60	17	32	0	49	138	
% Single-Unit	0.0	54.7	0.0	54.7	75.0	0.0	0.0	75.0	63.0	43.2	0.0	48.5	59.0	
Exiting Leg Total				92				46				0	138	
Articulated Trucks	0	11	0	11	11	0	0	11	8	41	0	49	71	
% Articulated	0.0	20.8	0.0	20.8	13.8	0.0	0.0	13.8	29.6	55.4	0.0	48.5	30.3	
Exiting Leg Total				52				19				0	71	

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	0	3	0	3	7	0	0	7	3	8	0	11	21
7:45 AM	0	8	0	8	4	0	0	4	3	8	0	11	23
8:00 AM	0	8	0	8	11	0	0	11	1	6	0	7	26
8:15 AM	0	3	0	3	10	0	0	10	2	11	0	13	26
Total Volume	0	22	0	22	32	0	0	32	9	33	0	42	96
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		21.4	78.6	0.0		
PHF	0.000	0.688	0.000	0.688	0.727	0.000	0.000	0.727	0.750	0.750	0.000	0.808	0.923
Buses	0	4	0	4	3	0	0	3	1	1	0	2	9
Buses %	0.0	18.2	0.0	18.2	9.4	0.0	0.0	9.4	11.1	3.0	0.0	4.8	9.4
Single-Unit Trucks	0	15	0	15	25	0	0	25	5	18	0	23	63
Single-Unit %	0.0	68.2	0.0	68.2	78.1	0.0	0.0	78.1	55.6	54.5	0.0	54.8	65.6
Articulated Trucks	0	3	0	3	4	0	0	4	3	14	0	17	24
Articulated %	0.0	13.6	0.0	13.6	12.5	0.0	0.0	12.5	33.3	42.4	0.0	40.5	25.0
Buses	0	4	0	4	3	0	0	3	1	1	0	2	9
Single-Unit Trucks	0	15	0	15	25	0	0	25	5	18	0	23	63

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



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

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

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
Articulated Trucks	0	3	0	3	4	0	0	4	3	14	0	17	24
Total Entering Leg	0	22	0	22	32	0	0	32	9	33	0	42	96
Buses				4				5				0	9
Single-Unit Trucks				43				20				0	63
Articulated Trucks				18				6				0	24
Total Exiting Leg				65				31				0	96

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	1	0	0	1	0	0	0	0	5
7:00 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
7:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	0	1	1	0	0	1	2
7:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	4	0	4	5	0	0	5	1	0	0	1	10
8:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	2	0	0	2	0	1	0	1	3
8:30 AM	0	2	0	2	1	0	0	1	1	0	0	1	4
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	5	0	5	3	0	0	3	1	1	0	2	10
Grand Total	0	13	0	13	9	0	0	9	2	1	0	3	25
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		66.7	33.3	0.0		
Total %	0.0	52.0	0.0	52.0	36.0	0.0	0.0	36.0	8.0	4.0	0.0	12.0	
Exiting Leg Total				10				15				0	25

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:45 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
8:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	2	0	0	2	0	1	0	1	3
8:30 AM	0	2	0	2	1	0	0	1	1	0	0	1	4
Total Volume	0	6	0	6	3	0	0	3	1	1	0	2	11
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		50.0	50.0	0.0		
PHF	0.000	0.750	0.000	0.750	0.375	0.000	0.000	0.375	0.250	0.250	0.000	0.500	0.688
Entering Leg	0	6	0	6	3	0	0	3	1	1	0	2	11
Exiting Leg				4				7				0	11
Total				10				10				2	22

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 AM	0	1	0	1	0	0	0	0	0	0	1	0	1	2
4:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:45 AM	0	1	0	1	2	0	0	2	1	0	0	1	1	4
Total	0	2	0	2	3	0	0	3	2	1	0	3	8	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	1	0	0	1	1	1	0	2	3	3
5:30 AM	0	1	0	1	2	0	0	2	0	0	0	0	3	3
5:45 AM	0	0	0	0	3	0	0	3	1	0	0	1	4	4
Total	0	1	0	1	6	0	0	6	2	1	0	3	10	
6:00 AM	0	1	0	1	1	0	0	1	1	0	0	1	3	3
6:15 AM	0	2	0	2	2	0	0	2	1	1	0	2	6	6
6:30 AM	0	1	0	1	5	0	0	5	0	2	0	2	8	8
6:45 AM	0	1	0	1	2	0	0	2	1	1	0	2	5	5
Total	0	5	0	5	10	0	0	10	3	4	0	7	22	
7:00 AM	0	1	0	1	1	0	0	1	3	0	0	3	5	5
7:15 AM	0	1	0	1	1	0	0	1	1	3	0	4	6	6
7:30 AM	0	3	0	3	6	0	0	6	0	4	0	4	13	13
7:45 AM	0	5	0	5	3	0	0	3	3	4	0	7	15	15
Total	0	10	0	10	11	0	0	11	7	11	0	18	39	
8:00 AM	0	4	0	4	8	0	0	8	0	3	0	3	15	15
8:15 AM	0	3	0	3	8	0	0	8	2	7	0	9	20	20
8:30 AM	0	2	0	2	7	0	0	7	0	1	0	1	10	10
8:45 AM	0	2	0	2	7	0	0	7	1	4	0	5	14	14
Total	0	11	0	11	30	0	0	30	3	15	0	18	59	
Grand Total	0	29	0	29	60	0	0	60	17	32	0	49	138	
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		34.7	65.3	0.0			
Total %	0.0	21.0	0.0	21.0	43.5	0.0	0.0	43.5	12.3	23.2	0.0	35.5		
Exiting Leg Total				92				46				0	138	

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
7:30 AM	0	3	0	3	6	0	0	6	0	4	0	4	13	
7:45 AM	0	5	0	5	3	0	0	3	3	4	0	7	15	
8:00 AM	0	4	0	4	8	0	0	8	0	3	0	3	15	
8:15 AM	0	3	0	3	8	0	0	8	2	7	0	9	20	
Total Volume	0	15	0	15	25	0	0	25	5	18	0	23	63	
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		21.7	78.3	0.0			
PHF	0.000	0.750	0.000	0.750	0.781	0.000	0.000	0.781	0.417	0.643	0.000	0.639	0.788	
Entering Leg	0	15	0	15	25	0	0	25	5	18	0	23	63	
Exiting Leg				43				20				0	63	
Total				58				45				23	126	

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	1	0	0	0	0	1	1	0	2	3
4:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	2	0	2	0	0	0	0	1	2	0	3	5
5:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:45 AM	0	2	0	2	0	0	0	0	1	1	0	2	4
Total	0	2	0	2	1	0	0	1	1	2	0	3	6
6:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	1	2	0	3	3
6:45 AM	0	0	0	0	1	0	0	1	0	7	0	7	8
Total	0	2	0	2	1	0	0	1	2	9	0	11	14
7:00 AM	0	1	0	1	0	0	0	0	0	5	0	5	6
7:15 AM	0	1	0	1	1	0	0	1	0	2	0	2	4
7:30 AM	0	0	0	0	0	0	0	0	2	4	0	6	6
7:45 AM	0	1	0	1	1	0	0	1	0	4	0	4	6
Total	0	3	0	3	2	0	0	2	2	15	0	17	22
8:00 AM	0	2	0	2	3	0	0	3	1	3	0	4	9
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
8:30 AM	0	0	0	0	1	0	0	1	1	5	0	6	7
8:45 AM	0	0	0	0	3	0	0	3	0	2	0	2	5
Total	0	2	0	2	7	0	0	7	2	13	0	15	24
Grand Total	0	11	0	11	11	0	0	11	8	41	0	49	71
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		16.3	83.7	0.0		
Total %	0.0	15.5	0.0	15.5	15.5	0.0	0.0	15.5	11.3	57.7	0.0	69.0	
Exiting Leg Total				52				19				0	71

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:15 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:15 AM	0	1	0	1	1	0	0	1	0	2	0	2	4
7:30 AM	0	0	0	0	0	0	0	0	2	4	0	6	6
7:45 AM	0	1	0	1	1	0	0	1	0	4	0	4	6
8:00 AM	0	2	0	2	3	0	0	3	1	3	0	4	9
Total Volume	0	4	0	4	5	0	0	5	3	13	0	16	25
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		18.8	81.3	0.0		
PHF	0.000	0.500	0.000	0.500	0.417	0.000	0.000	0.417	0.375	0.813	0.000	0.667	0.694
Entering Leg	0	4	0	4	5	0	0	5	3	13	0	16	25
Exiting Leg				18				7				0	25
Total				22				12				16	50

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)						Post Road (Route 1)						TF Green Connector Exit Ramp						Total	
	from North						from South						from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	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	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	
Exiting Leg Total	0						0						0						1	1

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

6:45 AM	Post Road (Route 1)						Post Road (Route 1)						TF Green Connector Exit Ramp						Total	
	from North						from South						from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	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	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Exiting Leg	0						0						0						1	1
Total	0						0						0						2	2

PDI File #: 228804 B
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: W: TF Green Connector Exit Ramp
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Post Road (Route 1)						Post Road (Route 1)						TF Green Connector Exit Ramp						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	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	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

4:00 AM	Post Road (Route 1)						Post Road (Route 1)						TF Green Connector Exit Ramp						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	141	0	141	241	0	0	241	49	155	0	204	586
4:15 PM	0	170	0	170	207	0	0	207	45	156	0	201	578
4:30 PM	0	170	0	170	209	0	0	209	58	119	0	177	556
4:45 PM	0	182	0	182	201	0	0	201	42	102	0	144	527
Total	0	663	0	663	858	0	0	858	194	532	0	726	2247
5:00 PM	0	184	0	184	217	0	0	217	40	100	0	140	541
5:15 PM	0	171	0	171	176	0	0	176	35	97	0	132	479
5:30 PM	0	119	0	119	198	0	0	198	47	92	0	139	456
5:45 PM	0	130	0	130	114	0	0	114	39	71	0	110	354
Total	0	604	0	604	705	0	0	705	161	360	0	521	1830
6:00 PM	0	131	0	131	161	0	0	161	53	71	0	124	416
6:15 PM	0	134	1	135	147	0	0	147	35	58	0	93	375
6:30 PM	0	120	0	120	131	0	0	131	34	62	0	96	347
6:45 PM	0	91	0	91	129	0	0	129	29	65	0	94	314
Total	0	476	1	477	568	0	0	568	151	256	0	407	1452
7:00 PM	0	106	0	106	122	0	0	122	24	53	0	77	305
7:15 PM	0	90	0	90	126	0	0	126	20	55	0	75	291
7:30 PM	0	90	0	90	97	0	0	97	20	56	0	76	263
7:45 PM	0	81	0	81	105	0	0	105	17	41	0	58	244
Total	0	367	0	367	450	0	0	450	81	205	0	286	1103
8:00 PM	0	68	0	68	97	0	0	97	26	59	0	85	250
8:15 PM	0	71	0	71	88	0	0	88	26	46	0	72	231
8:30 PM	0	84	0	84	78	0	0	78	12	47	0	59	221
8:45 PM	0	46	0	46	71	0	0	71	12	40	0	52	169
Total	0	269	0	269	334	0	0	334	76	192	0	268	871
Grand Total	0	2379	1	2380	2915	0	0	2915	663	1545	0	2208	7503
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		30.0	70.0	0.0		
Total %	0.0	31.7	0.0	31.7	38.9	0.0	0.0	38.9	8.8	20.6	0.0	29.4	
Exiting Leg Total				4461				3042				0	7503
Cars	0	2349	1	2350	2889	0	0	2889	657	1502	0	2159	7398
% Cars	0.0	98.7	100.0	98.7	99.1	0.0	0.0	99.1	99.1	97.2	0.0	97.8	98.6
Exiting Leg Total				4392				3006				0	7398
Heavy Vehicles	0	30	0	30	26	0	0	26	6	43	0	49	105
% Heavy Vehicles	0.0	1.3	0.0	1.3	0.9	0.0	0.0	0.9	0.9	2.8	0.0	2.2	1.4
Exiting Leg Total				69				36				0	105

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	141	0	141	241	0	0	241	49	155	0	204	586
4:15 PM	0	170	0	170	207	0	0	207	45	156	0	201	578
4:30 PM	0	170	0	170	209	0	0	209	58	119	0	177	556
4:45 PM	0	182	0	182	201	0	0	201	42	102	0	144	527
Total Volume	0	663	0	663	858	0	0	858	194	532	0	726	2247
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		26.7	73.3	0.0		
PHF	0.000	0.911	0.000	0.911	0.890	0.000	0.000	0.890	0.836	0.853	0.000	0.890	0.959
Cars	0	650	0	650	848	0	0	848	194	514	0	708	2206
Cars %	0.0	98.0	0.0	98.0	98.8	0.0	0.0	98.8	100.0	96.6	0.0	97.5	98.2
Heavy Vehicles	0	13	0	13	10	0	0	10	0	18	0	18	41
Heavy Vehicles %	0.0	2.0	0.0	2.0	1.2	0.0	0.0	1.2	0.0	3.4	0.0	2.5	1.8
Cars Enter Leg	0	650	0	650	848	0	0	848	194	514	0	708	2206
Heavy Enter Leg	0	13	0	13	10	0	0	10	0	18	0	18	41
Total Entering Leg	0	663	0	663	858	0	0	858	194	532	0	726	2247
Cars Exiting Leg				1362				844				0	2206
Heavy Exiting Leg				28				13				0	41
Total Exiting Leg				1390				857				0	2247

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	138	0	138	237	0	0	237	49	151	0	200	575
4:15 PM	0	164	0	164	205	0	0	205	45	148	0	193	562
4:30 PM	0	170	0	170	208	0	0	208	58	115	0	173	551
4:45 PM	0	178	0	178	198	0	0	198	42	100	0	142	518
Total	0	650	0	650	848	0	0	848	194	514	0	708	2206
5:00 PM	0	183	0	183	214	0	0	214	40	98	0	138	535
5:15 PM	0	166	0	166	173	0	0	173	34	97	0	131	470
5:30 PM	0	118	0	118	195	0	0	195	46	89	0	135	448
5:45 PM	0	130	0	130	113	0	0	113	38	71	0	109	352
Total	0	597	0	597	695	0	0	695	158	355	0	513	1805
6:00 PM	0	127	0	127	160	0	0	160	52	67	0	119	406
6:15 PM	0	133	1	134	147	0	0	147	35	57	0	92	373
6:30 PM	0	119	0	119	130	0	0	130	34	60	0	94	343
6:45 PM	0	90	0	90	128	0	0	128	29	63	0	92	310
Total	0	469	1	470	565	0	0	565	150	247	0	397	1432
7:00 PM	0	105	0	105	120	0	0	120	24	51	0	75	300
7:15 PM	0	90	0	90	126	0	0	126	20	54	0	74	290
7:30 PM	0	90	0	90	96	0	0	96	20	55	0	75	261
7:45 PM	0	80	0	80	105	0	0	105	16	40	0	56	241
Total	0	365	0	365	447	0	0	447	80	200	0	280	1092
8:00 PM	0	68	0	68	97	0	0	97	25	58	0	83	248
8:15 PM	0	71	0	71	88	0	0	88	26	43	0	69	228
8:30 PM	0	83	0	83	78	0	0	78	12	46	0	58	219
8:45 PM	0	46	0	46	71	0	0	71	12	39	0	51	168
Total	0	268	0	268	334	0	0	334	75	186	0	261	863
Grand Total	0	2349	1	2350	2889	0	0	2889	657	1502	0	2159	7398
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		30.4	69.6	0.0		
Total %	0.0	31.8	0.0	31.8	39.1	0.0	0.0	39.1	8.9	20.3	0.0	29.2	
Exiting Leg Total				4392				3006				0	7398

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	138	0	138	237	0	0	237	49	151	0	200	575
4:15 PM	0	164	0	164	205	0	0	205	45	148	0	193	562
4:30 PM	0	170	0	170	208	0	0	208	58	115	0	173	551
4:45 PM	0	178	0	178	198	0	0	198	42	100	0	142	518
Total Volume	0	650	0	650	848	0	0	848	194	514	0	708	2206
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		27.4	72.6	0.0		
PHF	0.000	0.913	0.000	0.913	0.895	0.000	0.000	0.895	0.836	0.851	0.000	0.885	0.959
Entering Leg	0	650	0	650	848	0	0	848	194	514	0	708	2206
Exiting Leg				1362				844				0	2206
Total				2012				1692				708	4412

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



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

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	3	0	3	4	0	0	4	0	4	0	4	11
4:15 PM	0	6	0	6	2	0	0	2	0	8	0	8	16
4:30 PM	0	0	0	0	1	0	0	1	0	4	0	4	5
4:45 PM	0	4	0	4	3	0	0	3	0	2	0	2	9
Total	0	13	0	13	10	0	0	10	0	18	0	18	41
5:00 PM	0	1	0	1	3	0	0	3	0	2	0	2	6
5:15 PM	0	5	0	5	3	0	0	3	1	0	0	1	9
5:30 PM	0	1	0	1	3	0	0	3	1	3	0	4	8
5:45 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	7	0	7	10	0	0	10	3	5	0	8	25
6:00 PM	0	4	0	4	1	0	0	1	1	4	0	5	10
6:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
6:30 PM	0	1	0	1	1	0	0	1	0	2	0	2	4
6:45 PM	0	1	0	1	1	0	0	1	0	2	0	2	4
Total	0	7	0	7	3	0	0	3	1	9	0	10	20
7:00 PM	0	1	0	1	2	0	0	2	0	2	0	2	5
7:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:45 PM	0	1	0	1	0	0	0	0	1	1	0	2	3
Total	0	2	0	2	3	0	0	3	1	5	0	6	11
8:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
8:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
8:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
8:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	0	0	0	0	1	6	0	7	8
Grand Total	0	30	0	30	26	0	0	26	6	43	0	49	105
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		12.2	87.8	0.0		
Total %	0.0	28.6	0.0	28.6	24.8	0.0	0.0	24.8	5.7	41.0	0.0	46.7	
Exiting Leg Total				69				36				0	105
Buses	0	14	0	14	3	0	0	3	0	1	0	1	18
% Buses	0.0	46.7	0.0	46.7	11.5	0.0	0.0	11.5	0.0	2.3	0.0	2.0	17.1
Exiting Leg Total				4				14				0	18
Single-Unit Trucks	0	15	0	15	18	0	0	18	5	25	0	30	63
% Single-Unit	0.0	50.0	0.0	50.0	69.2	0.0	0.0	69.2	83.3	58.1	0.0	61.2	60.0
Exiting Leg Total				43				20				0	63
Articulated Trucks	0	1	0	1	5	0	0	5	1	17	0	18	24
% Articulated	0.0	3.3	0.0	3.3	19.2	0.0	0.0	19.2	16.7	39.5	0.0	36.7	22.9
Exiting Leg Total				22				2				0	24

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	3	0	3	4	0	0	4	0	4	0	4	11
4:15 PM	0	6	0	6	2	0	0	2	0	8	0	8	16
4:30 PM	0	0	0	0	1	0	0	1	0	4	0	4	5
4:45 PM	0	4	0	4	3	0	0	3	0	2	0	2	9
Total Volume	0	13	0	13	10	0	0	10	0	18	0	18	41
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.542	0.000	0.542	0.625	0.000	0.000	0.625	0.000	0.563	0.000	0.563	0.641
Buses	0	5	0	5	1	0	0	1	0	0	0	0	6
Buses %	0.0	38.5	0.0	38.5	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	14.6
Single-Unit Trucks	0	7	0	7	6	0	0	6	0	13	0	13	26
Single-Unit %	0.0	53.8	0.0	53.8	60.0	0.0	0.0	60.0	0.0	72.2	0.0	72.2	63.4
Articulated Trucks	0	1	0	1	3	0	0	3	0	5	0	5	9
Articulated %	0.0	7.7	0.0	7.7	30.0	0.0	0.0	30.0	0.0	27.8	0.0	27.8	22.0
Buses	0	5	0	5	1	0	0	1	0	0	0	0	6
Single-Unit Trucks	0	7	0	7	6	0	0	6	0	13	0	13	26

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



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

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
Articulated Trucks	0	1	0	1	3	0	0	3	0	5	0	5	9
Total Entering Leg	0	13	0	13	10	0	0	10	0	18	0	18	41
Buses				1				5				0	6
Single-Unit Trucks				19				7				0	26
Articulated Trucks				8				1				0	9
Total Exiting Leg				28				13				0	41

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Buses

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
4:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	5	0	5	1	0	0	1	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
5:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	2	0	2	2	0	0	2	0	1	0	1	5
6:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
6:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	0	0	0	4
7:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	14	0	14	3	0	0	3	0	1	0	1	18
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	77.8	0.0	77.8	16.7	0.0	0.0	16.7	0.0	5.6	0.0	5.6	
Exiting Leg Total				4				14				0	18

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

5:15 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
5:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
5:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
6:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	4	0	4	2	0	0	2	0	1	0	1	7
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.500	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.875
Entering Leg	0	4	0	4	2	0	0	2	0	1	0	1	7
Exiting Leg				3				4				0	7
Total				7				6				1	14

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	2	0	2	3	0	0	3	0	3	0	3	8
4:15 PM	0	3	0	3	1	0	0	1	0	6	0	6	10
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	2	0	2	2	0	0	2	0	2	0	2	6
Total	0	7	0	7	6	0	0	6	0	13	0	13	26
5:00 PM	0	1	0	1	3	0	0	3	0	2	0	2	6
5:15 PM	0	4	0	4	1	0	0	1	1	0	0	1	6
5:30 PM	0	0	0	0	3	0	0	3	1	2	0	3	6
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	5	0	5	7	0	0	7	3	4	0	7	19
6:00 PM	0	2	0	2	1	0	0	1	1	4	0	5	8
6:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
6:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	3	0	3	3	0	0	3	1	4	0	5	11
7:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
7:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	2	0	0	2	1	3	0	4	6
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	15	0	15	18	0	0	18	5	25	0	30	63
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		16.7	83.3	0.0		
Total %	0.0	23.8	0.0	23.8	28.6	0.0	0.0	28.6	7.9	39.7	0.0	47.6	
Exiting Leg Total				43				20				0	63

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	2	0	2	3	0	0	3	0	3	0	3	8
4:15 PM	0	3	0	3	1	0	0	1	0	6	0	6	10
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	2	0	2	2	0	0	2	0	2	0	2	6
Total Volume	0	7	0	7	6	0	0	6	0	13	0	13	26
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.583	0.000	0.583	0.500	0.000	0.000	0.500	0.000	0.542	0.000	0.542	0.650
Entering Leg	0	7	0	7	6	0	0	6	0	13	0	13	26
Exiting Leg				19				7				0	26
Total				26				13				13	52

PDI File #: **228804 B**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Exit Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Articulated Trucks

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	1	0	1	1	0	0	1	1	0	2	0	2	4
4:30 PM	0	0	0	0	1	0	0	1	0	2	0	2	3	3
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	1
Total	0	1	0	1	3	0	0	3	0	5	0	5	9	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	1
5:30 PM	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
Total	0	0	0	0	1	0	0	1	0	0	0	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
6:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	2
6:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	5	0	5	5	5
7:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	2	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total	0	0	0	0	1	0	0	1	0	2	0	2	3	3
8:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	2	2
8:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	2
8:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
8:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	5	0	6	6	6
Grand Total	0	1	0	1	5	0	0	5	1	17	0	18	24	24
Approach %	0.0	100.0	0.0		100.0	0.0	0.0		5.6	94.4	0.0			
Total %	0.0	4.2	0.0	4.2	20.8	0.0	0.0	20.8	4.2	70.8	0.0	75.0		
Exiting Leg Total				22				2				0		24

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Exit Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	1	0	1	1	0	0	1	1	0	2	0	2	4
4:30 PM	0	0	0	0	1	0	0	1	0	2	0	2	3	3
4:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	1
Total Volume	0	1	0	1	3	0	0	3	0	5	0	5	9	9
% Approach Total	0.0	100.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.000	0.250	0.000	0.250	0.750	0.000	0.000	0.750	0.000	0.625	0.000	0.625	0.563	0.563
Entering Leg	0	1	0	1	3	0	0	3	0	5	0	5	9	9
Exiting Leg				8				1				0		9
Total				9				4				5		18

PDI File #: 228804 B
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: W: TF Green Connector Exit Ramp
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)							Post Road (Route 1)							TF Green Connector Exit Ramp							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	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	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0			

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)							Post Road (Route 1)							TF Green Connector Exit Ramp							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	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	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0						0						0						0			
Total	0						0						0						0			

PDI File #: 228804 B
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: W: TF Green Connector Exit Ramp
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM
 Class:



Pedestrians

	Post Road (Route 1)						Post Road (Route 1)						TF Green Connector Exit Ramp						Total	
	from North						from South						from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	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	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
4:30 PM	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
5:15 PM	0	0	0	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	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.333	66.667			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.333	66.667	100		
Exiting Leg Total	0						0						0						3	3

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:15 PM	Post Road (Route 1)						Post Road (Route 1)						TF Green Connector Exit Ramp						Total	
	from North						from South						from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
4:30 PM	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	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.500		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	
Exiting Leg	0						0						0						2	2
Total	0						0						0						4	4

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 AM	10	22	0	32	14	4	0	18	0	0	0	0	50
4:15 AM	27	18	0	45	23	4	0	27	0	0	0	0	72
4:30 AM	22	25	0	47	22	6	0	28	0	0	0	0	75
4:45 AM	15	28	0	43	23	10	0	33	0	0	0	0	76
Total	74	93	0	167	82	24	0	106	0	0	0	0	273
5:00 AM	30	22	0	52	21	10	0	31	0	0	0	0	83
5:15 AM	34	17	0	51	30	5	0	35	0	0	0	0	86
5:30 AM	59	36	0	95	41	15	0	56	0	0	0	0	151
5:45 AM	38	52	0	90	67	38	0	105	0	0	0	0	195
Total	161	127	0	288	159	68	0	227	0	0	0	0	515
6:00 AM	45	46	0	91	45	42	0	87	0	0	0	0	178
6:15 AM	79	53	0	132	64	30	0	94	0	0	0	0	226
6:30 AM	79	59	0	138	98	66	0	164	0	0	0	0	302
6:45 AM	72	53	0	125	127	33	0	160	0	0	0	0	285
Total	275	211	0	486	334	171	0	505	0	0	0	0	991
7:00 AM	83	83	0	166	122	69	0	191	0	0	0	0	357
7:15 AM	105	106	0	211	124	60	0	184	0	0	0	0	395
7:30 AM	126	139	0	265	144	90	0	234	0	0	0	0	499
7:45 AM	121	177	0	298	188	65	0	253	0	0	0	0	551
Total	435	505	0	940	578	284	0	862	0	0	0	0	1802
8:00 AM	101	112	0	213	180	60	0	240	0	0	0	0	453
8:15 AM	83	146	0	229	178	57	0	235	0	0	0	0	464
8:30 AM	97	113	0	210	156	60	0	216	0	0	0	0	426
8:45 AM	95	125	0	220	185	57	0	242	0	0	0	0	462
Total	376	496	0	872	699	234	0	933	0	0	0	0	1805
Grand Total	1321	1432	0	2753	1852	781	0	2633	0	0	0	0	5386
Approach %	48.0	52.0	0.0		70.3	29.7	0.0		0.0	0.0	0.0		
Total %	24.5	26.6	0.0	51.1	34.4	14.5	0.0	48.9	0.0	0.0	0.0	0.0	
Exiting Leg Total				1852				1432				2102	5386
Cars	1201	1379	0	2580	1736	745	0	2481	0	0	0	0	5061
% Cars	90.9	96.3	0.0	93.7	93.7	95.4	0.0	94.2	0.0	0.0	0.0	0.0	94.0
Exiting Leg Total				1736				1379				1946	5061
Heavy Vehicles	120	53	0	173	116	36	0	152	0	0	0	0	325
% Heavy Vehicles	9.1	3.7	0.0	6.3	6.3	4.6	0.0	5.8	0.0	0.0	0.0	0.0	6.0
Exiting Leg Total				116				53				156	325

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	126	139	0	265	144	90	0	234	0	0	0	0	499
7:45 AM	121	177	0	298	188	65	0	253	0	0	0	0	551
8:00 AM	101	112	0	213	180	60	0	240	0	0	0	0	453
8:15 AM	83	146	0	229	178	57	0	235	0	0	0	0	464
Total Volume	431	574	0	1005	690	272	0	962	0	0	0	0	1967
% Approach Total	42.9	57.1	0.0		71.7	28.3	0.0		0.0	0.0	0.0		
PHF	0.855	0.811	0.000	0.843	0.918	0.756	0.000	0.951	0.000	0.000	0.000	0.000	0.892
Cars	397	552	0	949	642	261	0	903	0	0	0	0	1852
Cars %	92.1	96.2	0.0	94.4	93.0	96.0	0.0	93.9	0.0	0.0	0.0	0.0	94.2
Heavy Vehicles	34	22	0	56	48	11	0	59	0	0	0	0	115
Heavy Vehicles %	7.9	3.8	0.0	5.6	7.0	4.0	0.0	6.1	0.0	0.0	0.0	0.0	5.8
Cars Enter Leg	397	552	0	949	642	261	0	903	0	0	0	0	1852
Heavy Enter Leg	34	22	0	56	48	11	0	59	0	0	0	0	115
Total Entering Leg	431	574	0	1005	690	272	0	962	0	0	0	0	1967
Cars Exiting Leg				642				552				658	1852
Heavy Exiting Leg				48				22				45	115
Total Exiting Leg				690				574				703	1967

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 AM	7	21	0	28	13	4	0	17	0	0	0	0	45	
4:15 AM	24	18	0	42	23	3	0	26	0	0	0	0	68	
4:30 AM	21	24	0	45	21	6	0	27	0	0	0	0	72	
4:45 AM	14	26	0	40	21	9	0	30	0	0	0	0	70	
Total	66	89	0	155	78	22	0	100	0	0	0	0	255	
5:00 AM	28	22	0	50	20	10	0	30	0	0	0	0	80	
5:15 AM	32	17	0	49	28	5	0	33	0	0	0	0	82	
5:30 AM	57	35	0	92	40	14	0	54	0	0	0	0	146	
5:45 AM	38	50	0	88	63	35	0	98	0	0	0	0	186	
Total	155	124	0	279	151	64	0	215	0	0	0	0	494	
6:00 AM	40	43	0	83	45	41	0	86	0	0	0	0	169	
6:15 AM	74	49	0	123	63	28	0	91	0	0	0	0	214	
6:30 AM	74	56	0	130	87	65	0	152	0	0	0	0	282	
6:45 AM	58	52	0	110	117	32	0	149	0	0	0	0	259	
Total	246	200	0	446	312	166	0	478	0	0	0	0	924	
7:00 AM	77	78	0	155	115	67	0	182	0	0	0	0	337	
7:15 AM	94	105	0	199	117	58	0	175	0	0	0	0	374	
7:30 AM	120	136	0	256	132	87	0	219	0	0	0	0	475	
7:45 AM	108	168	0	276	178	65	0	243	0	0	0	0	519	
Total	399	487	0	886	542	277	0	819	0	0	0	0	1705	
8:00 AM	94	105	0	199	171	56	0	227	0	0	0	0	426	
8:15 AM	75	143	0	218	161	53	0	214	0	0	0	0	432	
8:30 AM	86	109	0	195	148	53	0	201	0	0	0	0	396	
8:45 AM	80	122	0	202	173	54	0	227	0	0	0	0	429	
Total	335	479	0	814	653	216	0	869	0	0	0	0	1683	
Grand Total	1201	1379	0	2580	1736	745	0	2481	0	0	0	0	5061	
Approach %	46.6	53.4	0.0		70.0	30.0	0.0		0.0	0.0	0.0			
Total %	23.7	27.2	0.0	51.0	34.3	14.7	0.0	49.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				1736				1379					1946	5061

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	120	136	0	256	132	87	0	219	0	0	0	0	475
7:45 AM	108	168	0	276	178	65	0	243	0	0	0	0	519
8:00 AM	94	105	0	199	171	56	0	227	0	0	0	0	426
8:15 AM	75	143	0	218	161	53	0	214	0	0	0	0	432
Total Volume	397	552	0	949	642	261	0	903	0	0	0	0	1852
% Approach Total	41.8	58.2	0.0		71.1	28.9	0.0		0.0	0.0	0.0		
PHF	0.827	0.821	0.000	0.860	0.902	0.750	0.000	0.929	0.000	0.000	0.000	0.000	0.892
Entering Leg	397	552	0	949	642	261	0	903	0	0	0	0	1852
Exiting Leg				642				552				658	1852
Total				1591				1455				658	3704

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 AM	3	1	0	4	1	0	0	1	0	0	0	0	5	
4:15 AM	3	0	0	3	0	1	0	1	0	0	0	0	4	
4:30 AM	1	1	0	2	1	0	0	1	0	0	0	0	3	
4:45 AM	1	2	0	3	2	1	0	3	0	0	0	0	6	
Total	8	4	0	12	4	2	0	6	0	0	0	0	18	
5:00 AM	2	0	0	2	1	0	0	1	0	0	0	0	3	
5:15 AM	2	0	0	2	2	0	0	2	0	0	0	0	4	
5:30 AM	2	1	0	3	1	1	0	2	0	0	0	0	5	
5:45 AM	0	2	0	2	4	3	0	7	0	0	0	0	9	
Total	6	3	0	9	8	4	0	12	0	0	0	0	21	
6:00 AM	5	3	0	8	0	1	0	1	0	0	0	0	9	
6:15 AM	5	4	0	9	1	2	0	3	0	0	0	0	12	
6:30 AM	5	3	0	8	11	1	0	12	0	0	0	0	20	
6:45 AM	14	1	0	15	10	1	0	11	0	0	0	0	26	
Total	29	11	0	40	22	5	0	27	0	0	0	0	67	
7:00 AM	6	5	0	11	7	2	0	9	0	0	0	0	20	
7:15 AM	11	1	0	12	7	2	0	9	0	0	0	0	21	
7:30 AM	6	3	0	9	12	3	0	15	0	0	0	0	24	
7:45 AM	13	9	0	22	10	0	0	10	0	0	0	0	32	
Total	36	18	0	54	36	7	0	43	0	0	0	0	97	
8:00 AM	7	7	0	14	9	4	0	13	0	0	0	0	27	
8:15 AM	8	3	0	11	17	4	0	21	0	0	0	0	32	
8:30 AM	11	4	0	15	8	7	0	15	0	0	0	0	30	
8:45 AM	15	3	0	18	12	3	0	15	0	0	0	0	33	
Total	41	17	0	58	46	18	0	64	0	0	0	0	122	
Grand Total	120	53	0	173	116	36	0	152	0	0	0	0	325	
Approach %	69.4	30.6	0.0		76.3	23.7	0.0		0.0	0.0	0.0			
Total %	36.9	16.3	0.0	53.2	35.7	11.1	0.0	46.8	0.0	0.0	0.0	0.0		
Exiting Leg Total				116				53					156	325
Buses	15	13	0	28	8	2	0	10	0	0	0	0	38	
% Buses	12.5	24.5	0.0	16.2	6.9	5.6	0.0	6.6	0.0	0.0	0.0	0.0	11.7	
Exiting Leg Total				8				13					17	38
Single-Unit Trucks	55	29	0	84	59	32	0	91	0	0	0	0	175	
% Single-Unit	45.8	54.7	0.0	48.6	50.9	88.9	0.0	59.9	0.0	0.0	0.0	0.0	53.8	
Exiting Leg Total				59				29					87	175
Articulated Trucks	50	11	0	61	49	2	0	51	0	0	0	0	112	
% Articulated	41.7	20.8	0.0	35.3	42.2	5.6	0.0	33.6	0.0	0.0	0.0	0.0	34.5	
Exiting Leg Total				49				11					52	112

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

8:00 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
8:00 AM	7	7	0	14	9	4	0	13	0	0	0	0	27
8:15 AM	8	3	0	11	17	4	0	21	0	0	0	0	32
8:30 AM	11	4	0	15	8	7	0	15	0	0	0	0	30
8:45 AM	15	3	0	18	12	3	0	15	0	0	0	0	33
Total Volume	41	17	0	58	46	18	0	64	0	0	0	0	122
% Approach Total	70.7	29.3	0.0		71.9	28.1	0.0		0.0	0.0	0.0		
PHF	0.683	0.607	0.000	0.806	0.676	0.643	0.000	0.762	0.000	0.000	0.000	0.000	0.924
Buses	5	5	0	10	4	0	0	4	0	0	0	0	14
Buses %	12.2	29.4	0.0	17.2	8.7	0.0	0.0	6.3	0.0	0.0	0.0	0.0	11.5
Single-Unit Trucks	15	10	0	25	26	17	0	43	0	0	0	0	68
Single-Unit %	36.6	58.8	0.0	43.1	56.5	94.4	0.0	67.2	0.0	0.0	0.0	0.0	55.7
Articulated Trucks	21	2	0	23	16	1	0	17	0	0	0	0	40
Articulated %	51.2	11.8	0.0	39.7	34.8	5.6	0.0	26.6	0.0	0.0	0.0	0.0	32.8
Buses	5	5	0	10	4	0	0	4	0	0	0	0	14
Single-Unit Trucks	15	10	0	25	26	17	0	43	0	0	0	0	68

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
Articulated Trucks	21	2	0	23	16	1	0	17	0	0	0	0	40
Total Entering Leg	41	17	0	58	46	18	0	64	0	0	0	0	122
Buses				4				5				5	14
Single-Unit Trucks				26				10				32	68
Articulated Trucks				16				2				22	40
Total Exiting Leg				46				17				59	122

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
6:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
6:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
6:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
Total	6	4	0	10	1	0	0	1	0	0	0	0	11
7:00 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
7:15 AM	2	0	0	2	1	1	0	2	0	0	0	0	4
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
7:45 AM	2	2	0	4	0	0	0	0	0	0	0	0	4
Total	4	4	0	8	3	2	0	5	0	0	0	0	13
8:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
8:15 AM	3	0	0	3	3	0	0	3	0	0	0	0	6
8:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
8:45 AM	2	1	0	3	0	0	0	0	0	0	0	0	3
Total	5	5	0	10	4	0	0	4	0	0	0	0	14
Grand Total	15	13	0	28	8	2	0	10	0	0	0	0	38
Approach %	53.6	46.4	0.0		80.0	20.0	0.0		0.0	0.0	0.0		
Total %	39.5	34.2	0.0	73.7	21.1	5.3	0.0	26.3	0.0	0.0	0.0	0.0	
Exiting Leg Total				8				13				17	38

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

6:30 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
6:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
6:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
7:00 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
7:15 AM	2	0	0	2	1	1	0	2	0	0	0	0	4
Total Volume	6	4	0	10	4	1	0	5	0	0	0	0	15
% Approach Total	60.0	40.0	0.0		80.0	20.0	0.0		0.0	0.0	0.0		
PHF	0.375	0.500	0.000	0.625	0.500	0.250	0.000	0.625	0.000	0.000	0.000	0.000	0.938
Entering Leg	6	4	0	10	4	1	0	5	0	0	0	0	15
Exiting Leg				4				4				7	15
Total				14				9				7	30

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 AM	2	1	0	3	1	0	0	1	0	0	0	0	4
4:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
4:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:45 AM	0	1	0	1	1	1	0	2	0	0	0	0	3
Total	4	2	0	6	2	2	0	4	0	0	0	0	10
5:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:15 AM	2	0	0	2	2	0	0	2	0	0	0	0	4
5:30 AM	1	1	0	2	1	1	0	2	0	0	0	0	4
5:45 AM	0	0	0	0	2	3	0	5	0	0	0	0	5
Total	4	1	0	5	5	4	0	9	0	0	0	0	14
6:00 AM	3	1	0	4	0	1	0	1	0	0	0	0	5
6:15 AM	2	2	0	4	1	2	0	3	0	0	0	0	7
6:30 AM	4	1	0	5	7	1	0	8	0	0	0	0	13
6:45 AM	7	1	0	8	2	1	0	3	0	0	0	0	11
Total	16	5	0	21	10	5	0	15	0	0	0	0	36
7:00 AM	3	2	0	5	0	2	0	2	0	0	0	0	7
7:15 AM	4	0	0	4	3	0	0	3	0	0	0	0	7
7:30 AM	4	3	0	7	7	2	0	9	0	0	0	0	16
7:45 AM	5	6	0	11	6	0	0	6	0	0	0	0	17
Total	16	11	0	27	16	4	0	20	0	0	0	0	47
8:00 AM	5	3	0	8	6	3	0	9	0	0	0	0	17
8:15 AM	2	3	0	5	11	4	0	15	0	0	0	0	20
8:30 AM	4	2	0	6	2	7	0	9	0	0	0	0	15
8:45 AM	4	2	0	6	7	3	0	10	0	0	0	0	16
Total	15	10	0	25	26	17	0	43	0	0	0	0	68
Grand Total	55	29	0	84	59	32	0	91	0	0	0	0	175
Approach %	65.5	34.5	0.0		64.8	35.2	0.0		0.0	0.0	0.0		
Total %	31.4	16.6	0.0	48.0	33.7	18.3	0.0	52.0	0.0	0.0	0.0	0.0	
Exiting Leg Total				59				29					87

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
7:30 AM	4	3	0	7	7	2	0	9	0	0	0	0	16
7:45 AM	5	6	0	11	6	0	0	6	0	0	0	0	17
8:00 AM	5	3	0	8	6	3	0	9	0	0	0	0	17
8:15 AM	2	3	0	5	11	4	0	15	0	0	0	0	20
Total Volume	16	15	0	31	30	9	0	39	0	0	0	0	70
% Approach Total	51.6	48.4	0.0		76.9	23.1	0.0		0.0	0.0	0.0		
PHF	0.800	0.625	0.000	0.705	0.682	0.563	0.000	0.650	0.000	0.000	0.000	0.000	0.875
Entering Leg	16	15	0	31	30	9	0	39	0	0	0	0	70
Exiting Leg				30				15					25
Total				61				54				25	140

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
4:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	
4:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2	
4:45 AM	1	1	0	2	1	0	0	1	0	0	0	0	3	
Total	4	2	0	6	2	0	0	2	0	0	0	0	8	
5:00 AM	1	0	0	1	1	0	0	1	0	0	0	0	2	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
5:45 AM	0	2	0	2	2	0	0	2	0	0	0	0	4	
Total	2	2	0	4	3	0	0	3	0	0	0	0	7	
6:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	
6:15 AM	1	2	0	3	0	0	0	0	0	0	0	0	3	
6:30 AM	1	0	0	1	3	0	0	3	0	0	0	0	4	
6:45 AM	3	0	0	3	8	0	0	8	0	0	0	0	11	
Total	7	2	0	9	11	0	0	11	0	0	0	0	20	
7:00 AM	3	1	0	4	5	0	0	5	0	0	0	0	9	
7:15 AM	5	1	0	6	3	1	0	4	0	0	0	0	10	
7:30 AM	2	0	0	2	5	0	0	5	0	0	0	0	7	
7:45 AM	6	1	0	7	4	0	0	4	0	0	0	0	11	
Total	16	3	0	19	17	1	0	18	0	0	0	0	37	
8:00 AM	2	2	0	4	3	1	0	4	0	0	0	0	8	
8:15 AM	3	0	0	3	3	0	0	3	0	0	0	0	6	
8:30 AM	7	0	0	7	5	0	0	5	0	0	0	0	12	
8:45 AM	9	0	0	9	5	0	0	5	0	0	0	0	14	
Total	21	2	0	23	16	1	0	17	0	0	0	0	40	
Grand Total	50	11	0	61	49	2	0	51	0	0	0	0	112	
Approach %	82.0	18.0	0.0		96.1	3.9	0.0		0.0	0.0	0.0			
Total %	44.6	9.8	0.0	54.5	43.8	1.8	0.0	45.5	0.0	0.0	0.0	0.0		
Exiting Leg Total				49				11					52	112

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

8:00 AM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
8:00 AM	2	2	0	4	3	1	0	4	0	0	0	0	8	
8:15 AM	3	0	0	3	3	0	0	3	0	0	0	0	6	
8:30 AM	7	0	0	7	5	0	0	5	0	0	0	0	12	
8:45 AM	9	0	0	9	5	0	0	5	0	0	0	0	14	
Total Volume	21	2	0	23	16	1	0	17	0	0	0	0	40	
% Approach Total	91.3	8.7	0.0		94.1	5.9	0.0		0.0	0.0	0.0			
PHF	0.583	0.250	0.000	0.639	0.800	0.250	0.000	0.850	0.000	0.000	0.000	0.000	0.714	
Entering Leg	21	2	0	23	16	1	0	17	0	0	0	0	40	
Exiting Leg				16				2					22	40
Total				39				19				22	80	

PDI File #: 228804 C
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: W: TF Green Connector Entrance Ramp
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 AM
 End Time: 9:00 AM



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)							Post Road (Route 1)							TF Green Connector Entrance Ramp							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total			
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 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	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 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	1	0	0	0	0	1	0	0	0	0	0	0	0	1	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 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	0	0	0	0	0	0	0	0	0	0	
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	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	1	0	1	1	1	1	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	1	2	
Approach %	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	0.0	100.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	50.0	
Exiting Leg Total	1						0						1						2			

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

4:15 AM	Post Road (Route 1)							Post Road (Route 1)							TF Green Connector Entrance Ramp							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	
% Approach Total	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	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	
Exiting Leg	1						0						0						1			
Total	1						1						0						2			

PDI File #: 228804 C
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: W: TF Green Connector Entrance Ramp
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Post Road (Route 1)						Post Road (Route 1)						TF Green Connector Entrance Ramp						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	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	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
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

4:00 AM	Post Road (Route 1)						Post Road (Route 1)						TF Green Connector Entrance Ramp						Total
	from North						from South						from West						
	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	86	147	0	233	334	64	0	398	0	0	0	0	631	
4:15 PM	78	166	1	245	323	34	0	357	0	0	0	0	602	
4:30 PM	87	172	0	259	273	58	0	331	0	0	0	0	590	
4:45 PM	97	180	0	277	259	41	0	300	0	0	0	0	577	
Total	348	665	1	1014	1189	197	0	1386	0	0	0	0	2400	
5:00 PM	120	186	0	306	248	59	0	307	0	0	0	0	613	
5:15 PM	95	168	0	263	239	38	0	277	0	0	0	0	540	
5:30 PM	93	121	0	214	240	49	0	289	0	0	0	0	503	
5:45 PM	64	130	0	194	169	17	0	186	0	0	0	0	380	
Total	372	605	0	977	896	163	0	1059	0	0	0	0	2036	
6:00 PM	58	137	0	195	195	43	0	238	0	0	0	0	433	
6:15 PM	60	129	0	189	173	34	0	207	0	0	0	0	396	
6:30 PM	67	121	0	188	163	35	0	198	0	0	0	0	386	
6:45 PM	58	91	0	149	162	30	0	192	0	0	0	0	341	
Total	243	478	0	721	693	142	0	835	0	0	0	0	1556	
7:00 PM	50	103	0	153	155	31	0	186	0	0	0	0	339	
7:15 PM	49	93	0	142	142	37	0	179	0	0	0	0	321	
7:30 PM	45	87	0	132	126	25	0	151	0	0	0	0	283	
7:45 PM	37	81	0	118	126	26	0	152	0	0	0	0	270	
Total	181	364	0	545	549	119	0	668	0	0	0	0	1213	
8:00 PM	31	68	0	99	128	29	0	157	0	0	0	0	256	
8:15 PM	36	71	0	107	110	26	0	136	0	0	0	0	243	
8:30 PM	33	86	0	119	99	24	0	123	0	0	0	0	242	
8:45 PM	31	44	0	75	91	21	0	112	0	0	0	0	187	
Total	131	269	0	400	428	100	0	528	0	0	0	0	928	
Grand Total	1275	2381	1	3657	3755	721	0	4476	0	0	0	0	8133	
Approach %	34.9	65.1	0.0		83.9	16.1	0.0		0.0	0.0	0.0			
Total %	15.7	29.3	0.0	45.0	46.2	8.9	0.0	55.0	0.0	0.0	0.0	0.0		
Exiting Leg Total				3756				2381					1996	8133
Cars	1238	2351	1	3590	3691	714	0	4405	0	0	0	0	7995	
% Cars	97.1	98.7	100.0	98.2	98.3	99.0	0.0	98.4	0.0	0.0	0.0	0.0	98.3	
Exiting Leg Total				3692				2351					1952	7995
Heavy Vehicles	37	30	0	67	64	7	0	71	0	0	0	0	138	
% Heavy Vehicles	2.9	1.3	0.0	1.8	1.7	1.0	0.0	1.6	0.0	0.0	0.0	0.0	1.7	
Exiting Leg Total				64				30					44	138

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	86	147	0	233	334	64	0	398	0	0	0	0	631	
4:15 PM	78	166	1	245	323	34	0	357	0	0	0	0	602	
4:30 PM	87	172	0	259	273	58	0	331	0	0	0	0	590	
4:45 PM	97	180	0	277	259	41	0	300	0	0	0	0	577	
Total Volume	348	665	1	1014	1189	197	0	1386	0	0	0	0	2400	
% Approach Total	34.3	65.6	0.1		85.8	14.2	0.0		0.0	0.0	0.0			
PHF	0.897	0.924	0.250	0.915	0.890	0.770	0.000	0.871	0.000	0.000	0.000	0.000	0.951	
Cars	338	655	1	994	1160	196	0	1356	0	0	0	0	2350	
Cars %	97.1	98.5	100.0	98.0	97.6	99.5	0.0	97.8	0.0	0.0	0.0	0.0	97.9	
Heavy Vehicles	10	10	0	20	29	1	0	30	0	0	0	0	50	
Heavy Vehicles %	2.9	1.5	0.0	2.0	2.4	0.5	0.0	2.2	0.0	0.0	0.0	0.0	2.1	
Cars Enter Leg	338	655	1	994	1160	196	0	1356	0	0	0	0	2350	
Heavy Enter Leg	10	10	0	20	29	1	0	30	0	0	0	0	50	
Total Entering Leg	348	665	1	1014	1189	197	0	1386	0	0	0	0	2400	
Cars Exiting Leg				1161				655					534	2350
Heavy Exiting Leg				29				10					11	50
Total Exiting Leg				1190				665					545	2400

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	84	146	0	230	326	63	0	389	0	0	0	0	619
4:15 PM	74	160	1	235	313	34	0	347	0	0	0	0	582
4:30 PM	85	172	0	257	268	58	0	326	0	0	0	0	583
4:45 PM	95	177	0	272	253	41	0	294	0	0	0	0	566
Total	338	655	1	994	1160	196	0	1356	0	0	0	0	2350
5:00 PM	116	183	0	299	245	58	0	303	0	0	0	0	602
5:15 PM	95	162	0	257	237	37	0	274	0	0	0	0	531
5:30 PM	93	120	0	213	234	48	0	282	0	0	0	0	495
5:45 PM	60	130	0	190	169	16	0	185	0	0	0	0	375
Total	364	595	0	959	885	159	0	1044	0	0	0	0	2003
6:00 PM	57	133	0	190	190	43	0	233	0	0	0	0	423
6:15 PM	59	128	0	187	172	34	0	206	0	0	0	0	393
6:30 PM	63	120	0	183	160	35	0	195	0	0	0	0	378
6:45 PM	57	90	0	147	160	29	0	189	0	0	0	0	336
Total	236	471	0	707	682	141	0	823	0	0	0	0	1530
7:00 PM	48	102	0	150	151	30	0	181	0	0	0	0	331
7:15 PM	49	93	0	142	141	37	0	178	0	0	0	0	320
7:30 PM	43	87	0	130	124	25	0	149	0	0	0	0	279
7:45 PM	34	80	0	114	125	26	0	151	0	0	0	0	265
Total	174	362	0	536	541	118	0	659	0	0	0	0	1195
8:00 PM	30	68	0	98	127	29	0	156	0	0	0	0	254
8:15 PM	36	71	0	107	108	26	0	134	0	0	0	0	241
8:30 PM	31	85	0	116	99	24	0	123	0	0	0	0	239
8:45 PM	29	44	0	73	89	21	0	110	0	0	0	0	183
Total	126	268	0	394	423	100	0	523	0	0	0	0	917
Grand Total	1238	2351	1	3590	3691	714	0	4405	0	0	0	0	7995
Approach %	34.5	65.5	0.0		83.8	16.2	0.0		0.0	0.0	0.0		
Total %	15.5	29.4	0.0	44.9	46.2	8.9	0.0	55.1	0.0	0.0	0.0	0.0	
Exiting Leg Total				3692				2351				1952	7995

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	84	146	0	230	326	63	0	389	0	0	0	0	619
4:15 PM	74	160	1	235	313	34	0	347	0	0	0	0	582
4:30 PM	85	172	0	257	268	58	0	326	0	0	0	0	583
4:45 PM	95	177	0	272	253	41	0	294	0	0	0	0	566
Total Volume	338	655	1	994	1160	196	0	1356	0	0	0	0	2350
% Approach Total	34.0	65.9	0.1		85.5	14.5	0.0		0.0	0.0	0.0		
PHF	0.889	0.925	0.250	0.914	0.890	0.778	0.000	0.871	0.000	0.000	0.000	0.000	0.949
Entering Leg	338	655	1	994	1160	196	0	1356	0	0	0	0	2350
Exiting Leg				1161				655				534	2350
Total				2155				2011				534	4700

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**



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

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	2	1	0	3	8	1	0	9	0	0	0	0	12
4:15 PM	4	6	0	10	10	0	0	10	0	0	0	0	20
4:30 PM	2	0	0	2	5	0	0	5	0	0	0	0	7
4:45 PM	2	3	0	5	6	0	0	6	0	0	0	0	11
Total	10	10	0	20	29	1	0	30	0	0	0	0	50
5:00 PM	4	3	0	7	3	1	0	4	0	0	0	0	11
5:15 PM	0	6	0	6	2	1	0	3	0	0	0	0	9
5:30 PM	0	1	0	1	6	1	0	7	0	0	0	0	8
5:45 PM	4	0	0	4	0	1	0	1	0	0	0	0	5
Total	8	10	0	18	11	4	0	15	0	0	0	0	33
6:00 PM	1	4	0	5	5	0	0	5	0	0	0	0	10
6:15 PM	1	1	0	2	1	0	0	1	0	0	0	0	3
6:30 PM	4	1	0	5	3	0	0	3	0	0	0	0	8
6:45 PM	1	1	0	2	2	1	0	3	0	0	0	0	5
Total	7	7	0	14	11	1	0	12	0	0	0	0	26
7:00 PM	2	1	0	3	4	1	0	5	0	0	0	0	8
7:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
7:30 PM	2	0	0	2	2	0	0	2	0	0	0	0	4
7:45 PM	3	1	0	4	1	0	0	1	0	0	0	0	5
Total	7	2	0	9	8	1	0	9	0	0	0	0	18
8:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
8:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
8:30 PM	2	1	0	3	0	0	0	0	0	0	0	0	3
8:45 PM	2	0	0	2	2	0	0	2	0	0	0	0	4
Total	5	1	0	6	5	0	0	5	0	0	0	0	11
Grand Total	37	30	0	67	64	7	0	71	0	0	0	0	138
Approach %	55.2	44.8	0.0		90.1	9.9	0.0		0.0	0.0	0.0		
Total %	26.8	21.7	0.0	48.6	46.4	5.1	0.0	51.4	0.0	0.0	0.0	0.0	
Exiting Leg Total				64				30					44
Buses	16	14	0	30	4	1	0	5	0	0	0	0	35
% Buses	43.2	46.7	0.0	44.8	6.3	14.3	0.0	7.0	0.0	0.0	0.0	0.0	25.4
Exiting Leg Total				4				14					17
Single-Unit Trucks	11	14	0	25	40	5	0	45	0	0	0	0	70
% Single-Unit	29.7	46.7	0.0	37.3	62.5	71.4	0.0	63.4	0.0	0.0	0.0	0.0	50.7
Exiting Leg Total				40				14					16
Articulated Trucks	10	2	0	12	20	1	0	21	0	0	0	0	33
% Articulated	27.0	6.7	0.0	17.9	31.3	14.3	0.0	29.6	0.0	0.0	0.0	0.0	23.9
Exiting Leg Total				20				2					11

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	2	1	0	3	8	1	0	9	0	0	0	0	12
4:15 PM	4	6	0	10	10	0	0	10	0	0	0	0	20
4:30 PM	2	0	0	2	5	0	0	5	0	0	0	0	7
4:45 PM	2	3	0	5	6	0	0	6	0	0	0	0	11
Total Volume	10	10	0	20	29	1	0	30	0	0	0	0	50
% Approach Total	50.0	50.0	0.0		96.7	3.3	0.0		0.0	0.0	0.0		
PHF	0.625	0.417	0.000	0.500	0.725	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.625
Buses	4	5	0	9	1	0	0	1	0	0	0	0	10
Buses %	40.0	50.0	0.0	45.0	3.4	0.0	0.0	3.3	0.0	0.0	0.0	0.0	20.0
Single-Unit Trucks	2	4	0	6	21	1	0	22	0	0	0	0	28
Single-Unit %	20.0	40.0	0.0	30.0	72.4	100.0	0.0	73.3	0.0	0.0	0.0	0.0	56.0
Articulated Trucks	4	1	0	5	7	0	0	7	0	0	0	0	12
Articulated %	40.0	10.0	0.0	25.0	24.1	0.0	0.0	23.3	0.0	0.0	0.0	0.0	24.0
Buses	4	5	0	9	1	0	0	1	0	0	0	0	10
Single-Unit Trucks	2	4	0	6	21	1	0	22	0	0	0	0	28

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



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

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
Articulated Trucks	4	1	0	5	7	0	0	7	0	0	0	0	12
Total Entering Leg	10	10	0	20	29	1	0	30	0	0	0	0	50
Buses				1				5				4	10
Single-Unit Trucks				21				4				3	28
Articulated Trucks				7				1				4	12
Total Exiting Leg				29				10				11	50

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Buses

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
4:15 PM	3	2	0	5	0	0	0	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	2	0	3	0	0	0	0	0	0	0	0	3
Total	4	5	0	9	1	0	0	1	0	0	0	0	10
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
5:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
5:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
5:45 PM	3	0	0	3	0	1	0	1	0	0	0	0	4
Total	3	2	0	5	3	1	0	4	0	0	0	0	9
6:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
6:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
6:30 PM	2	1	0	3	0	0	0	0	0	0	0	0	3
6:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	4	4	0	8	0	0	0	0	0	0	0	0	8
7:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:45 PM	2	1	0	3	0	0	0	0	0	0	0	0	3
Total	4	2	0	6	0	0	0	0	0	0	0	0	6
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	0	0	0	0	0	0	2
Grand Total	16	14	0	30	4	1	0	5	0	0	0	0	35
Approach %	53.3	46.7	0.0		80.0	20.0	0.0		0.0	0.0	0.0		
Total %	45.7	40.0	0.0	85.7	11.4	2.9	0.0	14.3	0.0	0.0	0.0	0.0	
Exiting Leg Total				4				14					17

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
4:15 PM	3	2	0	5	0	0	0	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	2	0	3	0	0	0	0	0	0	0	0	3
Total Volume	4	5	0	9	1	0	0	1	0	0	0	0	10
% Approach Total	44.4	55.6	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.333	0.625	0.000	0.450	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500
Entering Leg	4	5	0	9	1	0	0	1	0	0	0	0	10
Exiting Leg				1				5					10
Total				10				6				4	20

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	1	0	0	1	6	1	0	7	0	0	0	0	8	
4:15 PM	0	3	0	3	7	0	0	7	0	0	0	0	10	
4:30 PM	1	0	0	1	3	0	0	3	0	0	0	0	4	
4:45 PM	0	1	0	1	5	0	0	5	0	0	0	0	6	
Total	2	4	0	6	21	1	0	22	0	0	0	0	28	
5:00 PM	3	3	0	6	2	1	0	3	0	0	0	0	9	
5:15 PM	0	4	0	4	1	0	0	1	0	0	0	0	5	
5:30 PM	0	0	0	0	5	1	0	6	0	0	0	0	6	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	3	7	0	10	8	2	0	10	0	0	0	0	20	
6:00 PM	1	2	0	3	5	0	0	5	0	0	0	0	8	
6:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	
6:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	2	
6:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	
Total	2	3	0	5	6	1	0	7	0	0	0	0	12	
7:00 PM	1	0	0	1	1	1	0	2	0	0	0	0	3	
7:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
7:30 PM	1	0	0	1	2	0	0	2	0	0	0	0	3	
7:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
Total	3	0	0	3	4	1	0	5	0	0	0	0	8	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
8:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	0	0	1	1	0	0	1	0	0	0	0	2	
Grand Total	11	14	0	25	40	5	0	45	0	0	0	0	70	
Approach %	44.0	56.0	0.0		88.9	11.1	0.0		0.0	0.0	0.0			
Total %	15.7	20.0	0.0	35.7	57.1	7.1	0.0	64.3	0.0	0.0	0.0	0.0		
Exiting Leg Total				40				14					16	70

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:15 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:15 PM	0	3	0	3	7	0	0	7	0	0	0	0	10
4:30 PM	1	0	0	1	3	0	0	3	0	0	0	0	4
4:45 PM	0	1	0	1	5	0	0	5	0	0	0	0	6
5:00 PM	3	3	0	6	2	1	0	3	0	0	0	0	9
Total Volume	4	7	0	11	17	1	0	18	0	0	0	0	29
% Approach Total	36.4	63.6	0.0		94.4	5.6	0.0		0.0	0.0	0.0		
PHF	0.333	0.583	0.000	0.458	0.607	0.250	0.000	0.643	0.000	0.000	0.000	0.000	0.725
Entering Leg	4	7	0	11	17	1	0	18	0	0	0	0	29
Exiting Leg				17				7					29
Total				28				25				5	58

PDI File #: **228804 C**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **W: TF Green Connector Entrance Ramp**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Articulated Trucks

	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total	
	from North				from South				from West					
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total		
4:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2	
4:15 PM	1	1	0	2	3	0	0	3	0	0	0	0	5	
4:30 PM	1	0	0	1	2	0	0	2	0	0	0	0	3	
4:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2	
Total	4	1	0	5	7	0	0	7	0	0	0	0	12	
5:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
5:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
Total	2	1	0	3	0	1	0	1	0	0	0	0	4	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
6:30 PM	1	0	0	1	2	0	0	2	0	0	0	0	3	
6:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	
Total	1	0	0	1	5	0	0	5	0	0	0	0	6	
7:00 PM	0	0	0	0	3	0	0	3	0	0	0	0	3	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
Total	0	0	0	0	4	0	0	4	0	0	0	0	4	
8:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2	
8:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	2	0	0	2	2	0	0	2	0	0	0	0	4	
Total	3	0	0	3	4	0	0	4	0	0	0	0	7	
Grand Total	10	2	0	12	20	1	0	21	0	0	0	0	33	
Approach %	83.3	16.7	0.0		95.2	4.8	0.0		0.0	0.0	0.0			
Total %	30.3	6.1	0.0	36.4	60.6	3.0	0.0	63.6	0.0	0.0	0.0	0.0		
Exiting Leg Total				20				2					11	33

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Post Road (Route 1)				TF Green Connector Entrance Ramp				Total
	from North				from South				from West				
	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	
4:00 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
4:15 PM	1	1	0	2	3	0	0	3	0	0	0	0	5
4:30 PM	1	0	0	1	2	0	0	2	0	0	0	0	3
4:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	2
Total Volume	4	1	0	5	7	0	0	7	0	0	0	0	12
% Approach Total	80.0	20.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		
PHF	1.000	0.250	0.000	0.625	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.600
Entering Leg	4	1	0	5	7	0	0	7	0	0	0	0	12
Exiting Leg				7				1					4
Total				12				8				4	24

PDI File #: 228804 C
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: W: TF Green Connector Entrance Ramp
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)							Post Road (Route 1)							TF Green Connector Entrance Ramp							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	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	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0			

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)							Post Road (Route 1)							TF Green Connector Entrance Ramp							Total
	from North							from South							from West							
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	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	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0						0						0						0			
Total	0						0						0						0			

PDI File #: 228804 C
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: W: TF Green Connector Entrance Ramp
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM
 Class:



Pedestrians

	Post Road (Route 1)							Post Road (Route 1)							TF Green Connector Entrance Ramp							Total	
	from North							from South							from West								
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	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	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3	3		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.333	66.667					
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.333	66.667	100				
Exiting Leg Total	0							0							0							3	3

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:15 PM	Post Road (Route 1)							Post Road (Route 1)							TF Green Connector Entrance Ramp							Total	
	from North							from South							from West								
	Right	Thru	U-Turn	CW-EB	CW-WB	Total		Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Left	U-Turn	CW-NB	CW-SB	Total				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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	0	0	0	0	0	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	0	1	1	1	1		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2		
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500			0.500		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2		
Exiting Leg	0							0							0							2	2
Total	0							0							0							4	4

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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 AM	4	23	0	0	27	6	2	4	0	12	0	8	1	0	9	4	0	2	0	6	54
4:15 AM	3	26	0	0	29	7	4	7	0	18	0	17	1	0	18	2	0	0	0	2	67
4:30 AM	9	41	0	0	50	10	1	10	0	21	0	14	2	0	16	2	0	1	0	3	90
4:45 AM	7	38	0	0	45	4	2	4	0	10	0	18	3	0	21	1	0	2	0	3	79
Total	23	128	0	0	151	27	9	25	0	61	0	57	7	0	64	9	0	5	0	14	290
5:00 AM	8	39	0	0	47	11	2	4	0	17	0	18	1	0	19	2	0	3	0	5	88
5:15 AM	6	44	0	0	50	4	0	1	0	5	0	24	0	0	24	1	0	3	0	4	83
5:30 AM	13	95	0	0	108	9	1	1	0	11	0	34	1	0	35	1	0	11	0	12	166
5:45 AM	16	84	0	0	100	6	1	2	0	9	0	61	6	0	67	3	0	7	0	10	186
Total	43	262	0	0	305	30	4	8	0	42	0	137	8	0	145	7	0	24	0	31	523
6:00 AM	25	80	0	0	105	4	0	1	0	5	0	40	1	0	41	4	0	9	0	13	164
6:15 AM	26	128	0	0	154	3	0	4	0	7	0	59	1	0	60	2	0	12	0	14	235
6:30 AM	18	123	0	0	141	5	0	1	0	6	0	86	3	0	89	4	0	14	0	18	254
6:45 AM	36	115	0	0	151	1	0	2	0	3	0	106	6	0	112	5	0	23	0	28	294
Total	105	446	0	0	551	13	0	8	0	21	0	291	11	0	302	15	0	58	0	73	947
7:00 AM	39	151	0	0	190	4	0	4	0	8	0	106	7	0	113	9	0	20	0	29	340
7:15 AM	61	194	0	0	255	1	1	5	0	7	0	112	6	0	118	10	0	16	0	26	406
7:30 AM	51	245	0	0	296	6	2	1	0	9	0	132	5	0	137	14	0	36	0	50	492
7:45 AM	65	245	0	0	310	5	1	7	0	13	0	159	15	0	174	16	0	38	0	54	551
Total	216	835	0	0	1051	16	4	17	0	37	0	509	33	0	542	49	0	110	0	159	1789
8:00 AM	66	186	0	0	252	4	2	5	0	11	0	149	11	0	160	10	0	31	0	41	464
8:15 AM	68	208	0	0	276	4	1	3	0	8	0	162	9	0	171	11	0	42	0	53	508
8:30 AM	69	189	0	0	258	4	2	2	0	8	0	147	11	0	158	11	0	43	0	54	478
8:45 AM	59	174	0	0	233	6	3	7	0	16	0	156	12	0	168	15	0	48	0	63	480
Total	262	757	0	0	1019	18	8	17	0	43	0	614	43	0	657	47	0	164	0	211	1930
Grand Total	649	2428	0	0	3077	104	25	75	0	204	0	1608	102	0	1710	127	0	361	0	488	5479
Approach %	21.1	78.9	0.0	0.0		51.0	12.3	36.8	0.0		0.0	94.0	6.0	0.0		26.0	0.0	74.0	0.0		
Total %	11.8	44.3	0.0	0.0	56.2	1.9	0.5	1.4	0.0	3.7	0.0	29.3	1.9	0.0	31.2	2.3	0.0	6.6	0.0	8.9	
Exiting Leg Total					2073					0				2630						776	5479
Cars	607	2294	0	0	2901	89	24	63	0	176	0	1494	97	0	1591	112	0	318	0	430	5098
% Cars	93.5	94.5	0.0	0.0	94.3	85.6	96.0	84.0	0.0	86.3	0.0	92.9	95.1	0.0	93.0	88.2	0.0	88.1	0.0	88.1	93.0
Exiting Leg Total					1901					0				2469						728	5098
Heavy Vehicles	42	134	0	0	176	15	1	12	0	28	0	114	5	0	119	15	0	43	0	58	381
% Heavy Vehicles	6.5	5.5	0.0	0.0	5.7	14.4	4.0	16.0	0.0	13.7	0.0	7.1	4.9	0.0	7.0	11.8	0.0	11.9	0.0	11.9	7.0
Exiting Leg Total					172					0				161						48	381

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	51	245	0	0	296	6	2	1	0	9	0	132	5	0	137	14	0	36	0	50	492
7:45 AM	65	245	0	0	310	5	1	7	0	13	0	159	15	0	174	16	0	38	0	54	551
8:00 AM	66	186	0	0	252	4	2	5	0	11	0	149	11	0	160	10	0	31	0	41	464
8:15 AM	68	208	0	0	276	4	1	3	0	8	0	162	9	0	171	11	0	42	0	53	508
Total Volume	250	884	0	0	1134	19	6	16	0	41	0	602	40	0	642	51	0	147	0	198	2015
% Approach Total	22.0	78.0	0.0	0.0		46.3	14.6	39.0	0.0		0.0	93.8	6.2	0.0		25.8	0.0	74.2	0.0		
PHF	0.919	0.902	0.000	0.000	0.915	0.792	0.750	0.571	0.000	0.788	0.000	0.929	0.667	0.000	0.922	0.797	0.000	0.875	0.000	0.917	0.914
Cars	240	836	0	0	1076	15	5	12	0	32	0	549	40	0	589	45	0	132	0	177	1874
Cars %	96.0	94.6	0.0	0.0	94.9	78.9	83.3	75.0	0.0	78.0	0.0	91.2	100.0	0.0	91.7	88.2	0.0	89.8	0.0	89.4	93.0
Heavy Vehicles	10	48	0	0	58	4	1	4	0	9	0	53	0	0	53	6	0	15	0	21	141
Heavy Vehicles %	4.0	5.4	0.0	0.0	5.1	21.1	16.7	25.0	0.0	22.0	0.0	8.8	0.0	0.0	8.3	11.8	0.0	10.2	0.0	10.6	7.0
Cars Enter Leg	240	836	0	0	1076	15	5	12	0	32	0	549	40	0	589	45	0	132	0	177	1874
Heavy Enter Leg	10	48	0	0	58	4	1	4	0	9	0	53	0	0	53	6	0	15	0	21	141
Total Entering Leg	250	884	0	0	1134	19	6	16	0	41	0	602	40	0	642	51	0	147	0	198	2015
Cars Exiting Leg					696					0				893						285	1874
Heavy Exiting Leg					72					0				58						11	141
Total Exiting Leg					768					0				951						296	2015

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class: **Cars**



	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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 AM	3	22	0	0	25	6	2	4	0	12	0	8	0	0	8	3	0	2	0	5	50
4:15 AM	3	24	0	0	27	7	4	7	0	18	0	17	1	0	18	2	0	0	0	2	65
4:30 AM	9	39	0	0	48	10	1	10	0	21	0	13	2	0	15	2	0	1	0	3	87
4:45 AM	6	36	0	0	42	4	2	4	0	10	0	17	2	0	19	0	0	2	0	2	73
Total	21	121	0	0	142	27	9	25	0	61	0	55	5	0	60	7	0	5	0	12	275
5:00 AM	6	38	0	0	44	9	2	4	0	15	0	17	1	0	18	2	0	2	0	4	81
5:15 AM	6	43	0	0	49	4	0	1	0	5	0	24	0	0	24	1	0	1	0	2	80
5:30 AM	11	92	0	0	103	8	1	1	0	10	0	33	1	0	34	1	0	7	0	8	155
5:45 AM	16	82	0	0	98	6	1	2	0	9	0	59	5	0	64	3	0	5	0	8	179
Total	39	255	0	0	294	27	4	8	0	39	0	133	7	0	140	7	0	15	0	22	495
6:00 AM	24	76	0	0	100	2	0	1	0	3	0	40	1	0	41	3	0	6	0	9	153
6:15 AM	26	123	0	0	149	3	0	2	0	5	0	57	1	0	58	2	0	10	0	12	224
6:30 AM	16	117	0	0	133	3	0	1	0	4	0	76	3	0	79	4	0	12	0	16	232
6:45 AM	32	105	0	0	137	1	0	0	0	1	0	97	6	0	103	3	0	22	0	25	266
Total	98	421	0	0	519	9	0	4	0	13	0	270	11	0	281	12	0	50	0	62	875
7:00 AM	35	142	0	0	177	2	0	4	0	6	0	98	7	0	105	8	0	19	0	27	315
7:15 AM	54	181	0	0	235	1	1	3	0	5	0	107	6	0	113	9	0	14	0	23	376
7:30 AM	48	233	0	0	281	5	2	1	0	8	0	120	5	0	125	12	0	29	0	41	455
7:45 AM	62	232	0	0	294	3	1	5	0	9	0	149	15	0	164	12	0	33	0	45	512
Total	199	788	0	0	987	11	4	13	0	28	0	474	33	0	507	41	0	95	0	136	1658
8:00 AM	65	174	0	0	239	3	1	5	0	9	0	136	11	0	147	10	0	29	0	39	434
8:15 AM	65	197	0	0	262	4	1	1	0	6	0	144	9	0	153	11	0	41	0	52	473
8:30 AM	65	177	0	0	242	2	2	2	0	6	0	137	11	0	148	11	0	38	0	49	445
8:45 AM	55	161	0	0	216	6	3	5	0	14	0	145	10	0	155	13	0	45	0	58	443
Total	250	709	0	0	959	15	7	13	0	35	0	562	41	0	603	45	0	153	0	198	1795
Grand Total	607	2294	0	0	2901	89	24	63	0	176	0	1494	97	0	1591	112	0	318	0	430	5098
Approach %	20.9	79.1	0.0	0.0		50.6	13.6	35.8	0.0		0.0	93.9	6.1	0.0		26.0	0.0	74.0	0.0		
Total %	11.9	45.0	0.0	0.0	56.9	1.7	0.5	1.2	0.0	3.5	0.0	29.3	1.9	0.0	31.2	2.2	0.0	6.2	0.0	8.4	
Exiting Leg Total	1901					0					2469					728					5098

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	48	233	0	0	281	5	2	1	0	8	0	120	5	0	125	12	0	29	0	41	455
7:45 AM	62	232	0	0	294	3	1	5	0	9	0	149	15	0	164	12	0	33	0	45	512
8:00 AM	65	174	0	0	239	3	1	5	0	9	0	136	11	0	147	10	0	29	0	39	434
8:15 AM	65	197	0	0	262	4	1	1	0	6	0	144	9	0	153	11	0	41	0	52	473
Total Volume	240	836	0	0	1076	15	5	12	0	32	0	549	40	0	589	45	0	132	0	177	1874
% Approach Total	22.3	77.7	0.0	0.0		46.9	15.6	37.5	0.0		0.0	93.2	6.8	0.0		25.4	0.0	74.6	0.0		
PHF	0.923	0.897	0.000	0.000	0.915	0.750	0.625	0.600	0.000	0.889	0.000	0.921	0.667	0.000	0.898	0.938	0.000	0.805	0.000	0.851	0.915
Entering Leg	240	836	0	0	1076	15	5	12	0	32	0	549	40	0	589	45	0	132	0	177	1874
Exiting Leg	696					0					893					285					1874
Total	1772					32					1482					462					3748

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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 AM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
4:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:45 AM	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	6
Total	2	7	0	0	9	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	15
5:00 AM	2	1	0	0	3	2	0	0	0	2	0	1	0	0	1	0	0	1	0	1	7
5:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
5:30 AM	2	3	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	4	0	4	11
5:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	7
Total	4	7	0	0	11	3	0	0	0	3	0	4	1	0	5	0	0	9	0	9	28
6:00 AM	1	4	0	0	5	2	0	0	0	2	0	0	0	0	0	1	0	3	0	4	11
6:15 AM	0	5	0	0	5	0	0	2	0	2	0	2	0	0	2	0	0	2	0	2	11
6:30 AM	2	6	0	0	8	2	0	0	0	2	0	10	0	0	10	0	0	2	0	2	22
6:45 AM	4	10	0	0	14	0	0	2	0	2	0	9	0	0	9	2	0	1	0	3	28
Total	7	25	0	0	32	4	0	4	0	8	0	21	0	0	21	3	0	8	0	11	72
7:00 AM	4	9	0	0	13	2	0	0	0	2	0	8	0	0	8	1	0	1	0	2	25
7:15 AM	7	13	0	0	20	0	0	2	0	2	0	5	0	0	5	1	0	2	0	3	30
7:30 AM	3	12	0	0	15	1	0	0	0	1	0	12	0	0	12	2	0	7	0	9	37
7:45 AM	3	13	0	0	16	2	0	2	0	4	0	10	0	0	10	4	0	5	0	9	39
Total	17	47	0	0	64	5	0	4	0	9	0	35	0	0	35	8	0	15	0	23	131
8:00 AM	1	12	0	0	13	1	1	0	0	2	0	13	0	0	13	0	0	2	0	2	30
8:15 AM	3	11	0	0	14	0	0	2	0	2	0	18	0	0	18	0	0	1	0	1	35
8:30 AM	4	12	0	0	16	2	0	0	0	2	0	10	0	0	10	0	0	5	0	5	33
8:45 AM	4	13	0	0	17	0	0	2	0	2	0	11	2	0	13	2	0	3	0	5	37
Total	12	48	0	0	60	3	1	4	0	8	0	52	2	0	54	2	0	11	0	13	135
Grand Total	42	134	0	0	176	15	1	12	0	28	0	114	5	0	119	15	0	43	0	58	381
Approach %	23.9	76.1	0.0	0.0		53.6	3.6	42.9	0.0		0.0	95.8	4.2	0.0		25.9	0.0	74.1	0.0		
Total %	11.0	35.2	0.0	0.0	46.2	3.9	0.3	3.1	0.0	7.3	0.0	29.9	1.3	0.0	31.2	3.9	0.0	11.3	0.0	15.2	
Exiting Leg Total					172					0					161					48	381
Buses	1	16	0	0	17	14	1	12	0	27	0	8	0	0	8	0	0	1	0	1	53
% Buses	2.4	11.9	0.0	0.0	9.7	93.3	100.0	100.0	0.0	96.4	0.0	7.0	0.0	0.0	6.7	0.0	0.0	2.3	0.0	1.7	13.9
Exiting Leg Total					23					0					28					2	53
Single-Unit Trucks	31	66	0	0	97	1	0	0	0	1	0	53	4	0	57	13	0	36	0	49	204
% Single-Unit	73.8	49.3	0.0	0.0	55.1	6.7	0.0	0.0	0.0	3.6	0.0	46.5	80.0	0.0	47.9	86.7	0.0	83.7	0.0	84.5	53.5
Exiting Leg Total					90					0					79					35	204
Articulated Trucks	10	52	0	0	62	0	0	0	0	0	0	53	1	0	54	2	0	6	0	8	124
% Articulated	23.8	38.8	0.0	0.0	35.2	0.0	0.0	0.0	0.0	0.0	0.0	46.5	20.0	0.0	45.4	13.3	0.0	14.0	0.0	13.8	32.5
Exiting Leg Total					59					0					54					11	124

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	3	12	0	0	15	1	0	0	0	1	0	12	0	0	12	2	0	7	0	9	37
7:45 AM	3	13	0	0	16	2	0	2	0	4	0	10	0	0	10	4	0	5	0	9	39
8:00 AM	1	12	0	0	13	1	1	0	0	2	0	13	0	0	13	0	0	2	0	2	30
8:15 AM	3	11	0	0	14	0	0	2	0	2	0	18	0	0	18	0	0	1	0	1	35
Total Volume	10	48	0	0	58	4	1	4	0	9	0	53	0	0	53	6	0	15	0	21	141
% Approach Total	17.2	82.8	0.0	0.0		44.4	11.1	44.4	0.0		0.0	100.0	0.0	0.0		28.6	0.0	71.4	0.0		
PHF	0.833	0.923	0.000	0.000	0.906	0.500	0.250	0.500	0.000	0.563	0.000	0.736	0.000	0.000	0.736	0.375	0.000	0.536	0.000	0.583	0.904
Buses	0	5	0	0	5	3	1	4	0	8	0	3	0	0	3	0	0	0	0	0	16
Buses %	0.0	10.4	0.0	0.0	8.6	75.0	100.0	100.0	0.0	88.9	0.0	5.7	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	11.3
Single-Unit Trucks	8	29	0	0	37	1	0	0	0	1	0	32	0	0	32	5	0	11	0	16	86
Single-Unit %	80.0	60.4	0.0	0.0	63.8	25.0	0.0	0.0	0.0	11.1	0.0	60.4	0.0	0.0	60.4	83.3	0.0	73.3	0.0	76.2	61.0
Articulated Trucks	2	14	0	0	16	0	0	0	0	0	0	18	0	0	18	1	0	4	0	5	39
Articulated %	20.0	29.2	0.0	0.0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	34.0	0.0	0.0	34.0	16.7	0.0	26.7	0.0	23.8	27.7
Buses	0	5	0	0	5	3	1	4	0	8	0	3	0	0	3	0	0	0	0	0	16
Single-Unit Trucks	8	29	0	0	37	1	0	0	0	1	0	32	0	0	32	5	0	11	0	16	86

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	
Articulated Trucks	2	14	0	0	16	0	0	0	0	0	0	18	0	0	18	1	0	4	0	5	39
Total Entering Leg	10	48	0	0	58	4	1	4	0	9	0	53	0	0	53	6	0	15	0	21	141
Buses					6					0					9					1	16
Single-Unit Trucks					44					0					34					8	86
Articulated Trucks					22					0					15					2	39
Total Exiting Leg					72					0					58					11	141

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 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	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
6:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5
6:45 AM	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	5	0	0	5	4	0	4	0	8	0	1	0	0	1	0	0	0	0	0	14
7:00 AM	0	1	0	0	1	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	5
7:15 AM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
7:45 AM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	4	0	0	4	4	0	4	0	8	0	3	0	0	3	0	0	0	0	0	15
8:00 AM	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	1	0	1	5
8:45 AM	1	2	0	0	3	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	6
Total	1	6	0	0	7	3	1	4	0	8	0	4	0	0	4	0	0	1	0	1	20
Grand Total	1	16	0	0	17	14	1	12	0	27	0	8	0	0	8	0	0	1	0	1	53
Approach %	5.9	94.1	0.0	0.0		51.9	3.7	44.4	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	1.9	30.2	0.0	0.0	32.1	26.4	1.9	22.6	0.0	50.9	0.0	15.1	0.0	0.0	15.1	0.0	0.0	1.9	0.0	1.9	
Exiting Leg Total					23					0				28						2	53

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

8:00 AM	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4
8:30 AM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	1	0	1	5
8:45 AM	1	2	0	0	3	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	6
Total Volume	1	6	0	0	7	3	1	4	0	8	0	4	0	0	4	0	0	1	0	1	20
% Approach Total	14.3	85.7	0.0	0.0		37.5	12.5	50.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
PHF	0.250	0.500	0.000	0.000	0.583	0.375	0.250	0.500	0.000	1.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.833
Entering Leg	1	6	0	0	7	3	1	4	0	8	0	4	0	0	4	0	0	1	0	1	20
Exiting Leg					8					0				10						2	20
Total					15					8				14						3	40

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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 AM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4					
4:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
4:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
4:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3					
Total	2	4	0	0	6	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	9					
5:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2					
5:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3					
5:30 AM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	8					
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3					
Total	3	2	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	9	0	9	16					
6:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	6					
6:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	6					
6:30 AM	2	4	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	14					
6:45 AM	3	5	0	0	8	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	12					
Total	6	13	0	0	19	0	0	0	0	0	0	8	0	0	8	3	0	8	0	11	38					
7:00 AM	2	4	0	0	6	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	9					
7:15 AM	5	3	0	0	8	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	14					
7:30 AM	2	9	0	0	11	0	0	0	0	0	0	7	0	0	7	2	0	5	0	7	25					
7:45 AM	2	5	0	0	7	1	0	0	0	1	0	5	0	0	5	3	0	4	0	7	20					
Total	11	21	0	0	32	1	0	0	0	1	0	16	0	0	16	7	0	12	0	19	68					
8:00 AM	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	18					
8:15 AM	3	9	0	0	12	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	23					
8:30 AM	3	7	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	15					
8:45 AM	2	4	0	0	6	0	0	0	0	0	0	4	2	0	6	2	0	3	0	5	17					
Total	9	26	0	0	35	0	0	0	0	0	0	27	2	0	29	2	0	7	0	9	73					
Grand Total	31	66	0	0	97	1	0	0	0	1	0	53	4	0	57	13	0	36	0	49	204					
Approach %	32.0	68.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	93.0	7.0	0.0		26.5	0.0	73.5	0.0							
Total %	15.2	32.4	0.0	0.0	47.5	0.5	0.0	0.0	0.0	0.5	0.0	26.0	2.0	0.0	27.9	6.4	0.0	17.6	0.0	24.0						
Exiting Leg Total						90					0					79					35					204

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	2	9	0	0	11	0	0	0	0	0	0	7	0	0	7	2	0	5	0	7	25					
7:45 AM	2	5	0	0	7	1	0	0	0	1	0	5	0	0	5	3	0	4	0	7	20					
8:00 AM	1	6	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	18					
8:15 AM	3	9	0	0	12	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	23					
Total Volume	8	29	0	0	37	1	0	0	0	1	0	32	0	0	32	5	0	11	0	16	86					
% Approach Total	21.6	78.4	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		31.3	0.0	68.8	0.0							
PHF	0.667	0.806	0.000	0.000	0.771	0.250	0.000	0.000	0.000	0.250	0.000	0.727	0.000	0.000	0.727	0.417	0.000	0.550	0.000	0.571	0.860					
Entering Leg	8	29	0	0	37	1	0	0	0	1	0	32	0	0	32	5	0	11	0	16	86					
Exiting Leg						44					0					34					8					
Total						81					1					66					24					172

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
4:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1
5:00 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
Total	1	4	0	0	5	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0
6:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
6:45 AM	1	3	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0
Total	1	7	0	0	8	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0
7:00 AM	2	4	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
7:15 AM	2	9	0	0	11	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
7:30 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	9
7:45 AM	1	7	0	0	8	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	15
Total	6	22	0	0	28	0	0	0	0	0	0	16	0	0	16	1	0	3	0	4	48
8:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	8
8:30 AM	1	4	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	13
8:45 AM	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0
Total	2	16	0	0	18	0	0	0	0	0	0	21	0	0	21	0	0	3	0	3	42
Grand Total	10	52	0	0	62	0	0	0	0	0	0	53	1	0	54	2	0	6	0	8	124
Approach %	16.1	83.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	98.1	1.9	0.0		25.0	0.0	75.0	0.0		
Total %	8.1	41.9	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	42.7	0.8	0.0	43.5	1.6	0.0	4.8	0.0	6.5	
Exiting Leg Total					59					0				54						11	124

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:00 AM	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	2	4	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
7:15 AM	2	9	0	0	11	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	13
7:30 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	9
7:45 AM	1	7	0	0	8	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	15
Total Volume	6	22	0	0	28	0	0	0	0	0	0	16	0	0	16	1	0	3	0	4	48
% Approach Total	21.4	78.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		25.0	0.0	75.0	0.0		
PHF	0.750	0.611	0.000	0.000	0.636	0.000	0.000	0.000	0.000	0.000	0.000	0.800	0.000	0.800	0.250	0.000	0.375	0.000	0.500	0.800	
Entering Leg	6	22	0	0	28	0	0	0	0	0	0	16	0	0	16	1	0	3	0	4	48
Exiting Leg					19					0				23						6	48
Total					47					0				39					10		96

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)							Coronado Road							Post Road (Route 1)							Coronado Road							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 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	
4:15 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	
4:30 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	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 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	
5:30 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	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 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	
6:30 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	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0		
Exiting Leg Total	1							0							0							1							2

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

	Post Road (Route 1)							Coronado Road							Post Road (Route 1)							Coronado Road							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	
4:15 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	
4:30 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	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	1							0							0							0							1
Total	1							0							1							0							2

PDI File #: 228804 D
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Coronado Road W: Coronado Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Post Road (Route 1)								Coronado Road								Post Road (Route 1)								Coronado Road								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 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:15 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			
4:30 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	1	1	1				
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1					
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	3					
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15 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				
5:30 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				
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1					
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
6:30 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				
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
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	1	0	1	0	0	0	0	0	0	0	0	0	0	2	3	5	6					
Total	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	3	5	7						
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	1	2	2	2						
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1						
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					
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2					
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2	1	3	5						
Grand Total	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	1	0	1	0	0	5	6	11	17							
Approach %	0	0	0	0	0	0	0	0	0	0	80	20	0	0	0	0	0	0	0	100	0	0	0	0	45.5	54.5	0	0					
Total %	0	0	0	0	0	0	0	0	0	0	23.5	5.88	29.4	0	0	0	0	0	0	5.88	0	5.88	0	0	29.4	35.3	64.7	0					
Exiting Leg Total	0								5								1								11								17

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:15 AM	Post Road (Route 1)								Coronado Road								Post Road (Route 1)								Coronado Road								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	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	3	5	6					
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2						
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	4	7	9						
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	57.1	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.333	0.350	0.375						
Entering Leg	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	4	7	9						
Exiting Leg	0								2								0								7								9
Total	0								4								0								14								18

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	50	209	0	0	259	17	6	9	0	32	0	311	21	0	332	13	0	106	0	119	742
4:15 PM	57	195	0	0	252	11	5	4	0	20	0	288	18	0	306	14	0	86	0	100	678
4:30 PM	52	258	0	0	310	23	4	6	0	33	0	269	11	0	280	24	0	74	0	98	721
4:45 PM	46	230	0	0	276	18	3	13	0	34	0	241	2	0	243	16	0	84	0	100	653
Total	205	892	0	0	1097	69	18	32	0	119	0	1109	52	0	1161	67	0	350	0	417	2794
5:00 PM	47	259	0	0	306	11	9	10	0	30	0	222	17	0	239	25	0	77	0	102	677
5:15 PM	50	244	0	0	294	7	3	4	0	14	0	239	11	0	250	13	0	79	0	92	650
5:30 PM	44	180	0	0	224	8	2	4	0	14	0	217	10	0	227	8	0	64	0	72	537
5:45 PM	44	171	0	0	215	11	0	9	0	20	0	164	5	0	169	21	0	51	0	72	476
Total	185	854	0	0	1039	37	14	27	0	78	0	842	43	0	885	67	0	271	0	338	2340
6:00 PM	39	170	0	0	209	19	7	10	0	36	0	172	14	0	186	13	0	65	0	78	509
6:15 PM	27	141	0	0	168	11	2	8	0	21	0	148	10	0	158	17	0	59	0	76	423
6:30 PM	37	162	0	0	199	6	1	7	0	14	0	149	10	0	159	15	0	45	0	60	432
6:45 PM	38	126	0	0	164	14	4	9	0	27	0	152	10	0	162	7	0	49	0	56	409
Total	141	599	0	0	740	50	14	34	0	98	0	621	44	0	665	52	0	218	0	270	1773
7:00 PM	42	122	0	0	164	10	1	6	0	17	0	149	2	0	151	10	0	48	0	58	390
7:15 PM	24	108	0	0	132	7	1	9	0	17	0	121	6	0	127	12	0	52	0	64	340
7:30 PM	28	107	0	0	135	9	2	2	0	13	0	110	7	0	117	8	0	41	0	49	314
7:45 PM	32	90	0	0	122	19	3	10	0	32	0	118	5	0	123	8	0	47	0	55	332
Total	126	427	0	0	553	45	7	27	0	79	0	498	20	0	518	38	0	188	0	226	1376
8:00 PM	18	82	0	0	100	12	1	5	0	18	0	113	3	0	116	9	0	30	0	39	273
8:15 PM	23	94	0	0	117	5	3	5	0	13	0	107	5	0	112	1	0	25	0	26	268
8:30 PM	28	82	0	0	110	14	0	11	0	25	0	87	4	0	91	12	0	28	0	40	266
8:45 PM	21	80	0	0	101	9	1	3	0	13	0	87	5	0	92	5	0	29	0	34	240
Total	90	338	0	0	428	40	5	24	0	69	0	394	17	0	411	27	0	112	0	139	1047
Grand Total	747	3110	0	0	3857	241	58	144	0	443	0	3464	176	0	3640	251	0	1139	0	1390	9330
Approach %	19.4	80.6	0.0	0.0		54.4	13.1	32.5	0.0		0.0	95.2	4.8	0.0		18.1	0.0	81.9	0.0		
Total %	8.0	33.3	0.0	0.0	41.3	2.6	0.6	1.5	0.0	4.7	0.0	37.1	1.9	0.0	39.0	2.7	0.0	12.2	0.0	14.9	
Exiting Leg Total	4844					0					3505					981					9330
Cars	715	3070	0	0	3785	229	57	128	0	414	0	3408	174	0	3582	247	0	1122	0	1369	9150
% Cars	95.7	98.7	0.0	0.0	98.1	95.0	98.3	88.9	0.0	93.5	0.0	98.4	98.9	0.0	98.4	98.4	0.0	98.5	0.0	98.5	98.1
Exiting Leg Total	4759					0					3445					946					9150
Heavy Vehicles	32	40	0	0	72	12	1	16	0	29	0	56	2	0	58	4	0	17	0	21	180
% Heavy Vehicles	4.3	1.3	0.0	0.0	1.9	5.0	1.7	11.1	0.0	6.5	0.0	1.6	1.1	0.0	1.6	1.6	0.0	1.5	0.0	1.5	1.9
Exiting Leg Total	85					0					60					35					180

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	50	209	0	0	259	17	6	9	0	32	0	311	21	0	332	13	0	106	0	119	742
4:15 PM	57	195	0	0	252	11	5	4	0	20	0	288	18	0	306	14	0	86	0	100	678
4:30 PM	52	258	0	0	310	23	4	6	0	33	0	269	11	0	280	24	0	74	0	98	721
4:45 PM	46	230	0	0	276	18	3	13	0	34	0	241	2	0	243	16	0	84	0	100	653
Total Volume	205	892	0	0	1097	69	18	32	0	119	0	1109	52	0	1161	67	0	350	0	417	2794
% Approach Total	18.7	81.3	0.0	0.0		58.0	15.1	26.9	0.0		0.0	95.5	4.5	0.0		16.1	0.0	83.9	0.0		
PHF	0.899	0.864	0.000	0.000	0.885	0.750	0.750	0.615	0.000	0.875	0.000	0.891	0.619	0.000	0.874	0.698	0.000	0.825	0.000	0.876	0.941
Cars	196	880	0	0	1076	66	18	29	0	113	0	1081	52	0	1133	65	0	348	0	413	2735
Cars %	95.6	98.7	0.0	0.0	98.1	95.7	100.0	90.6	0.0	95.0	0.0	97.5	100.0	0.0	97.6	97.0	0.0	99.4	0.0	99.0	97.9
Heavy Vehicles	9	12	0	0	21	3	0	3	0	6	0	28	0	0	28	2	0	2	0	4	59
Heavy Vehicles %	4.4	1.3	0.0	0.0	1.9	4.3	0.0	9.4	0.0	5.0	0.0	2.5	0.0	0.0	2.4	3.0	0.0	0.6	0.0	1.0	2.1
Cars Enter Leg	196	880	0	0	1076	66	18	29	0	113	0	1081	52	0	1133	65	0	348	0	413	2735
Heavy Enter Leg	9	12	0	0	21	3	0	3	0	6	0	28	0	0	28	2	0	2	0	4	59
Total Entering Leg	205	892	0	0	1097	69	18	32	0	119	0	1109	52	0	1161	67	0	350	0	417	2794
Cars Exiting Leg	1495					0					974					266					2735
Heavy Exiting Leg	33					0					17					9					59
Total Exiting Leg	1528					0					991					275					2794

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	49	206	0	0	255	16	6	9	0	31	0	303	21	0	324	12	0	105	0	117	727
4:15 PM	55	190	0	0	245	11	5	2	0	18	0	279	18	0	297	13	0	86	0	99	659
4:30 PM	50	257	0	0	307	21	4	6	0	31	0	264	11	0	275	24	0	73	0	97	710
4:45 PM	42	227	0	0	269	18	3	12	0	33	0	235	2	0	237	16	0	84	0	100	639
Total	196	880	0	0	1076	66	18	29	0	113	0	1081	52	0	1133	65	0	348	0	413	2735
5:00 PM	47	254	0	0	301	9	9	10	0	28	0	222	16	0	238	24	0	75	0	99	666
5:15 PM	49	239	0	0	288	7	3	3	0	13	0	238	11	0	249	13	0	77	0	90	640
5:30 PM	43	180	0	0	223	7	2	4	0	13	0	212	10	0	222	8	0	62	0	70	528
5:45 PM	43	169	0	0	212	11	0	6	0	17	0	164	5	0	169	21	0	50	0	71	469
Total	182	842	0	0	1024	34	14	23	0	71	0	836	42	0	878	66	0	264	0	330	2303
6:00 PM	39	166	0	0	205	19	6	10	0	35	0	169	14	0	183	13	0	64	0	77	500
6:15 PM	27	140	0	0	167	9	2	7	0	18	0	146	10	0	156	17	0	59	0	76	417
6:30 PM	35	159	0	0	194	5	1	5	0	11	0	145	10	0	155	15	0	45	0	60	420
6:45 PM	35	126	0	0	161	14	4	8	0	26	0	150	10	0	160	7	0	49	0	56	403
Total	136	591	0	0	727	47	13	30	0	90	0	610	44	0	654	52	0	217	0	269	1740
7:00 PM	40	121	0	0	161	10	1	4	0	15	0	146	2	0	148	10	0	47	0	57	381
7:15 PM	22	108	0	0	130	6	1	9	0	16	0	120	6	0	126	12	0	52	0	64	336
7:30 PM	26	107	0	0	133	9	2	2	0	13	0	109	7	0	116	8	0	39	0	47	309
7:45 PM	30	90	0	0	120	18	3	8	0	29	0	117	5	0	122	7	0	46	0	53	324
Total	118	426	0	0	544	43	7	23	0	73	0	492	20	0	512	37	0	184	0	221	1350
8:00 PM	17	80	0	0	97	12	1	5	0	18	0	112	3	0	115	9	0	29	0	38	268
8:15 PM	22	93	0	0	115	5	3	5	0	13	0	104	5	0	109	1	0	25	0	26	263
8:30 PM	23	81	0	0	104	13	0	10	0	23	0	87	4	0	91	12	0	27	0	39	257
8:45 PM	21	77	0	0	98	9	1	3	0	13	0	86	4	0	90	5	0	28	0	33	234
Total	83	331	0	0	414	39	5	23	0	67	0	389	16	0	405	27	0	109	0	136	1022
Grand Total	715	3070	0	0	3785	229	57	128	0	414	0	3408	174	0	3582	247	0	1122	0	1369	9150
Approach %	18.9	81.1	0.0	0.0		55.3	13.8	30.9	0.0		0.0	95.1	4.9	0.0		18.0	0.0	82.0	0.0		
Total %	7.8	33.6	0.0	0.0	41.4	2.5	0.6	1.4	0.0	4.5	0.0	37.2	1.9	0.0	39.1	2.7	0.0	12.3	0.0	15.0	
Exiting Leg Total	4759					0					3445					946					9150

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	49	206	0	0	255	16	6	9	0	31	0	303	21	0	324	12	0	105	0	117	727	
4:15 PM	55	190	0	0	245	11	5	2	0	18	0	279	18	0	297	13	0	86	0	99	659	
4:30 PM	50	257	0	0	307	21	4	6	0	31	0	264	11	0	275	24	0	73	0	97	710	
4:45 PM	42	227	0	0	269	18	3	12	0	33	0	235	2	0	237	16	0	84	0	100	639	
Total Volume	196	880	0	0	1076	66	18	29	0	113	0	1081	52	0	1133	65	0	348	0	413	2735	
% Approach Total	18.2	81.8	0.0	0.0		58.4	15.9	25.7	0.0		0.0	95.4	4.6	0.0		15.7	0.0	84.3	0.0			
PHF	0.891	0.856	0.000	0.000	0.876	0.786	0.750	0.604	0.000	0.856	0.000	0.892	0.619	0.000	0.874	0.677	0.000	0.829	0.000	0.882	0.941	
Entering Leg	196	880	0	0	1076	66	18	29	0	113	0	1081	52	0	1133	65	0	348	0	413	2735	
Exiting Leg						1495					0					974					266	2735
Total	2571					113					2107					679					5470	

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	1	3	0	0	4	1	0	0	0	1	0	8	0	0	8	1	0	1	0	2	15
4:15 PM	2	5	0	0	7	0	0	2	0	2	0	9	0	0	9	1	0	0	0	1	19
4:30 PM	2	1	0	0	3	2	0	0	0	2	0	5	0	0	5	0	0	1	0	1	11
4:45 PM	4	3	0	0	7	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	14
Total	9	12	0	0	21	3	0	3	0	6	0	28	0	0	28	2	0	2	0	4	59
5:00 PM	0	5	0	0	5	2	0	0	0	2	0	0	1	0	1	1	0	2	0	3	11
5:15 PM	1	5	0	0	6	0	0	1	0	1	0	1	0	0	1	0	0	2	0	2	10
5:30 PM	1	0	0	0	1	1	0	0	0	1	0	5	0	0	5	0	0	2	0	2	9
5:45 PM	1	2	0	0	3	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1	7
Total	3	12	0	0	15	3	0	4	0	7	0	6	1	0	7	1	0	7	0	8	37
6:00 PM	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	9
6:15 PM	0	1	0	0	1	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	6
6:30 PM	2	3	0	0	5	1	0	2	0	3	0	4	0	0	4	0	0	0	0	0	12
6:45 PM	3	0	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
Total	5	8	0	0	13	3	1	4	0	8	0	11	0	0	11	0	0	1	0	1	33
7:00 PM	2	1	0	0	3	0	0	2	0	2	0	3	0	0	3	0	0	1	0	1	9
7:15 PM	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
7:30 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5
7:45 PM	2	0	0	0	2	1	0	2	0	3	0	1	0	0	1	1	0	1	0	2	8
Total	8	1	0	0	9	2	0	4	0	6	0	6	0	0	6	1	0	4	0	5	26
8:00 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
8:15 PM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
8:30 PM	5	1	0	0	6	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	9
8:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	6
Total	7	7	0	0	14	1	0	1	0	2	0	5	1	0	6	0	0	3	0	3	25
Grand Total	32	40	0	0	72	12	1	16	0	29	0	56	2	0	58	4	0	17	0	21	180
Approach %	44.4	55.6	0.0	0.0		41.4	3.4	55.2	0.0		0.0	96.6	3.4	0.0		19.0	0.0	81.0	0.0		
Total %	17.8	22.2	0.0	0.0	40.0	6.7	0.6	8.9	0.0	16.1	0.0	31.1	1.1	0.0	32.2	2.2	0.0	9.4	0.0	11.7	
Exiting Leg Total						85					0					60					180
Buses	0	12	0	0	12	11	0	16	0	27	0	2	0	0	2	1	0	0	0	1	42
% Buses	0.0	30.0	0.0	0.0	16.7	91.7	0.0	100.0	0.0	93.1	0.0	3.6	0.0	0.0	3.4	25.0	0.0	0.0	0.0	4.8	23.3
Exiting Leg Total						13					0					29					42
Single-Unit Trucks	24	19	0	0	43	1	1	0	0	2	0	34	1	0	35	0	0	9	0	9	89
% Single-Unit	75.0	47.5	0.0	0.0	59.7	8.3	100.0	0.0	0.0	6.9	0.0	60.7	50.0	0.0	60.3	0.0	0.0	52.9	0.0	42.9	49.4
Exiting Leg Total						44					0					19					89
Articulated Trucks	8	9	0	0	17	0	0	0	0	0	0	20	1	0	21	3	0	8	0	11	49
% Articulated	25.0	22.5	0.0	0.0	23.6	0.0	0.0	0.0	0.0	0.0	0.0	35.7	50.0	0.0	36.2	75.0	0.0	47.1	0.0	52.4	27.2
Exiting Leg Total						28					0					12					49

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	1	3	0	0	4	1	0	0	0	1	0	8	0	0	8	1	0	1	0	2	15
4:15 PM	2	5	0	0	7	0	0	2	0	2	0	9	0	0	9	1	0	0	0	1	19
4:30 PM	2	1	0	0	3	2	0	0	0	2	0	5	0	0	5	0	0	1	0	1	11
4:45 PM	4	3	0	0	7	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	14
Total Volume	9	12	0	0	21	3	0	3	0	6	0	28	0	0	28	2	0	2	0	4	59
% Approach Total	42.9	57.1	0.0	0.0		50.0	0.0	50.0	0.0		0.0	100.0	0.0	0.0		50.0	0.0	50.0	0.0		
PHF	0.563	0.600	0.000	0.000	0.750	0.375	0.000	0.375	0.000	0.750	0.000	0.778	0.000	0.000	0.778	0.500	0.000	0.500	0.000	0.500	0.776
Buses	0	5	0	0	5	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	11
Buses %	0.0	41.7	0.0	0.0	23.8	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6
Single-Unit Trucks	4	4	0	0	8	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1	30
Single-Unit %	44.4	33.3	0.0	0.0	38.1	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	50.0	0.0	25.0	50.8
Articulated Trucks	5	3	0	0	8	0	0	0	0	0	0	7	0	0	7	2	0	1	0	3	18
Articulated %	55.6	25.0	0.0	0.0	38.1	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	100.0	0.0	50.0	0.0	75.0	30.5
Buses	0	5	0	0	5	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	11
Single-Unit Trucks	4	4	0	0	8	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1	30

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



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

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	
Articulated Trucks	5	3	0	0	8	0	0	0	0	0	0	7	0	0	7	2	0	1	0	3	18
Total Entering Leg	9	12	0	0	21	3	0	3	0	6	0	28	0	0	28	2	0	2	0	4	59
Buses					3					0					8					0	11
Single-Unit Trucks					22					0					4					4	30
Articulated Trucks					8					0					5					5	18
Total Exiting Leg					33					0					17					9	59

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Buses

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3				
4:15 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3				
4:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2				
4:45 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3				
Total	0	5	0	0	5	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	11				
5:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2				
5:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2				
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2				
5:45 PM	0	2	0	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5				
Total	0	3	0	0	3	3	0	4	0	7	0	1	0	0	1	0	0	0	0	0	11				
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
6:15 PM	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3				
6:30 PM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4				
6:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1				
Total	0	2	0	0	2	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0	9				
7:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2				
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1				
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:45 PM	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	1	0	0	0	1	4				
Total	0	0	0	0	0	1	0	4	0	5	0	1	0	0	1	1	0	0	0	1	7				
8:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:30 PM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2				
8:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
Total	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4				
Grand Total	0	12	0	0	12	11	0	16	0	27	0	2	0	0	2	1	0	0	0	1	42				
Approach %	0.0	100.0	0.0	0.0		40.7	0.0	59.3	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0						
Total %	0.0	28.6	0.0	0.0	28.6	26.2	0.0	38.1	0.0	64.3	0.0	4.8	0.0	0.0	4.8	2.4	0.0	0.0	0.0	2.4					
Exiting Leg Total						13						0						29						0	42

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

5:45 PM	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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					
5:45 PM	0	2	0	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5				
6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
6:15 PM	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3				
6:30 PM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4				
Total Volume	0	4	0	0	4	3	0	6	0	9	0	0	0	0	0	0	0	0	0	0	13				
% Approach Total	0.0	100.0	0.0	0.0		33.3	0.0	66.7	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0						
PHF	0.000	0.500	0.000	0.000	0.500	0.375	0.000	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.650				
Entering Leg	0	4	0	0	4	3	0	6	0	9	0	0	0	0	0	0	0	0	0	0	13				
Exiting Leg						3						0						10						0	13
Total						7						9						10						0	26

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	7	0	0	7	0	0	0	0	0	7					
4:15 PM	2	4	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12					
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5					
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6					
Total	4	4	0	0	8	0	0	0	0	0	0	21	0	0	21	0	0	1	0	1	30					
5:00 PM	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	8					
5:15 PM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	7					
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	6					
5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
Total	3	8	0	0	11	0	0	0	0	0	0	5	1	0	6	0	0	5	0	5	22					
6:00 PM	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	7					
6:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2					
6:30 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4					
6:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3					
Total	5	6	0	0	11	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	16					
7:00 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4					
7:15 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3					
7:30 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3					
7:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2					
Total	6	1	0	0	7	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	12					
8:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
8:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3					
8:30 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4					
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1					
Total	6	0	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	9					
Grand Total	24	19	0	0	43	1	1	0	0	2	0	34	1	0	35	0	0	9	0	9	89					
Approach %	55.8	44.2	0.0	0.0		50.0	50.0	0.0	0.0		0.0	97.1	2.9	0.0		0.0	0.0	100.0	0.0							
Total %	27.0	21.3	0.0	0.0	48.3	1.1	1.1	0.0	0.0	2.2	0.0	38.2	1.1	0.0	39.3	0.0	0.0	10.1	0.0	10.1						
Exiting Leg Total						44					0					19					26					89

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:15 PM	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	2	4	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12					
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	5					
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6					
5:00 PM	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	8					
Total Volume	4	9	0	0	13	0	0	0	0	0	0	14	1	0	15	0	0	3	0	3	31					
% Approach Total	30.8	69.2	0.0	0.0		0.0	0.0	0.0	0.0		0.0	93.3	6.7	0.0		0.0	0.0	100.0	0.0							
PHF	0.500	0.450	0.000	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.250	0.000	0.625	0.000	0.000	0.375	0.000	0.375	0.646					
Entering Leg	4	9	0	0	13	0	0	0	0	0	0	14	1	0	15	0	0	3	0	3	31					
Exiting Leg						17					0					9					5					31
Total						30					0					24					8					62

PDI File #: **228804 D**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Coronado Road W: Coronado Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Articulated Trucks

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	5	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	4	
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
4:45 PM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
Total	5	3	0	0	8	0	0	0	0	0	0	7	0	0	7	2	0	1	0	3	18	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
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	1	0	1	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	4	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	8	
7:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
7:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Total	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	7	
8:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	
8:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
8:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	
8:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4	
Total	1	5	0	0	6	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	12	
Grand Total	8	9	0	0	17	0	0	0	0	0	0	20	1	0	21	3	0	8	0	11	49	
Approach %	47.1	52.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	95.2	4.8	0.0		27.3	0.0	72.7	0.0			
Total %	16.3	18.4	0.0	0.0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	40.8	2.0	0.0	42.9	6.1	0.0	16.3	0.0	22.4		
Exiting Leg Total						28					0					12					9	49

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)					Coronado Road					Post Road (Route 1)					Coronado Road					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	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	4
4:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
4:45 PM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total Volume	5	3	0	0	8	0	0	0	0	0	0	7	0	0	7	2	0	1	0	3	18
% Approach Total	62.5	37.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		66.7	0.0	33.3	0.0		
PHF	0.417	0.750	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.500	0.000	0.250	0.000	0.375	0.900
Entering Leg	5	3	0	0	8	0	0	0	0	0	0	7	0	0	7	2	0	1	0	3	18
Exiting Leg	8					0					5					5					18
Total	16					0					12					8					36

PDI File #: 228804 D
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Coronado Road W: Coronado Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM
 Class:



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)							Coronado Road							Post Road (Route 1)							Coronado Road							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	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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		
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		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00 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		
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 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		
6:45 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		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:00 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		
7:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
7:30 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		
7:45 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		
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:00 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		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
8:30 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		
8:45 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		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1		
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	2		
Approach %	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0		
Exiting Leg Total	1							0							0							1							2

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)							Coronado Road							Post Road (Route 1)							Coronado Road							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	
6:30 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		
6:45 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		
7:00 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		
7:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
% Approach Total	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	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	0.000	0.000	0.000	0.250			
Entering Leg	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
Exiting Leg	1							0							0							0							1
Total	1							1							0							0							2

PDI File #: 228804 D
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Coronado Road W: Coronado Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM
 Class:



Pedestrians

	Post Road (Route 1)								Coronado Road								Post Road (Route 1)								Coronado Road								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	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2			
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	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2			
Total	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	1	1	2	0	0	0	0	2	0	2	7			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	2	0	0	0	1	1	5			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2			
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	1	0	1	1	1				
Total	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	2	1	3	10				
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	2	0	2	0	0	0	1	2	3	9					
6:15 PM	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	0	1				
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3	3					
6:45 PM	0	0	0	0	1	0	1	0	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	1	0	1	6	6					
Total	0	0	0	0	1	0	1	0	0	0	0	2	4	6	0	0	0	0	2	3	5	0	0	0	0	3	4	7	19				
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3				
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:30 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				
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	1	1	0	0	0	2	0	2	5	5				
Total	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	2	1	3	0	0	0	0	2	0	2	8				
8:00 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				
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	2	3	3				
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	2	2				
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0	4	4				
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	1	2	3	0	0	0	0	0	2	2	9				
Grand Total	0	0	0	0	1	0	1	0	0	0	0	7	13	20	0	0	0	0	8	8	16	0	0	0	0	9	7	16	53				
Approach %	0	0	0	0	100	0		0	0	0	0	35	65		0	0	0	0	50	50		0	0	0	0	56.3	43.8						
Total %	0	0	0	0	1.89	0	1.89	0	0	0	0	13.2	24.5	37.7	0	0	0	0	15.1	15.1	30.2	0	0	0	0	17	13.2	30.2					
Exiting Leg Total							1						20							16							16		53				

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

6:00 PM	Post Road (Route 1)								Coronado Road								Post Road (Route 1)								Coronado Road								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		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	2	0	2	0	0	0	1	2	3	9					
6:15 PM	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					
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3						
6:45 PM	0	0	0	0	1	0	1	0	0	0	0	2	2	2	0	0	0	0	2	2	0	0	0	1	0	1	6	6					
Total Volume	0	0	0	0	1	0	1	0	0	0	0	2	4	6	0	0	0	0	2	3	5	0	0	0	3	4	7	19					
% Approach Total	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	33.3	66.7		0.0	0.0	0.0	0.0	40.0	60.0		0.0	0.0	0.0	0.0	42.9	57.1						
PHF	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.500	0.375	0.000	0.000	0.000	0.000	0.250	0.375	0.625	0.000	0.000	0.000	0.000	0.750	0.500	0.583	0.528				
Entering Leg	0	0	0	0	1	0	1	0	0	0	0	2	4	6	0	0	0	0	2	3	5	0	0	0	3	4	7	19					
Exiting Leg							1						6							5						7		19					
Total							2						12							10						14		38					

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	14	11	0	25	23	12	0	35	1	9	0	10	70
4:15 AM	8	16	0	24	23	22	0	45	11	14	0	25	94
4:30 AM	27	20	0	47	44	20	0	64	6	16	0	22	133
4:45 AM	16	25	0	41	44	22	0	66	11	11	0	22	129
Total	65	72	0	137	134	76	0	210	29	50	0	79	426
5:00 AM	19	24	0	43	56	30	0	86	18	19	0	37	166
5:15 AM	16	21	0	37	74	37	0	111	14	16	0	30	178
5:30 AM	31	30	0	61	94	79	0	173	21	34	0	55	289
5:45 AM	44	59	0	103	101	56	0	157	27	36	0	63	323
Total	110	134	0	244	325	202	0	527	80	105	0	185	956
6:00 AM	44	43	0	87	128	66	0	194	20	37	0	57	338
6:15 AM	44	49	0	93	142	106	0	248	28	32	0	60	401
6:30 AM	50	86	0	136	184	90	0	274	54	55	0	109	519
6:45 AM	56	91	0	147	174	102	0	276	61	58	0	119	542
Total	194	269	0	463	628	364	0	992	163	182	0	345	1800
7:00 AM	68	80	0	148	229	122	0	351	63	73	0	136	635
7:15 AM	113	108	0	221	225	145	0	370	61	74	0	135	726
7:30 AM	156	91	0	247	281	158	0	439	84	86	0	170	856
7:45 AM	144	103	0	247	236	190	0	426	116	92	0	208	881
Total	481	382	0	863	971	615	0	1586	324	325	0	649	3098
8:00 AM	104	104	0	208	230	132	0	362	101	97	0	198	768
8:15 AM	113	125	0	238	203	174	0	377	110	95	0	205	820
8:30 AM	84	114	0	198	225	188	0	413	84	102	0	186	797
8:45 AM	113	147	0	260	172	128	0	300	119	86	0	205	765
Total	414	490	0	904	830	622	0	1452	414	380	0	794	3150
Grand Total	1264	1347	0	2611	2888	1879	0	4767	1010	1042	0	2052	9430
Approach %	48.4	51.6	0.0		60.6	39.4	0.0		49.2	50.8	0.0		
Total %	13.4	14.3	0.0	27.7	30.6	19.9	0.0	50.6	10.7	11.0	0.0	21.8	
Exiting Leg Total				3930				2357				3143	9430
Cars	1203	1305	0	2508	2839	1789	0	4628	924	974	0	1898	9034
% Cars	95.2	96.9	0.0	96.1	98.3	95.2	0.0	97.1	91.5	93.5	0.0	92.5	95.8
Exiting Leg Total				3813				2229				2992	9034
Heavy Vehicles	61	42	0	103	49	90	0	139	86	68	0	154	396
% Heavy Vehicles	4.8	3.1	0.0	3.9	1.7	4.8	0.0	2.9	8.5	6.5	0.0	7.5	4.2
Exiting Leg Total				117				128				151	396

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	156	91	0	247	281	158	0	439	84	86	0	170	856
7:45 AM	144	103	0	247	236	190	0	426	116	92	0	208	881
8:00 AM	104	104	0	208	230	132	0	362	101	97	0	198	768
8:15 AM	113	125	0	238	203	174	0	377	110	95	0	205	820
Total Volume	517	423	0	940	950	654	0	1604	411	370	0	781	3325
% Approach Total	55.0	45.0	0.0		59.2	40.8	0.0		52.6	47.4	0.0		
PHF	0.829	0.846	0.000	0.951	0.845	0.861	0.000	0.913	0.886	0.954	0.000	0.939	0.944
Cars	497	410	0	907	940	624	0	1564	374	345	0	719	3190
Cars %	96.1	96.9	0.0	96.5	98.9	95.4	0.0	97.5	91.0	93.2	0.0	92.1	95.9
Heavy Vehicles	20	13	0	33	10	30	0	40	37	25	0	62	135
Heavy Vehicles %	3.9	3.1	0.0	3.5	1.1	4.6	0.0	2.5	9.0	6.8	0.0	7.9	4.1
Cars Enter Leg	497	410	0	907	940	624	0	1564	374	345	0	719	3190
Heavy Enter Leg	20	13	0	33	10	30	0	40	37	25	0	62	135
Total Entering Leg	517	423	0	940	950	654	0	1604	411	370	0	781	3325
Cars Exiting Leg				1285				784				1121	3190
Heavy Exiting Leg				35				50				50	135
Total Exiting Leg				1320				834				1171	3325

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class: **Cars**



	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	12	10	0	22	22	12	0	34	1	8	0	9	65
4:15 AM	8	15	0	23	23	20	0	43	11	14	0	25	91
4:30 AM	24	20	0	44	44	20	0	64	6	15	0	21	129
4:45 AM	16	24	0	40	44	20	0	64	10	11	0	21	125
Total	60	69	0	129	133	72	0	205	28	48	0	76	410
5:00 AM	17	23	0	40	54	29	0	83	17	17	0	34	157
5:15 AM	15	21	0	36	73	35	0	108	13	15	0	28	172
5:30 AM	30	30	0	60	89	76	0	165	19	32	0	51	276
5:45 AM	42	58	0	100	100	56	0	156	25	33	0	58	314
Total	104	132	0	236	316	196	0	512	74	97	0	171	919
6:00 AM	43	42	0	85	127	64	0	191	19	36	0	55	331
6:15 AM	42	49	0	91	140	104	0	244	23	31	0	54	389
6:30 AM	46	81	0	127	181	87	0	268	45	48	0	93	488
6:45 AM	52	86	0	138	169	95	0	264	54	55	0	109	511
Total	183	258	0	441	617	350	0	967	141	170	0	311	1719
7:00 AM	62	79	0	141	225	116	0	341	59	70	0	129	611
7:15 AM	110	104	0	214	222	135	0	357	58	71	0	129	700
7:30 AM	149	89	0	238	280	153	0	433	76	77	0	153	824
7:45 AM	140	99	0	239	233	181	0	414	108	86	0	194	847
Total	461	371	0	832	960	585	0	1545	301	304	0	605	2982
8:00 AM	100	100	0	200	226	124	0	350	92	91	0	183	733
8:15 AM	108	122	0	230	201	166	0	367	98	91	0	189	786
8:30 AM	81	111	0	192	219	177	0	396	79	93	0	172	760
8:45 AM	106	142	0	248	167	119	0	286	111	80	0	191	725
Total	395	475	0	870	813	586	0	1399	380	355	0	735	3004
Grand Total	1203	1305	0	2508	2839	1789	0	4628	924	974	0	1898	9034
Approach %	48.0	52.0	0.0		61.3	38.7	0.0		48.7	51.3	0.0		
Total %	13.3	14.4	0.0	27.8	31.4	19.8	0.0	51.2	10.2	10.8	0.0	21.0	
Exiting Leg Total				3813				2229				2992	9034

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	149	89	0	238	280	153	0	433	76	77	0	153	824
7:45 AM	140	99	0	239	233	181	0	414	108	86	0	194	847
8:00 AM	100	100	0	200	226	124	0	350	92	91	0	183	733
8:15 AM	108	122	0	230	201	166	0	367	98	91	0	189	786
Total Volume	497	410	0	907	940	624	0	1564	374	345	0	719	3190
% Approach Total	54.8	45.2	0.0		60.1	39.9	0.0		52.0	48.0	0.0		
PHF	0.834	0.840	0.000	0.949	0.839	0.862	0.000	0.903	0.866	0.948	0.000	0.927	0.942
Entering Leg	497	410	0	907	940	624	0	1564	374	345	0	719	3190
Exiting Leg				1285				784				1121	3190
Total				2192				2348				1840	6380

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



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

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	2	1	0	3	1	0	0	1	0	1	0	1	5
4:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	3
4:30 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
4:45 AM	0	1	0	1	0	2	0	2	1	0	0	1	4
Total	5	3	0	8	1	4	0	5	1	2	0	3	16
5:00 AM	2	1	0	3	2	1	0	3	1	2	0	3	9
5:15 AM	1	0	0	1	1	2	0	3	1	1	0	2	6
5:30 AM	1	0	0	1	5	3	0	8	2	2	0	4	13
5:45 AM	2	1	0	3	1	0	0	1	2	3	0	5	9
Total	6	2	0	8	9	6	0	15	6	8	0	14	37
6:00 AM	1	1	0	2	1	2	0	3	1	1	0	2	7
6:15 AM	2	0	0	2	2	2	0	4	5	1	0	6	12
6:30 AM	4	5	0	9	3	3	0	6	9	7	0	16	31
6:45 AM	4	5	0	9	5	7	0	12	7	3	0	10	31
Total	11	11	0	22	11	14	0	25	22	12	0	34	81
7:00 AM	6	1	0	7	4	6	0	10	4	3	0	7	24
7:15 AM	3	4	0	7	3	10	0	13	3	3	0	6	26
7:30 AM	7	2	0	9	1	5	0	6	8	9	0	17	32
7:45 AM	4	4	0	8	3	9	0	12	8	6	0	14	34
Total	20	11	0	31	11	30	0	41	23	21	0	44	116
8:00 AM	4	4	0	8	4	8	0	12	9	6	0	15	35
8:15 AM	5	3	0	8	2	8	0	10	12	4	0	16	34
8:30 AM	3	3	0	6	6	11	0	17	5	9	0	14	37
8:45 AM	7	5	0	12	5	9	0	14	8	6	0	14	40
Total	19	15	0	34	17	36	0	53	34	25	0	59	146
Grand Total	61	42	0	103	49	90	0	139	86	68	0	154	396
Approach %	59.2	40.8	0.0		35.3	64.7	0.0		55.8	44.2	0.0		
Total %	15.4	10.6	0.0	26.0	12.4	22.7	0.0	35.1	21.7	17.2	0.0	38.9	
Exiting Leg Total				117				128				151	396
Buses	13	4	0	17	2	3	0	5	4	19	0	23	45
% Buses	21.3	9.5	0.0	16.5	4.1	3.3	0.0	3.6	4.7	27.9	0.0	14.9	11.4
Exiting Leg Total				21				8				16	45
Single-Unit Trucks	31	33	0	64	44	39	0	83	40	34	0	74	221
% Single-Unit	50.8	78.6	0.0	62.1	89.8	43.3	0.0	59.7	46.5	50.0	0.0	48.1	55.8
Exiting Leg Total				78				73				70	221
Articulated Trucks	17	5	0	22	3	48	0	51	42	15	0	57	130
% Articulated	27.9	11.9	0.0	21.4	6.1	53.3	0.0	36.7	48.8	22.1	0.0	37.0	32.8
Exiting Leg Total				18				47				65	130

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	4	4	0	8	4	8	0	12	9	6	0	15	35
8:15 AM	5	3	0	8	2	8	0	10	12	4	0	16	34
8:30 AM	3	3	0	6	6	11	0	17	5	9	0	14	37
8:45 AM	7	5	0	12	5	9	0	14	8	6	0	14	40
Total Volume	19	15	0	34	17	36	0	53	34	25	0	59	146
% Approach Total	55.9	44.1	0.0		32.1	67.9	0.0		57.6	42.4	0.0		
PHF	0.679	0.750	0.000	0.708	0.708	0.818	0.000	0.779	0.708	0.694	0.000	0.922	0.913
Buses	4	0	0	4	0	3	0	3	4	4	0	8	15
Buses %	21.1	0.0	0.0	11.8	0.0	8.3	0.0	5.7	11.8	16.0	0.0	13.6	10.3
Single-Unit Trucks	12	14	0	26	17	15	0	32	15	15	0	30	88
Single-Unit %	63.2	93.3	0.0	76.5	100.0	41.7	0.0	60.4	44.1	60.0	0.0	50.8	60.3
Articulated Trucks	3	1	0	4	0	18	0	18	15	6	0	21	43
Articulated %	15.8	6.7	0.0	11.8	0.0	50.0	0.0	34.0	44.1	24.0	0.0	35.6	29.5
Buses	4	0	0	4	0	3	0	3	4	4	0	8	15
Single-Unit Trucks	12	14	0	26	17	15	0	32	15	15	0	30	88

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**



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

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Articulated Trucks	3	1	0	4	0	18	0	18	15	6	0	21	43
Total Entering Leg	19	15	0	34	17	36	0	53	34	25	0	59	146
Buses				4				4				7	15
Single-Unit Trucks				32				29				27	88
Articulated Trucks				6				16				21	43
Total Exiting Leg				42				49				55	146

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	2
5:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	1	0	0	1	0	2	0	2	4
6:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
6:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
6:30 AM	2	1	0	3	0	0	0	0	0	4	0	4	7
6:45 AM	1	1	0	2	0	0	0	0	0	1	0	1	3
Total	5	2	0	7	0	0	0	0	0	7	0	7	14
7:00 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
7:15 AM	1	1	0	2	0	0	0	0	0	1	0	1	3
7:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	1	1	0	0	1	0	2	0	2	4
Total	3	2	0	5	1	0	0	1	0	6	0	6	12
8:00 AM	2	0	0	2	0	1	0	1	1	1	0	2	5
8:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
8:30 AM	1	0	0	1	0	0	0	0	1	3	0	4	5
8:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	3
Total	4	0	0	4	0	3	0	3	4	4	0	8	15
Grand Total	13	4	0	17	2	3	0	5	4	19	0	23	45
Approach %	76.5	23.5	0.0		40.0	60.0	0.0		17.4	82.6	0.0		
Total %	28.9	8.9	0.0	37.8	4.4	6.7	0.0	11.1	8.9	42.2	0.0	51.1	
Exiting Leg Total				21				8				16	45

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

6:30 AM	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
6:30 AM	2	1	0	3	0	0	0	0	0	4	0	4	7
6:45 AM	1	1	0	2	0	0	0	0	0	1	0	1	3
7:00 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
7:15 AM	1	1	0	2	0	0	0	0	0	1	0	1	3
Total Volume	5	3	0	8	0	0	0	0	0	9	0	9	17
% Approach Total	62.5	37.5	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.750	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.563	0.607
Entering Leg	5	3	0	8	0	0	0	0	0	9	0	9	17
Exiting Leg				9				3				5	17
Total				17				3				14	34

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	2	1	0	3	1	0	0	1	0	1	0	1	5
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	4	2	0	6	1	1	0	2	0	1	0	1	9
5:00 AM	1	1	0	2	2	0	0	2	1	0	0	1	5
5:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	3
5:30 AM	0	0	0	0	4	2	0	6	2	2	0	4	10
5:45 AM	0	1	0	1	1	0	0	1	1	2	0	3	5
Total	1	2	0	3	8	4	0	12	4	4	0	8	23
6:00 AM	0	1	0	1	1	1	0	2	1	0	0	1	4
6:15 AM	0	0	0	0	2	1	0	3	4	0	0	4	7
6:30 AM	1	3	0	4	3	3	0	6	6	3	0	9	19
6:45 AM	2	4	0	6	5	4	0	9	0	1	0	1	16
Total	3	8	0	11	11	9	0	20	11	4	0	15	46
7:00 AM	3	0	0	3	2	3	0	5	2	0	0	2	10
7:15 AM	1	3	0	4	3	1	0	4	0	2	0	2	10
7:30 AM	4	2	0	6	0	4	0	4	3	6	0	9	19
7:45 AM	3	2	0	5	2	2	0	4	5	2	0	7	16
Total	11	7	0	18	7	10	0	17	10	10	0	20	55
8:00 AM	2	4	0	6	4	4	0	8	5	4	0	9	23
8:15 AM	3	2	0	5	2	6	0	8	5	4	0	9	22
8:30 AM	2	3	0	5	6	3	0	9	1	3	0	4	18
8:45 AM	5	5	0	10	5	2	0	7	4	4	0	8	25
Total	12	14	0	26	17	15	0	32	15	15	0	30	88
Grand Total	31	33	0	64	44	39	0	83	40	34	0	74	221
Approach %	48.4	51.6	0.0		53.0	47.0	0.0		54.1	45.9	0.0		
Total %	14.0	14.9	0.0	29.0	19.9	17.6	0.0	37.6	18.1	15.4	0.0	33.5	
Exiting Leg Total				78				73				70	221

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

8:00 AM	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	2	4	0	6	4	4	0	8	5	4	0	9	23
8:15 AM	3	2	0	5	2	6	0	8	5	4	0	9	22
8:30 AM	2	3	0	5	6	3	0	9	1	3	0	4	18
8:45 AM	5	5	0	10	5	2	0	7	4	4	0	8	25
Total Volume	12	14	0	26	17	15	0	32	15	15	0	30	88
% Approach Total	46.2	53.8	0.0		53.1	46.9	0.0		50.0	50.0	0.0		
PHF	0.600	0.700	0.000	0.650	0.708	0.625	0.000	0.889	0.750	0.938	0.000	0.833	0.880
Entering Leg	12	14	0	26	17	15	0	32	15	15	0	30	88
Exiting Leg				32				29				27	88
Total				58				61				57	176

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	3
4:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	1	1	0	2	0	3	0	3	1	1	0	2	7
5:00 AM	1	0	0	1	0	1	0	1	0	1	0	1	3
5:15 AM	1	0	0	1	0	0	0	0	1	1	0	2	3
5:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
5:45 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
Total	4	0	0	4	0	2	0	2	2	2	0	4	10
6:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
6:15 AM	1	0	0	1	0	1	0	1	1	0	0	1	3
6:30 AM	1	1	0	2	0	0	0	0	3	0	0	3	5
6:45 AM	1	0	0	1	0	3	0	3	7	1	0	8	12
Total	3	1	0	4	0	5	0	5	11	1	0	12	21
7:00 AM	2	1	0	3	2	3	0	5	2	0	0	2	10
7:15 AM	1	0	0	1	0	9	0	9	3	0	0	3	13
7:30 AM	2	0	0	2	1	1	0	2	5	3	0	8	12
7:45 AM	1	1	0	2	0	7	0	7	3	2	0	5	14
Total	6	2	0	8	3	20	0	23	13	5	0	18	49
8:00 AM	0	0	0	0	0	3	0	3	3	1	0	4	7
8:15 AM	2	1	0	3	0	2	0	2	5	0	0	5	10
8:30 AM	0	0	0	0	0	8	0	8	3	3	0	6	14
8:45 AM	1	0	0	1	0	5	0	5	4	2	0	6	12
Total	3	1	0	4	0	18	0	18	15	6	0	21	43
Grand Total	17	5	0	22	3	48	0	51	42	15	0	57	130
Approach %	77.3	22.7	0.0		5.9	94.1	0.0		73.7	26.3	0.0		
Total %	13.1	3.8	0.0	16.9	2.3	36.9	0.0	39.2	32.3	11.5	0.0	43.8	
Exiting Leg Total				18				47				65	130

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:00 AM	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	2	1	0	3	2	3	0	5	2	0	0	2	10
7:15 AM	1	0	0	1	0	9	0	9	3	0	0	3	13
7:30 AM	2	0	0	2	1	1	0	2	5	3	0	8	12
7:45 AM	1	1	0	2	0	7	0	7	3	2	0	5	14
Total Volume	6	2	0	8	3	20	0	23	13	5	0	18	49
% Approach Total	75.0	25.0	0.0		13.0	87.0	0.0		72.2	27.8	0.0		
PHF	0.750	0.500	0.000	0.667	0.375	0.556	0.000	0.639	0.650	0.417	0.000	0.563	0.875
Entering Leg	6	2	0	8	3	20	0	23	13	5	0	18	49
Exiting Leg				8				15				26	49
Total				16				38				44	98

PDI File #: 228804 E
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 AM
 End Time: 9:00 AM



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)						Airport Road						Post Road (Route 1)						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	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	0	1	1	
7:30 AM	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	
Exiting Leg Total	0						0						0						1	1

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

6:30 AM	Post Road (Route 1)						Airport Road						Post Road (Route 1)						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	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	0	1	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Exiting Leg	0						0						0						1	1
Total	0						0						0						2	2

PDI File #: 228804 E
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Post Road (Route 1)						Airport Road						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	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	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	3	4	5
Approach %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	25	75		
Total %	0	0	0	0	0	0	0	0	0	20	0	20	0	0	0	20	60	80	
Exiting Leg Total	0						1						4						5

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:15 AM	Post Road (Route 1)						Airport Road						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:15 AM	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	3	3	3
7:45 AM	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	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	75.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.333	0.333
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	4
Exiting Leg	0						0						4						4
Total	0						0						8						8

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	112	185	0	297	137	125	0	262	193	218	0	411	970
4:15 PM	132	199	0	331	136	124	0	260	196	199	0	395	986
4:30 PM	144	205	0	349	173	148	0	321	177	168	0	345	1015
4:45 PM	131	203	0	334	119	150	0	269	184	160	0	344	947
Total	519	792	0	1311	565	547	0	1112	750	745	0	1495	3918
5:00 PM	171	210	0	381	136	162	0	298	160	146	0	306	985
5:15 PM	121	261	0	382	106	118	0	224	172	134	0	306	912
5:30 PM	106	228	0	334	109	111	0	220	159	127	0	286	840
5:45 PM	94	219	0	313	138	114	0	252	122	95	0	217	782
Total	492	918	0	1410	489	505	0	994	613	502	0	1115	3519
6:00 PM	108	228	0	336	109	88	0	197	128	126	0	254	787
6:15 PM	75	168	0	243	127	101	0	228	125	79	0	204	675
6:30 PM	82	184	0	266	114	96	0	210	119	93	0	212	688
6:45 PM	62	152	0	214	98	114	0	212	109	82	0	191	617
Total	327	732	0	1059	448	399	0	847	481	380	0	861	2767
7:00 PM	70	151	0	221	120	76	0	196	105	89	0	194	611
7:15 PM	51	154	0	205	83	75	0	158	106	71	0	177	540
7:30 PM	80	134	0	214	98	54	0	152	98	56	0	154	520
7:45 PM	62	117	0	179	76	50	0	126	88	90	0	178	483
Total	263	556	0	819	377	255	0	632	397	306	0	703	2154
8:00 PM	52	130	0	182	82	44	0	126	91	68	0	159	467
8:15 PM	50	99	0	149	113	54	0	167	79	66	0	145	461
8:30 PM	64	93	0	157	96	47	0	143	67	57	0	124	424
8:45 PM	50	100	0	150	76	41	0	117	72	49	0	121	388
Total	216	422	0	638	367	186	0	553	309	240	0	549	1740
Grand Total	1817	3420	0	5237	2246	1892	0	4138	2550	2173	0	4723	14098
Approach %	34.7	65.3	0.0		54.3	45.7	0.0		54.0	46.0	0.0		
Total %	12.9	24.3	0.0	37.1	15.9	13.4	0.0	29.4	18.1	15.4	0.0	33.5	
Exiting Leg Total				4419				5970				3709	14098
Cars	1780	3395	0	5175	2220	1860	0	4080	2510	2128	0	4638	13893
% Cars	98.0	99.3	0.0	98.8	98.8	98.3	0.0	98.6	98.4	97.9	0.0	98.2	98.5
Exiting Leg Total				4348				5905				3640	13893
Heavy Vehicles	37	25	0	62	26	32	0	58	40	45	0	85	205
% Heavy Vehicles	2.0	0.7	0.0	1.2	1.2	1.7	0.0	1.4	1.6	2.1	0.0	1.8	1.5
Exiting Leg Total				71				65				69	205

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:15 PM	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	132	199	0	331	136	124	0	260	196	199	0	395	986
4:30 PM	144	205	0	349	173	148	0	321	177	168	0	345	1015
4:45 PM	131	203	0	334	119	150	0	269	184	160	0	344	947
5:00 PM	171	210	0	381	136	162	0	298	160	146	0	306	985
Total Volume	578	817	0	1395	564	584	0	1148	717	673	0	1390	3933
% Approach Total	41.4	58.6	0.0		49.1	50.9	0.0		51.6	48.4	0.0		
PHF	0.845	0.973	0.000	0.915	0.815	0.901	0.000	0.894	0.915	0.845	0.000	0.880	0.969
Cars	567	812	0	1379	559	575	0	1134	706	659	0	1365	3878
Cars %	98.1	99.4	0.0	98.9	99.1	98.5	0.0	98.8	98.5	97.9	0.0	98.2	98.6
Heavy Vehicles	11	5	0	16	5	9	0	14	11	14	0	25	55
Heavy Vehicles %	1.9	0.6	0.0	1.1	0.9	1.5	0.0	1.2	1.5	2.1	0.0	1.8	1.4
Cars Enter Leg	567	812	0	1379	559	575	0	1134	706	659	0	1365	3878
Heavy Enter Leg	11	5	0	16	5	9	0	14	11	14	0	25	55
Total Entering Leg	578	817	0	1395	564	584	0	1148	717	673	0	1390	3933
Cars Exiting Leg				1218				1518				1142	3878
Heavy Exiting Leg				19				16				20	55
Total Exiting Leg				1237				1534				1162	3933

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	109	178	0	287	134	125	0	259	190	206	0	396	942
4:15 PM	128	198	0	326	134	122	0	256	192	197	0	389	971
4:30 PM	140	204	0	344	173	148	0	321	176	160	0	336	1001
4:45 PM	130	201	0	331	118	146	0	264	179	159	0	338	933
Total	507	781	0	1288	559	541	0	1100	737	722	0	1459	3847
5:00 PM	169	209	0	378	134	159	0	293	159	143	0	302	973
5:15 PM	116	259	0	375	103	116	0	219	171	133	0	304	898
5:30 PM	105	227	0	332	107	111	0	218	157	123	0	280	830
5:45 PM	91	218	0	309	134	114	0	248	122	92	0	214	771
Total	481	913	0	1394	478	500	0	978	609	491	0	1100	3472
6:00 PM	105	227	0	332	109	86	0	195	126	125	0	251	778
6:15 PM	75	167	0	242	126	100	0	226	123	76	0	199	667
6:30 PM	80	183	0	263	114	93	0	207	118	91	0	209	679
6:45 PM	61	152	0	213	96	111	0	207	107	82	0	189	609
Total	321	729	0	1050	445	390	0	835	474	374	0	848	2733
7:00 PM	70	149	0	219	119	75	0	194	103	88	0	191	604
7:15 PM	49	153	0	202	83	73	0	156	104	71	0	175	533
7:30 PM	79	133	0	212	98	53	0	151	96	56	0	152	515
7:45 PM	62	117	0	179	76	48	0	124	86	88	0	174	477
Total	260	552	0	812	376	249	0	625	389	303	0	692	2129
8:00 PM	51	129	0	180	81	42	0	123	89	68	0	157	460
8:15 PM	50	99	0	149	112	54	0	166	76	66	0	142	457
8:30 PM	60	93	0	153	93	45	0	138	66	56	0	122	413
8:45 PM	50	99	0	149	76	39	0	115	70	48	0	118	382
Total	211	420	0	631	362	180	0	542	301	238	0	539	1712
Grand Total	1780	3395	0	5175	2220	1860	0	4080	2510	2128	0	4638	13893
Approach %	34.4	65.6	0.0		54.4	45.6	0.0		54.1	45.9	0.0		
Total %	12.8	24.4	0.0	37.2	16.0	13.4	0.0	29.4	18.1	15.3	0.0	33.4	
Exiting Leg Total				4348				5905				3640	13893

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	128	198	0	326	134	122	0	256	192	197	0	389	971
4:30 PM	140	204	0	344	173	148	0	321	176	160	0	336	1001
4:45 PM	130	201	0	331	118	146	0	264	179	159	0	338	933
5:00 PM	169	209	0	378	134	159	0	293	159	143	0	302	973
Total Volume	567	812	0	1379	559	575	0	1134	706	659	0	1365	3878
% Approach Total	41.1	58.9	0.0		49.3	50.7	0.0		51.7	48.3	0.0		
PHF	0.839	0.971	0.000	0.912	0.808	0.904	0.000	0.883	0.919	0.836	0.000	0.877	0.969
Entering Leg	567	812	0	1379	559	575	0	1134	706	659	0	1365	3878
Exiting Leg				1218				1518				1142	3878
Total				2597				2652				2507	7756

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



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

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	7	0	10	3	0	0	3	3	12	0	15	28
4:15 PM	4	1	0	5	2	2	0	4	4	2	0	6	15
4:30 PM	4	1	0	5	0	0	0	0	1	8	0	9	14
4:45 PM	1	2	0	3	1	4	0	5	5	1	0	6	14
Total	12	11	0	23	6	6	0	12	13	23	0	36	71
5:00 PM	2	1	0	3	2	3	0	5	1	3	0	4	12
5:15 PM	5	2	0	7	3	2	0	5	1	1	0	2	14
5:30 PM	1	1	0	2	2	0	0	2	2	4	0	6	10
5:45 PM	3	1	0	4	4	0	0	4	0	3	0	3	11
Total	11	5	0	16	11	5	0	16	4	11	0	15	47
6:00 PM	3	1	0	4	0	2	0	2	2	1	0	3	9
6:15 PM	0	1	0	1	1	1	0	2	2	3	0	5	8
6:30 PM	2	1	0	3	0	3	0	3	1	2	0	3	9
6:45 PM	1	0	0	1	2	3	0	5	2	0	0	2	8
Total	6	3	0	9	3	9	0	12	7	6	0	13	34
7:00 PM	0	2	0	2	1	1	0	2	2	1	0	3	7
7:15 PM	2	1	0	3	0	2	0	2	2	0	0	2	7
7:30 PM	1	1	0	2	0	1	0	1	2	0	0	2	5
7:45 PM	0	0	0	0	0	2	0	2	2	2	0	4	6
Total	3	4	0	7	1	6	0	7	8	3	0	11	25
8:00 PM	1	1	0	2	1	2	0	3	2	0	0	2	7
8:15 PM	0	0	0	0	1	0	0	1	3	0	0	3	4
8:30 PM	4	0	0	4	3	2	0	5	1	1	0	2	11
8:45 PM	0	1	0	1	0	2	0	2	2	1	0	3	6
Total	5	2	0	7	5	6	0	11	8	2	0	10	28
Grand Total	37	25	0	62	26	32	0	58	40	45	0	85	205
Approach %	59.7	40.3	0.0		44.8	55.2	0.0		47.1	52.9	0.0		
Total %	18.0	12.2	0.0	30.2	12.7	15.6	0.0	28.3	19.5	22.0	0.0	41.5	
Exiting Leg Total				71				65				69	205
Buses	15	2	0	17	2	0	0	2	0	12	0	12	31
% Buses	40.5	8.0	0.0	27.4	7.7	0.0	0.0	3.4	0.0	26.7	0.0	14.1	15.1
Exiting Leg Total				14				2				15	31
Single-Unit Trucks	19	23	0	42	19	19	0	38	20	26	0	46	126
% Single-Unit	51.4	92.0	0.0	67.7	73.1	59.4	0.0	65.5	50.0	57.8	0.0	54.1	61.5
Exiting Leg Total				45				43				38	126
Articulated Trucks	3	0	0	3	5	13	0	18	20	7	0	27	48
% Articulated	8.1	0.0	0.0	4.8	19.2	40.6	0.0	31.0	50.0	15.6	0.0	31.8	23.4
Exiting Leg Total				12				20				16	48

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	7	0	10	3	0	0	3	3	12	0	15	28
4:15 PM	4	1	0	5	2	2	0	4	4	2	0	6	15
4:30 PM	4	1	0	5	0	0	0	0	1	8	0	9	14
4:45 PM	1	2	0	3	1	4	0	5	5	1	0	6	14
Total Volume	12	11	0	23	6	6	0	12	13	23	0	36	71
% Approach Total	52.2	47.8	0.0		50.0	50.0	0.0		36.1	63.9	0.0		
PHF	0.750	0.393	0.000	0.575	0.500	0.375	0.000	0.600	0.650	0.479	0.000	0.600	0.634
Buses	5	1	0	6	1	0	0	1	0	4	0	4	11
Buses %	41.7	9.1	0.0	26.1	16.7	0.0	0.0	8.3	0.0	17.4	0.0	11.1	15.5
Single-Unit Trucks	5	10	0	15	2	1	0	3	8	15	0	23	41
Single-Unit %	41.7	90.9	0.0	65.2	33.3	16.7	0.0	25.0	61.5	65.2	0.0	63.9	57.7
Articulated Trucks	2	0	0	2	3	5	0	8	5	4	0	9	19
Articulated %	16.7	0.0	0.0	8.7	50.0	83.3	0.0	66.7	38.5	17.4	0.0	25.0	26.8
Buses	5	1	0	6	1	0	0	1	0	4	0	4	11
Single-Unit Trucks	5	10	0	15	2	1	0	3	8	15	0	23	41

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**



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

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Articulated Trucks	2	0	0	2	3	5	0	8	5	4	0	9	19
Total Entering Leg	12	11	0	23	6	6	0	12	13	23	0	36	71
Buses				5				1				5	11
Single-Unit Trucks				17				18				6	41
Articulated Trucks				7				5				7	19
Total Exiting Leg				29				24				18	71

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Buses

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	1	0	4	1	0	0	1	0	2	0	2	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	5	1	0	6	1	0	0	1	0	4	0	4	11
5:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	4	1	0	5	0	0	0	0	0	3	0	3	8
6:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
6:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	1	0	0	1	0	3	0	3	6
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
8:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	1	0	1	3
Grand Total	15	2	0	17	2	0	0	2	0	12	0	12	31
Approach %	88.2	11.8	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
Total %	48.4	6.5	0.0	54.8	6.5	0.0	0.0	6.5	0.0	38.7	0.0	38.7	
Exiting Leg Total				14				2				15	31

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	1	0	4	1	0	0	1	0	2	0	2	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	5	1	0	6	1	0	0	1	0	4	0	4	11
% Approach Total	83.3	16.7	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.417	0.250	0.000	0.375	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.393
Entering Leg	5	1	0	6	1	0	0	1	0	4	0	4	11
Exiting Leg				5				1				5	11
Total				11				2				9	22

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	6	0	6	1	0	0	1	2	9	0	11	18
4:15 PM	4	1	0	5	0	1	0	1	2	2	0	4	10
4:30 PM	1	1	0	2	0	0	0	0	0	3	0	3	5
4:45 PM	0	2	0	2	1	0	0	1	4	1	0	5	8
Total	5	10	0	15	2	1	0	3	8	15	0	23	41
5:00 PM	2	0	0	2	2	3	0	5	1	1	0	2	9
5:15 PM	2	2	0	4	3	2	0	5	1	1	0	2	11
5:30 PM	1	1	0	2	2	0	0	2	1	3	0	4	8
5:45 PM	1	1	0	2	3	0	0	3	0	2	0	2	7
Total	6	4	0	10	10	5	0	15	3	7	0	10	35
6:00 PM	2	1	0	3	0	2	0	2	1	1	0	2	7
6:15 PM	0	1	0	1	0	1	0	1	1	1	0	2	4
6:30 PM	1	1	0	2	0	2	0	2	0	1	0	1	5
6:45 PM	1	0	0	1	2	3	0	5	0	0	0	0	6
Total	4	3	0	7	2	8	0	10	2	3	0	5	22
7:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
7:15 PM	0	1	0	1	0	2	0	2	2	0	0	2	5
7:30 PM	1	1	0	2	0	1	0	1	0	0	0	0	3
7:45 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
Total	1	4	0	5	1	4	0	5	4	0	0	4	14
8:00 PM	0	1	0	1	1	1	0	2	0	0	0	0	3
8:15 PM	0	0	0	0	1	0	0	1	2	0	0	2	3
8:30 PM	3	0	0	3	2	0	0	2	0	0	0	0	5
8:45 PM	0	1	0	1	0	0	0	0	1	1	0	2	3
Total	3	2	0	5	4	1	0	5	3	1	0	4	14
Grand Total	19	23	0	42	19	19	0	38	20	26	0	46	126
Approach %	45.2	54.8	0.0		50.0	50.0	0.0		43.5	56.5	0.0		
Total %	15.1	18.3	0.0	33.3	15.1	15.1	0.0	30.2	15.9	20.6	0.0	36.5	
Exiting Leg Total				45				43				38	126

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	6	0	6	1	0	0	1	2	9	0	11	18
4:15 PM	4	1	0	5	0	1	0	1	2	2	0	4	10
4:30 PM	1	1	0	2	0	0	0	0	0	3	0	3	5
4:45 PM	0	2	0	2	1	0	0	1	4	1	0	5	8
Total Volume	5	10	0	15	2	1	0	3	8	15	0	23	41
% Approach Total	33.3	66.7	0.0		66.7	33.3	0.0		34.8	65.2	0.0		
PHF	0.313	0.417	0.000	0.625	0.500	0.250	0.000	0.750	0.500	0.417	0.000	0.523	0.569
Entering Leg	5	10	0	15	2	1	0	3	8	15	0	23	41
Exiting Leg				17				18				6	41
Total				32				21				29	82

PDI File #: **228804 E**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Airport Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Articulated Trucks

	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	1	0	0	1	1	1	0	2	3
4:15 PM	0	0	0	0	2	1	0	3	2	0	0	2	5
4:30 PM	2	0	0	2	0	0	0	0	1	3	0	4	6
4:45 PM	0	0	0	0	0	4	0	4	1	0	0	1	5
Total	2	0	0	2	3	5	0	8	5	4	0	9	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	2
Total	1	0	0	1	1	0	0	1	1	1	0	2	4
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
6:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
6:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	1	0	1	5	0	0	5	6
7:00 PM	0	0	0	0	0	1	0	1	2	1	0	3	4
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
7:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	0	0	0	0	2	0	2	4	2	0	6	8
8:00 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
8:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:30 PM	0	0	0	0	1	2	0	3	1	0	0	1	4
8:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
Total	0	0	0	0	1	5	0	6	5	0	0	5	11
Grand Total	3	0	0	3	5	13	0	18	20	7	0	27	48
Approach %	100.0	0.0	0.0		27.8	72.2	0.0		74.1	25.9	0.0		
Total %	6.3	0.0	0.0	6.3	10.4	27.1	0.0	37.5	41.7	14.6	0.0	56.3	
Exiting Leg Total				12				20				16	48

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Airport Road				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	1	0	0	1	1	1	0	2	3
4:15 PM	0	0	0	0	2	1	0	3	2	0	0	2	5
4:30 PM	2	0	0	2	0	0	0	0	1	3	0	4	6
4:45 PM	0	0	0	0	0	4	0	4	1	0	0	1	5
Total Volume	2	0	0	2	3	5	0	8	5	4	0	9	19
% Approach Total	100.0	0.0	0.0		37.5	62.5	0.0		55.6	44.4	0.0		
PHF	0.250	0.000	0.000	0.250	0.375	0.313	0.000	0.500	0.625	0.333	0.000	0.563	0.792
Entering Leg	2	0	0	2	3	5	0	8	5	4	0	9	19
Exiting Leg				7				5				7	19
Total				9				13				16	38

PDI File #: 228804 E
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)						Airport Road						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	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	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
5:00 PM	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	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	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	50.0	0.0	0.0	0.0	0.0	100.0	50.0	50.0
Total %	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	50.0	50.0	50.0
Exiting Leg Total	0						1						1						2

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)						Airport Road						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	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	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	50.0	0.0	0.0	0.0	0.0	100.0	50.0	50.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
Exiting Leg	0						1						1						2
Total	0						2						2						4

PDI File #: 228804 E
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM
 Class:



Pedestrians

	Post Road (Route 1)						Airport Road						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:15 PM	0	0	0	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	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	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
5:30 PM	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
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	1	2	3	7
Approach %	0	0	0	0	0	0	0	0	0	50	50	0	0	0	33.333	66.667			
Total %	0	0	0	0	0	0	0	0	0	28.571	28.571	57.143	0	0	0	14.286	28.571	42.857	
Exiting Leg Total	0						4						3						7

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)						Airport Road						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:15 PM	0	0	0	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	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	3
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0			0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.500	0.500	0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	3
Exiting Leg	0						1						2						3
Total	0						2						4						6

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class: **Cars and Heavy Vehicles (Combined)**



	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	10	0	0	10	2	0	0	2	0	14	0	14	26
4:15 AM	8	1	0	9	0	0	0	0	0	17	0	17	26
4:30 AM	19	1	0	20	0	0	0	0	0	24	0	24	44
4:45 AM	21	0	0	21	0	0	0	0	0	27	0	27	48
Total	58	2	0	60	2	0	0	2	0	82	0	82	144
5:00 AM	14	0	0	14	2	0	0	2	0	22	0	22	38
5:15 AM	17	0	0	17	0	2	0	2	0	27	0	27	46
5:30 AM	38	1	0	39	0	0	0	0	0	50	0	50	89
5:45 AM	43	0	0	43	2	1	0	3	0	79	0	79	125
Total	112	1	0	113	4	3	0	7	0	178	0	178	298
6:00 AM	39	0	0	39	1	0	0	1	1	69	0	70	110
6:15 AM	56	0	0	56	3	1	0	4	0	79	0	79	139
6:30 AM	56	0	0	56	1	2	0	3	0	120	0	120	179
6:45 AM	56	0	0	56	2	0	0	2	0	123	0	123	181
Total	207	0	0	207	7	3	0	10	1	391	0	392	609
7:00 AM	81	2	0	83	1	0	0	1	0	135	0	135	219
7:15 AM	108	0	0	108	2	1	0	3	0	156	0	156	267
7:30 AM	131	0	0	131	1	0	0	1	0	188	0	188	320
7:45 AM	159	1	0	160	6	0	0	6	2	180	0	182	348
Total	479	3	0	482	10	1	0	11	2	659	0	661	1154
8:00 AM	115	0	0	115	4	1	0	5	1	174	0	175	295
8:15 AM	126	1	0	127	3	0	0	3	0	158	0	158	288
8:30 AM	135	1	0	136	0	0	0	0	0	148	0	148	284
8:45 AM	113	0	0	113	2	1	0	3	1	168	0	169	285
Total	489	2	0	491	9	2	0	11	2	648	0	650	1152
Grand Total	1345	8	0	1353	32	9	0	41	5	1958	0	1963	3357
Approach %	99.4	0.6	0.0		78.0	22.0	0.0		0.3	99.7	0.0		
Total %	40.1	0.2	0.0	40.3	1.0	0.3	0.0	1.2	0.1	58.3	0.0	58.5	
Exiting Leg Total				1990				13				1354	3357
Cars	1282	8	0	1290	32	9	0	41	5	1885	0	1890	3221
% Cars	95.3	100.0	0.0	95.3	100.0	100.0	0.0	100.0	100.0	96.3	0.0	96.3	95.9
Exiting Leg Total				1917				13				1291	3221
Heavy Vehicles	63	0	0	63	0	0	0	0	0	73	0	73	136
% Heavy Vehicles	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	3.7	0.0	3.7	4.1
Exiting Leg Total				73				0				63	136

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	131	0	0	131	1	0	0	1	0	188	0	188	320
7:45 AM	159	1	0	160	6	0	0	6	2	180	0	182	348
8:00 AM	115	0	0	115	4	1	0	5	1	174	0	175	295
8:15 AM	126	1	0	127	3	0	0	3	0	158	0	158	288
Total Volume	531	2	0	533	14	1	0	15	3	700	0	703	1251
% Approach Total	99.6	0.4	0.0		93.3	6.7	0.0		0.4	99.6	0.0		
PHF	0.835	0.500	0.000	0.833	0.583	0.250	0.000	0.625	0.375	0.931	0.000	0.935	0.899
Cars	506	2	0	508	14	1	0	15	3	672	0	675	1198
Cars %	95.3	100.0	0.0	95.3	100.0	100.0	0.0	100.0	100.0	96.0	0.0	96.0	95.8
Heavy Vehicles	25	0	0	25	0	0	0	0	0	28	0	28	53
Heavy Vehicles %	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	4.0	0.0	4.0	4.2
Cars Enter Leg	506	2	0	508	14	1	0	15	3	672	0	675	1198
Heavy Enter Leg	25	0	0	25	0	0	0	0	0	28	0	28	53
Total Entering Leg	531	2	0	533	14	1	0	15	3	700	0	703	1251
Cars Exiting Leg				686				5				507	1198
Heavy Exiting Leg				28				0				25	53
Total Exiting Leg				714				5				532	1251

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	9	0	0	9	2	0	0	2	0	14	0	14	25
4:15 AM	8	1	0	9	0	0	0	0	0	16	0	16	25
4:30 AM	16	1	0	17	0	0	0	0	0	24	0	24	41
4:45 AM	18	0	0	18	0	0	0	0	0	25	0	25	43
Total	51	2	0	53	2	0	0	2	0	79	0	79	134
5:00 AM	14	0	0	14	2	0	0	2	0	22	0	22	38
5:15 AM	16	0	0	16	0	2	0	2	0	26	0	26	44
5:30 AM	37	1	0	38	0	0	0	0	0	47	0	47	85
5:45 AM	39	0	0	39	2	1	0	3	0	76	0	76	118
Total	106	1	0	107	4	3	0	7	0	171	0	171	285
6:00 AM	38	0	0	38	1	0	0	1	1	68	0	69	108
6:15 AM	53	0	0	53	3	1	0	4	0	76	0	76	133
6:30 AM	53	0	0	53	1	2	0	3	0	114	0	114	170
6:45 AM	54	0	0	54	2	0	0	2	0	120	0	120	176
Total	198	0	0	198	7	3	0	10	1	378	0	379	587
7:00 AM	76	2	0	78	1	0	0	1	0	131	0	131	210
7:15 AM	105	0	0	105	2	1	0	3	0	153	0	153	261
7:30 AM	126	0	0	126	1	0	0	1	0	182	0	182	309
7:45 AM	150	1	0	151	6	0	0	6	2	176	0	178	335
Total	457	3	0	460	10	1	0	11	2	642	0	644	1115
8:00 AM	109	0	0	109	4	1	0	5	1	164	0	165	279
8:15 AM	121	1	0	122	3	0	0	3	0	150	0	150	275
8:30 AM	131	1	0	132	0	0	0	0	0	141	0	141	273
8:45 AM	109	0	0	109	2	1	0	3	1	160	0	161	273
Total	470	2	0	472	9	2	0	11	2	615	0	617	1100
Grand Total	1282	8	0	1290	32	9	0	41	5	1885	0	1890	3221
Approach %	99.4	0.6	0.0		78.0	22.0	0.0		0.3	99.7	0.0		
Total %	39.8	0.2	0.0	40.0	1.0	0.3	0.0	1.3	0.2	58.5	0.0	58.7	
Exiting Leg Total				1917				13				1291	3221

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:30 AM	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	126	0	0	126	1	0	0	1	0	182	0	182	309
7:45 AM	150	1	0	151	6	0	0	6	2	176	0	178	335
8:00 AM	109	0	0	109	4	1	0	5	1	164	0	165	279
8:15 AM	121	1	0	122	3	0	0	3	0	150	0	150	275
Total Volume	506	2	0	508	14	1	0	15	3	672	0	675	1198
% Approach Total	99.6	0.4	0.0		93.3	6.7	0.0		0.4	99.6	0.0		
PHF	0.843	0.500	0.000	0.841	0.583	0.250	0.000	0.625	0.375	0.923	0.000	0.927	0.894
Entering Leg	506	2	0	508	14	1	0	15	3	672	0	675	1198
Exiting Leg				686				5				507	1198
Total				1194				20				1182	2396

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
4:45 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
Total	7	0	0	7	0	0	0	0	0	3	0	3	10
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
5:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
5:45 AM	4	0	0	4	0	0	0	0	0	3	0	3	7
Total	6	0	0	6	0	0	0	0	0	7	0	7	13
6:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
6:15 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
6:30 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
6:45 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total	9	0	0	9	0	0	0	0	0	13	0	13	22
7:00 AM	5	0	0	5	0	0	0	0	0	4	0	4	9
7:15 AM	3	0	0	3	0	0	0	0	0	3	0	3	6
7:30 AM	5	0	0	5	0	0	0	0	0	6	0	6	11
7:45 AM	9	0	0	9	0	0	0	0	0	4	0	4	13
Total	22	0	0	22	0	0	0	0	0	17	0	17	39
8:00 AM	6	0	0	6	0	0	0	0	0	10	0	10	16
8:15 AM	5	0	0	5	0	0	0	0	0	8	0	8	13
8:30 AM	4	0	0	4	0	0	0	0	0	7	0	7	11
8:45 AM	4	0	0	4	0	0	0	0	0	8	0	8	12
Total	19	0	0	19	0	0	0	0	0	33	0	33	52
Grand Total	63	0	0	63	0	0	0	0	0	73	0	73	136
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	46.3	0.0	0.0	46.3	0.0	0.0	0.0	0.0	0.0	53.7	0.0	53.7	
Exiting Leg Total				73				0				63	136
Buses	2	0	0	2	0	0	0	0	0	7	0	7	9
% Buses	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	9.6	0.0	9.6	6.6
Exiting Leg Total				7				0				2	9
Single-Unit Trucks	44	0	0	44	0	0	0	0	0	50	0	50	94
% Single-Unit	69.8	0.0	0.0	69.8	0.0	0.0	0.0	0.0	0.0	68.5	0.0	68.5	69.1
Exiting Leg Total				50				0				44	94
Articulated Trucks	17	0	0	17	0	0	0	0	0	16	0	16	33
% Articulated	27.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	21.9	0.0	21.9	24.3
Exiting Leg Total				16				0				17	33

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM													
7:30 AM	5	0	0	5	0	0	0	0	0	6	0	6	11
7:45 AM	9	0	0	9	0	0	0	0	0	4	0	4	13
8:00 AM	6	0	0	6	0	0	0	0	0	10	0	10	16
8:15 AM	5	0	0	5	0	0	0	0	0	8	0	8	13
Total Volume	25	0	0	25	0	0	0	0	0	28	0	28	53
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.694	0.000	0.000	0.694	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.700	0.828
Buses	0	0	0	0	0	0	0	0	0	3	0	3	3
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	10.7	5.7
Single-Unit Trucks	19	0	0	19	0	0	0	0	0	20	0	20	39
Single-Unit %	76.0	0.0	0.0	76.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	71.4	73.6
Articulated Trucks	6	0	0	6	0	0	0	0	0	5	0	5	11
Articulated %	24.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	0.0	17.9	0.0	17.9	20.8
Buses	0	0	0	0	0	0	0	0	0	3	0	3	3
Single-Unit Trucks	19	0	0	19	0	0	0	0	0	20	0	20	39

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



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

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

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Articulated Trucks	6	0	0	6	0	0	0	0	0	5	0	5	11
Total Entering Leg	25	0	0	25	0	0	0	0	0	28	0	28	53
Buses				3				0				0	3
Single-Unit Trucks				20				0				19	39
Articulated Trucks				5				0				6	11
Total Exiting Leg				28				0				25	53

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:30 AM	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
Total	0	0	0	0	0	0	0	0	0	3	0	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	3	0	3	5
Grand Total	2	0	0	2	0	0	0	0	0	7	0	7	9
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	77.8	0.0	77.8	
Exiting Leg Total				7				0				2	9

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

8:00 AM	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	0	0	0	0	3	0	3	5
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.417
Entering Leg	2	0	0	2	0	0	0	0	0	3	0	3	5
Exiting Leg				3				0				2	5
Total				5				0				5	10

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	3	0	0	3	0	0	0	0	0	3	0	3	6
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
5:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	0	2	0	2	6
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
6:30 AM	2	0	0	2	0	0	0	0	0	6	0	6	8
6:45 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	6	0	0	6	0	0	0	0	0	11	0	11	17
7:00 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
7:15 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
7:30 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
7:45 AM	8	0	0	8	0	0	0	0	0	2	0	2	10
Total	17	0	0	17	0	0	0	0	0	9	0	9	26
8:00 AM	3	0	0	3	0	0	0	0	0	9	0	9	12
8:15 AM	5	0	0	5	0	0	0	0	0	5	0	5	10
8:30 AM	3	0	0	3	0	0	0	0	0	5	0	5	8
8:45 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
Total	14	0	0	14	0	0	0	0	0	25	0	25	39
Grand Total	44	0	0	44	0	0	0	0	0	50	0	50	94
Approach %	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
Total %	46.8	0.0	0.0	46.8	0.0	0.0	0.0	0.0	0.0	53.2	0.0	53.2	
Exiting Leg Total				50				0				44	94

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:45 AM	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:45 AM	8	0	0	8	0	0	0	0	0	2	0	2	10
8:00 AM	3	0	0	3	0	0	0	0	0	9	0	9	12
8:15 AM	5	0	0	5	0	0	0	0	0	5	0	5	10
8:30 AM	3	0	0	3	0	0	0	0	0	5	0	5	8
Total Volume	19	0	0	19	0	0	0	0	0	21	0	21	40
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
PHF	0.594	0.000	0.000	0.594	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.583	0.833
Entering Leg	19	0	0	19	0	0	0	0	0	21	0	21	40
Exiting Leg				21				0				19	40
Total				40				0				40	80

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 AM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total	2	0	0	2	0	0	0	0	0	5	0	5	7
6:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
6:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
6:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	3	0	0	3	0	0	0	0	0	1	0	1	4
7:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
7:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
Total	5	0	0	5	0	0	0	0	0	5	0	5	10
8:00 AM	3	0	0	3	0	0	0	0	0	1	0	1	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	3	0	0	3	0	0	0	0	0	5	0	5	8
Grand Total	17	0	0	17	0	0	0	0	0	16	0	16	33
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	51.5	0.0	0.0	51.5	0.0	0.0	0.0	0.0	0.0	48.5	0.0	48.5	
Exiting Leg Total				16				0				17	33

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:15 AM	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:15 AM	1	0	0	1	0	0	0	0	0	0	1	0	1	2
7:30 AM	2	0	0	2	0	0	0	0	0	2	0	2	4	
7:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	3	
8:00 AM	3	0	0	3	0	0	0	0	0	1	0	1	4	
Total Volume	7	0	0	7	0	0	0	0	0	6	0	6	13	
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
PHF	0.583	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.813	
Entering Leg	7	0	0	7	0	0	0	0	0	6	0	6	13	
Exiting Leg				6				0				7	13	
Total				13				0				13	26	

PDI File #: 228804 F
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Baywood Street
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 AM
 End Time: 9:00 AM



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)						Baywood Street						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	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	1	0	1	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	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
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						1						0						1

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

6:30 AM	Post Road (Route 1)						Baywood Street						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	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	1	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Exiting Leg	0						1						0						1
Total	0						2						0						2

PDI File #: 228804 F
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Baywood Street
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 AM
 End Time: 9:00 AM
 Class:



Pedestrians

	Post Road (Route 1)						Baywood Street						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	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	1	0	1	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	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
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Approach %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0
Exiting Leg Total	0						2						0						2

Peak Hour Analysis from 04:00 AM to 09:00 AM begins at:

7:15 AM	Post Road (Route 1)						Baywood Street						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	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	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
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0						2						0						2
Exiting Leg	0						2						0						2
Total	0						4						0						4

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	159	1	0	160	2	1	0	3	4	211	0	215	378
4:15 PM	172	2	0	174	2	2	0	4	0	172	0	172	350
4:30 PM	172	3	0	175	0	3	0	3	4	194	0	198	376
4:45 PM	222	3	0	225	1	0	0	1	1	179	0	180	406
Total	725	9	0	734	5	6	0	11	9	756	0	765	1510
5:00 PM	187	3	0	190	0	4	0	4	2	175	0	177	371
5:15 PM	180	1	0	181	4	3	0	7	5	151	0	156	344
5:30 PM	134	1	0	135	4	2	0	6	0	163	0	163	304
5:45 PM	139	1	0	140	1	0	0	1	1	106	0	107	248
Total	640	6	0	646	9	9	0	18	8	595	0	603	1267
6:00 PM	163	1	0	164	1	1	0	2	3	159	0	162	328
6:15 PM	122	4	0	126	3	2	0	5	1	129	0	130	261
6:30 PM	123	1	0	124	2	3	0	5	1	116	0	117	246
6:45 PM	109	1	0	110	2	2	0	4	1	125	0	126	240
Total	517	7	0	524	8	8	0	16	6	529	0	535	1075
7:00 PM	117	2	0	119	2	1	0	3	1	115	0	116	238
7:15 PM	85	0	0	85	0	0	0	0	0	100	0	100	185
7:30 PM	87	1	0	88	0	2	0	2	2	85	0	87	177
7:45 PM	80	0	0	80	1	0	0	1	1	92	0	93	174
Total	369	3	0	372	3	3	0	6	4	392	0	396	774
8:00 PM	79	0	0	79	0	1	0	1	1	87	0	88	168
8:15 PM	74	2	0	76	0	0	0	0	3	78	0	81	157
8:30 PM	62	2	0	64	1	1	0	2	0	69	0	69	135
8:45 PM	43	3	0	46	1	1	0	2	0	54	0	54	102
Total	258	7	0	265	2	3	0	5	4	288	0	292	562
Grand Total	2509	32	0	2541	27	29	0	56	31	2560	0	2591	5188
Approach %	98.7	1.3	0.0		48.2	51.8	0.0		1.2	98.8	0.0		
Total %	48.4	0.6	0.0	49.0	0.5	0.6	0.0	1.1	0.6	49.3	0.0	49.9	
Exiting Leg Total				2587				63				2538	5188
Cars	2491	32	0	2523	27	28	0	55	31	2540	0	2571	5149
% Cars	99.3	100.0	0.0	99.3	100.0	96.6	0.0	98.2	100.0	99.2	0.0	99.2	99.2
Exiting Leg Total				2567				63				2519	5149
Heavy Vehicles	18	0	0	18	0	1	0	1	0	20	0	20	39
% Heavy Vehicles	0.7	0.0	0.0	0.7	0.0	3.4	0.0	1.8	0.0	0.8	0.0	0.8	0.8
Exiting Leg Total				20				0				19	39

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	159	1	0	160	2	1	0	3	4	211	0	215	378
4:15 PM	172	2	0	174	2	2	0	4	0	172	0	172	350
4:30 PM	172	3	0	175	0	3	0	3	4	194	0	198	376
4:45 PM	222	3	0	225	1	0	0	1	1	179	0	180	406
Total Volume	725	9	0	734	5	6	0	11	9	756	0	765	1510
% Approach Total	98.8	1.2	0.0		45.5	54.5	0.0		1.2	98.8	0.0		
PHF	0.816	0.750	0.000	0.816	0.625	0.500	0.000	0.688	0.563	0.896	0.000	0.890	0.930
Cars	719	9	0	728	5	6	0	11	9	747	0	756	1495
Cars %	99.2	100.0	0.0	99.2	100.0	100.0	0.0	100.0	100.0	98.8	0.0	98.8	99.0
Heavy Vehicles	6	0	0	6	0	0	0	0	0	9	0	9	15
Heavy Vehicles %	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	1.2	0.0	1.2	1.0
Cars Enter Leg	719	9	0	728	5	6	0	11	9	747	0	756	1495
Heavy Enter Leg	6	0	0	6	0	0	0	0	0	9	0	9	15
Total Entering Leg	725	9	0	734	5	6	0	11	9	756	0	765	1510
Cars Exiting Leg				752				18				725	1495
Heavy Exiting Leg				9				0				6	15
Total Exiting Leg				761				18				731	1510

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Cars

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	159	1	0	160	2	1	0	3	4	209	0	213	376
4:15 PM	170	2	0	172	2	2	0	4	0	170	0	170	346
4:30 PM	171	3	0	174	0	3	0	3	4	193	0	197	374
4:45 PM	219	3	0	222	1	0	0	1	1	175	0	176	399
Total	719	9	0	728	5	6	0	11	9	747	0	756	1495
5:00 PM	185	3	0	188	0	4	0	4	2	173	0	175	367
5:15 PM	178	1	0	179	4	3	0	7	5	151	0	156	342
5:30 PM	132	1	0	133	4	2	0	6	0	160	0	160	299
5:45 PM	139	1	0	140	1	0	0	1	1	105	0	106	247
Total	634	6	0	640	9	9	0	18	8	589	0	597	1255
6:00 PM	160	1	0	161	1	1	0	2	3	158	0	161	324
6:15 PM	121	4	0	125	3	2	0	5	1	129	0	130	260
6:30 PM	123	1	0	124	2	3	0	5	1	115	0	116	245
6:45 PM	109	1	0	110	2	2	0	4	1	125	0	126	240
Total	513	7	0	520	8	8	0	16	6	527	0	533	1069
7:00 PM	117	2	0	119	2	0	0	2	1	113	0	114	235
7:15 PM	85	0	0	85	0	0	0	0	0	100	0	100	185
7:30 PM	87	1	0	88	0	2	0	2	2	84	0	86	176
7:45 PM	79	0	0	79	1	0	0	1	1	92	0	93	173
Total	368	3	0	371	3	2	0	5	4	389	0	393	769
8:00 PM	78	0	0	78	0	1	0	1	1	87	0	88	167
8:15 PM	74	2	0	76	0	0	0	0	3	78	0	81	157
8:30 PM	62	2	0	64	1	1	0	2	0	69	0	69	135
8:45 PM	43	3	0	46	1	1	0	2	0	54	0	54	102
Total	257	7	0	264	2	3	0	5	4	288	0	292	561
Grand Total	2491	32	0	2523	27	28	0	55	31	2540	0	2571	5149
Approach %	98.7	1.3	0.0		49.1	50.9	0.0		1.2	98.8	0.0		
Total %	48.4	0.6	0.0	49.0	0.5	0.5	0.0	1.1	0.6	49.3	0.0	49.9	
Exiting Leg Total				2567				63				2519	5149

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	159	1	0	160	2	1	0	3	4	209	0	213	376
4:15 PM	170	2	0	172	2	2	0	4	0	170	0	170	346
4:30 PM	171	3	0	174	0	3	0	3	4	193	0	197	374
4:45 PM	219	3	0	222	1	0	0	1	1	175	0	176	399
Total Volume	719	9	0	728	5	6	0	11	9	747	0	756	1495
% Approach Total	98.8	1.2	0.0		45.5	54.5	0.0		1.2	98.8	0.0		
PHF	0.821	0.750	0.000	0.820	0.625	0.500	0.000	0.688	0.563	0.894	0.000	0.887	0.937
Entering Leg	719	9	0	728	5	6	0	11	9	747	0	756	1495
Exiting Leg				752				18				725	1495
Total				1480				29				1481	2990

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



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

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
4:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
Total	6	0	0	6	0	0	0	0	0	9	0	9	15
5:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	6	0	0	6	0	0	0	0	0	6	0	6	12
6:00 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
6:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	4	0	0	0	0	0	2	0	2	6
7:00 PM	0	0	0	0	0	1	0	1	0	2	0	2	3
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	0	3	0	3	5
8:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	18	0	0	18	0	1	0	1	0	20	0	20	39
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	46.2	0.0	0.0	46.2	0.0	2.6	0.0	2.6	0.0	51.3	0.0	51.3	
Exiting Leg Total				20				0				19	39
Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	5.1
Exiting Leg Total				2				0				0	2
Single-Unit Trucks	16	0	0	16	0	1	0	1	0	14	0	14	31
% Single-Unit	88.9	0.0	0.0	88.9	0.0	100.0	0.0	100.0	0.0	70.0	0.0	70.0	79.5
Exiting Leg Total				14				0				17	31
Articulated Trucks	2	0	0	2	0	0	0	0	0	4	0	4	6
% Articulated	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0	15.4
Exiting Leg Total				4				0				2	6

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
5:00 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total Volume	9	0	0	9	0	0	0	0	0	9	0	9	18
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.563	0.643
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	11.1	5.6
Single-Unit Trucks	9	0	0	9	0	0	0	0	0	6	0	6	15
Single-Unit %	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	83.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	0	2	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	22.2	11.1
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
Single-Unit Trucks	9	0	0	9	0	0	0	0	0	6	0	6	15

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**



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

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Entering Leg	9	0	0	9	0	0	0	0	0	9	0	9	18
Buses				1				0				0	1
Single-Unit Trucks				6				0				9	15
Articulated Trucks				2				0				0	2
Total Exiting Leg				9				0				9	18

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Buses

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	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	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	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
5:30 PM	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	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	2	0	2
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	
Exiting Leg Total				2				0				0	2

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	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	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	1
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	1	1
Exiting Leg				1				0				0	1
Total				1				0				1	2

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Single-Unit Trucks

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:45 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
Total	5	0	0	5	0	0	0	0	0	6	0	6	11
5:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	0	0	6	0	0	0	0	0	4	0	4	10
6:00 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
6:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	4	0	0	0	0	0	2	0	2	6
7:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	0	2	0	2	4
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	16	0	0	16	0	1	0	1	0	14	0	14	31
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
Total %	51.6	0.0	0.0	51.6	0.0	3.2	0.0	3.2	0.0	45.2	0.0	45.2	
Exiting Leg Total				14				0				17	31

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:45 PM	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:45 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
5:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
5:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:30 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
Total Volume	9	0	0	9	0	0	0	0	0	6	0	6	15
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750
Entering Leg	9	0	0	9	0	0	0	0	0	6	0	6	15
Exiting Leg				6				0				9	15
Total				15				0				15	30

PDI File #: **228804 F**
 Location: **N: Post Road (Route 1) S: Post Road (Route 1)**
 Location: **E: Baywood Street**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Tuesday, August 23, 2022**
 Start Time: **4:00 PM**
 End Time: **9:00 PM**
 Class:



Articulated Trucks

	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:30 PM	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	1	0	1	1
Total	1	0	0	1	0	0	0	0	0	2	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 PM	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
8:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	2	0	0	2	0	0	0	0	0	4	0	4	6
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	
Exiting Leg Total				4				0				2	6

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:15 PM	Post Road (Route 1)				Baywood Street				Post Road (Route 1)				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
4:30 PM	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	1	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	0	0	0	0	0	3	0	3	4
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.500
Entering Leg	1	0	0	1	0	0	0	0	0	3	0	3	4
Exiting Leg				3				0				1	4
Total				4				0				4	8

PDI File #: 228804 F
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Baywood Street
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM



Bicycles (on Roadway and Crosswalks)

	Post Road (Route 1)						Baywood Street						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	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
Total	0	0	0	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	0	0	0
5:15 PM	0	0	0	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	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

4:00 PM	Post Road (Route 1)						Baywood Street						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0						0						0						0
Total	0						0						0						0

PDI File #: 228804 F
 Location: N: Post Road (Route 1) S: Post Road (Route 1)
 Location: E: Baywood Street
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Tuesday, August 23, 2022
 Start Time: 4:00 PM
 End Time: 9:00 PM
 Class:



Pedestrians

	Post Road (Route 1)						Baywood Street						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	4
4:15 PM	0	0	0	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	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
Total	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	4
5:00 PM	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	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	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	1	2	3	0	0	0	0	3	3	0	0	0	0	0	0	6
Approach %	0	0	0	33.333	66.667		0	0	0	0	100		0	0	0	0	0		
Total %	0	0	0	16.667	33.333	50	0	0	0	0	50	50	0	0	0	0	0	0	
Exiting Leg Total	3						3						0						6

Peak Hour Analysis from 04:00 PM to 09:00 PM begins at:

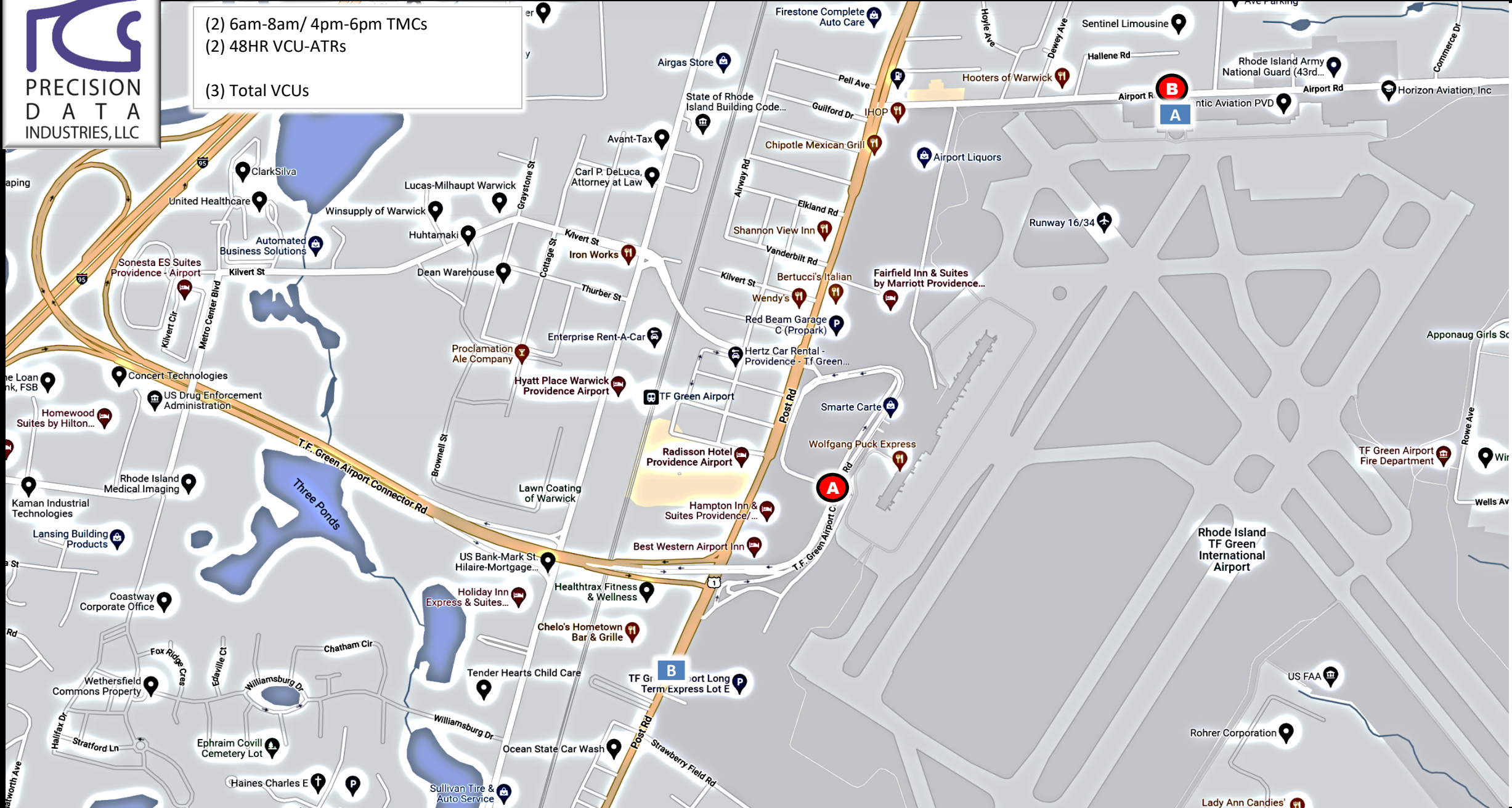
4:00 PM	Post Road (Route 1)						Baywood Street						Post Road (Route 1)						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	4
4:15 PM	0	0	0	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	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
Total Volume	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	4
% Approach Total	0.0	0.0	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		
PHF	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	4
Exiting Leg	2						2						0						4
Total	4						4						0						8



Location Map: 228058 Warwick, RI

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

- (2) 6am-8am/ 4pm-6pm TMCs
- (2) 48HR VCU-ATRs
- (3) Total VCUs



Client: AECOM	Engineer: G. Stevens	Site Code:	Date: Wed 12/14 thru Thurs 12/15/2022	PDI Job # 228058	City, State: Warwick, RI
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UPS/FedEx Driveways
 south of Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 229058 ATR A

Count Date: **Wednesday, December 14, 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	0	0	0	0	0
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	1	0	0	0	1
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	0	0	0	0	0
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	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0
9:45 AM	0	0	1	0	0	0	1
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

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

AM Total 0 0 2 0 0 0 2
Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%

AM Peak 12:00 AM 12:00 AM 3:00 AM 12:00 AM 12:00 AM 12:00 AM 3:00 AM
Volume 0 0 1 0 0 0 1

PM Total 0 0 6 0 0 0 6
Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%

PM Peak 12:00 PM 12:00 PM 12:30 PM 12:00 PM 12:00 PM 12:00 PM 12:30 PM
Volume 0 0 2 0 0 0 2

Day Total 0 0 8 0 0 0 8
Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%

UPS/FedEx Driveways
 south of Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 229058 ATR A

Count Date: Thursday, December 15, 2022
 Direction: NB

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

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

AM Total 0 0 7 0 1 0 8
 Percentage 0.00% 0.00% 87.50% 0.00% 12.50% 0.00%

AM Peak 12:00 AM 12:00 AM 12:00 AM 12:00 AM 10:30 AM 12:00 AM 12:00 AM
 Volume 0 0 2 0 1 0 2

PM Total 0 0 3 0 0 0 3
 Percentage 0.00% 0.00% 100.00% 0.00% 0.00% 0.00%

PM Peak 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM
 Volume 0 0 1 0 0 0 1

Day Total 0 0 10 0 1 0 11
 Percentage 0.00% 0.00% 90.91% 0.00% 9.09% 0.00%

UPS/FedEx Driveways
 south of Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 229058 ATR A

Count Date: **Wednesday, December 14, 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	0	0	0	0	0
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	1	1
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	1	0	0	0	1
4:00 AM	0	0	0	0	0	1	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	0	1	1
4:45 AM	0	0	0	0	0	1	1
5:00 AM	0	0	0	0	1	0	1
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	2	3
6:00 AM	0	0	0	0	2	0	2
6:15 AM	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	2	1	3
6:45 AM	0	0	2	0	2	0	4
7:00 AM	0	0	2	0	0	1	3
7:15 AM	0	0	2	0	0	0	2
7:30 AM	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	1
8:00 AM	0	0	3	0	0	0	3
8:15 AM	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	1	1
9:00 AM	0	0	0	0	0	0	0
9:15 AM	0	0	3	0	0	0	3
9:30 AM	0	0	1	0	0	0	1
9:45 AM	0	0	3	0	1	0	4
10:00 AM	0	0	3	0	0	0	3
10:15 AM	0	0	3	0	0	1	4
10:30 AM	0	0	0	0	0	1	1
10:45 AM	0	0	3	0	0	0	3
11:00 AM	0	0	2	0	0	0	2
11:15 AM	0	0	1	0	0	0	1
11:30 AM	0	0	3	0	0	0	3
11:45 AM	0	0	1	0	0	0	1

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

AM Total 0 0 37 0 8 13 58
Percentage 0.00% 0.00% 63.79% 0.00% 13.79% 22.41%

AM Peak 12:00 AM 12:00 AM 9:15 AM 12:00 AM 6:00 AM 4:00 AM 6:30 AM
Volume 0 0 10 0 6 3 12

PM Total 0 0 21 0 4 15 40
Percentage 0.00% 0.00% 52.50% 0.00% 10.00% 37.50%

PM Peak 12:00 PM 12:00 PM 12:30 PM 12:00 PM 12:00 PM 4:30 PM 12:30 PM
Volume 0 0 8 0 1 5 9

Day Total 0 0 58 0 12 28 98
Percentage 0.00% 0.00% 59.18% 0.00% 12.24% 28.57%

UPS/FedEx Driveways
 south of Airport Road
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 229058 ATR A

Count Date: Thursday, December 15, 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	0	0	0	0	0
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	1	1
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	1	0	0	0	1
4:00 AM	0	0	0	0	0	1	1
4:15 AM	0	0	1	0	0	0	1
4:30 AM	0	0	0	0	0	1	1
4:45 AM	0	0	0	0	0	1	1
5:00 AM	0	0	0	0	1	0	1
5:15 AM	0	0	1	0	0	0	1
5:30 AM	0	0	1	0	0	2	3
5:45 AM	0	0	2	0	0	0	2
6:00 AM	0	0	1	0	4	0	5
6:15 AM	0	0	0	0	1	0	1
6:30 AM	0	0	3	0	1	0	4
6:45 AM	0	0	4	0	1	0	5
7:00 AM	0	0	4	0	0	0	4
7:15 AM	0	0	1	0	0	1	2
7:30 AM	0	0	1	0	1	0	2
7:45 AM	0	0	0	0	1	1	2
8:00 AM	0	0	3	0	0	0	3
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	3	0	2	0	5
8:45 AM	0	0	4	0	0	0	4
9:00 AM	0	0	2	0	0	0	2
9:15 AM	0	0	5	0	0	0	5
9:30 AM	0	0	1	0	1	0	2
9:45 AM	0	0	0	0	1	0	1
10:00 AM	0	0	0	0	0	0	0
10:15 AM	0	0	2	0	0	0	2
10:30 AM	0	0	1	0	0	0	1
10:45 AM	0	0	1	0	1	0	2
11:00 AM	0	0	3	0	1	0	4
11:15 AM	0	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0

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

AM Total	0	0	46	0	16	8	70
Percentage	0.00%	0.00%	65.71%	0.00%	22.86%	11.43%	
AM Peak	12:00 AM	12:00 AM	8:30 AM	12:00 AM	6:00 AM	4:00 AM	8:30 AM
Volume	0	0	14	0	7	3	16

PM Total	0	0	25	0	3	17	45
Percentage	0.00%	0.00%	55.56%	0.00%	6.67%	37.78%	
PM Peak	12:00 PM	12:00 PM	12:15 PM	12:00 PM	7:15 PM	4:15 PM	5:00 PM
Volume	0	0	6	0	2	5	10

Day Total	0	0	71	0	19	25	115
Percentage	0.00%	0.00%	61.74%	0.00%	16.52%	21.74%	

UPS/FedEx Driveways
south of Airport Road
City, State: Warwick, RI
Client: AECOM/I. Almy
Site Code: TBD



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

PDI File # 229058 ATR A

Direction: NB

Day Date	Wednesday 12/14/22		Thursday 12/15/22												Week Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
12:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
9:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	6	8	3	0	0	0	0	0	0	0	0	0	0	5	5
Day Total	8		11		0		0		0		0		0		10	
Peak HR	3:00 AM	12:30 PM	12:00 AM	12:00 PM											12:00 AM	2:45 PM
Volume	1	2	2	1											1	2

UPS/FedEx Driveways
south of Airport Road
City, State: Warwick, RI
Client: AECOM/I. Almy
Site Code: TBD



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

PDI File # 229058 ATR A

Direction: SB

Day Date	Wednesday 12/14/22		Thursday 12/15/22												Week Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
2:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	3
3:45	1	2	1	0	0	0	0	0	0	0	0	0	0	0	1	1
4:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
4:30	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1
4:45	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
5:00	1	2	1	4	0	0	0	0	0	0	0	0	0	0	1	3
5:15	0	5	1	4	0	0	0	0	0	0	0	0	0	0	1	5
5:30	1	0	3	1	0	0	0	0	0	0	0	0	0	0	2	1
5:45	3	0	2	1	0	0	0	0	0	0	0	0	0	0	3	1
6:00	2	1	5	0	0	0	0	0	0	0	0	0	0	0	4	1
6:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30	3	1	4	0	0	0	0	0	0	0	0	0	0	0	4	1
6:45	4	0	5	1	0	0	0	0	0	0	0	0	0	0	5	1
7:00	3	2	4	0	0	0	0	0	0	0	0	0	0	0	4	1
7:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30	0	1	2	3	0	0	0	0	0	0	0	0	0	0	1	2
7:45	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
8:00	3	2	3	3	0	0	0	0	0	0	0	0	0	0	3	3
8:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:30	1	0	5	1	0	0	0	0	0	0	0	0	0	0	3	1
8:45	1	1	4	2	0	0	0	0	0	0	0	0	0	0	3	2
9:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	1	2
9:15	3	0	5	0	0	0	0	0	0	0	0	0	0	0	4	0
9:30	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
9:45	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0
10:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
10:15	4	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0
10:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45	3	1	2	1	0	0	0	0	0	0	0	0	0	0	3	1
11:00	2	1	4	0	0	0	0	0	0	0	0	0	0	0	3	1
11:15	1	3	1	0	0	0	0	0	0	0	0	0	0	0	1	2
11:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	58	40	70	45	0	0	0	0	0	0	0	0	0	0	64	43
Day Total	98		115		0		0		0		0		0		107	
Peak HR	6:30 AM	12:30 PM	8:30 AM	5:00 PM											6:30 AM	12:30 PM
Volume	12	9	16	10											14	9

Post Road (Route 1)
 North of Racing Avenue
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 229058 ATR B

Count Date: **Wednesday, December 14, 2022**
 Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	21	0	0	0	21
12:15 AM	0	0	36	0	0	0	36
12:30 AM	0	0	24	0	0	0	24
12:45 AM	0	0	13	0	0	0	13
1:00 AM	0	0	8	0	0	0	8
1:15 AM	0	0	13	0	0	0	13
1:30 AM	0	0	6	0	0	0	6
1:45 AM	0	0	3	0	0	0	3
2:00 AM	0	0	5	0	0	0	5
2:15 AM	0	0	7	0	0	1	8
2:30 AM	0	0	6	0	0	0	6
2:45 AM	0	0	9	0	0	0	9
3:00 AM	0	0	15	0	0	0	15
3:15 AM	0	0	13	0	0	0	13
3:30 AM	0	0	10	0	1	0	11
3:45 AM	0	0	16	0	0	0	16
4:00 AM	0	0	12	0	0	0	12
4:15 AM	0	0	24	0	1	0	25
4:30 AM	0	0	26	0	1	0	27
4:45 AM	0	0	26	0	0	0	26
5:00 AM	0	0	35	0	0	0	35
5:15 AM	0	0	36	0	0	0	36
5:30 AM	0	0	61	0	0	1	62
5:45 AM	0	0	66	0	4	5	75
6:00 AM	0	0	77	1	3	0	81
6:15 AM	0	0	86	6	1	1	94
6:30 AM	0	0	145	3	0	2	150
6:45 AM	0	0	121	5	0	2	128
7:00 AM	0	0	160	6	0	2	168
7:15 AM	0	0	176	3	2	1	182
7:30 AM	0	0	180	3	5	0	188
7:45 AM	0	0	190	4	3	0	197
8:00 AM	0	0	167	3	4	1	175
8:15 AM	0	0	168	2	3	1	174
8:30 AM	0	0	161	2	3	1	167
8:45 AM	0	0	168	1	3	0	172
9:00 AM	0	0	156	1	2	1	160
9:15 AM	0	0	137	2	6	1	146
9:30 AM	0	0	147	0	1	0	148
9:45 AM	0	0	149	1	3	1	154
10:00 AM	0	0	150	1	4	0	155
10:15 AM	0	0	135	1	6	1	143
10:30 AM	0	0	157	0	1	3	161
10:45 AM	0	0	150	1	3	0	154
11:00 AM	0	0	171	3	2	1	177
11:15 AM	0	0	163	0	1	2	166
11:30 AM	0	0	161	0	2	0	163
11:45 AM	0	0	155	4	2	1	162

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	190	0	0	3	193
12:15 PM	0	0	188	1	2	4	195
12:30 PM	0	0	193	0	2	0	195
12:45 PM	0	0	171	0	3	0	174
1:00 PM	0	1	161	4	1	1	168
1:15 PM	0	0	170	3	6	0	179
1:30 PM	0	0	177	3	1	3	184
1:45 PM	0	0	166	4	2	0	172
2:00 PM	0	0	164	2	1	0	167
2:15 PM	0	0	160	0	3	0	163
2:30 PM	0	0	225	5	3	0	233
2:45 PM	0	0	197	6	2	2	207
3:00 PM	0	0	214	3	4	1	222
3:15 PM	0	0	191	0	2	1	194
3:30 PM	0	0	275	2	3	1	281
3:45 PM	0	0	221	0	2	0	223
4:00 PM	0	0	224	1	1	0	226
4:15 PM	0	0	232	0	2	2	236
4:30 PM	0	0	246	1	1	1	249
4:45 PM	0	0	189	0	1	0	190
5:00 PM	0	0	235	0	0	0	235
5:15 PM	0	0	207	1	1	0	209
5:30 PM	0	0	181	1	0	0	182
5:45 PM	0	0	176	0	0	0	176
6:00 PM	0	0	140	0	0	0	140
6:15 PM	0	0	125	0	2	0	127
6:30 PM	0	0	136	0	1	0	137
6:45 PM	0	0	125	0	0	0	125
7:00 PM	0	0	104	0	1	0	105
7:15 PM	0	0	64	1	0	0	65
7:30 PM	0	0	84	0	0	0	84
7:45 PM	0	0	85	0	1	0	86
8:00 PM	0	0	86	0	0	0	86
8:15 PM	0	0	80	0	0	0	80
8:30 PM	0	0	90	0	0	0	90
8:45 PM	0	0	71	0	0	0	71
9:00 PM	0	0	58	0	0	0	58
9:15 PM	0	0	51	0	0	0	51
9:30 PM	0	0	45	0	0	0	45
9:45 PM	0	0	50	0	1	0	51
10:00 PM	0	0	56	0	0	0	56
10:15 PM	0	0	35	0	0	0	35
10:30 PM	0	0	30	0	0	0	30
10:45 PM	0	0	19	0	1	0	20
11:00 PM	0	0	39	0	0	0	39
11:15 PM	0	0	37	0	1	0	38
11:30 PM	0	0	38	0	0	0	38
11:45 PM	0	0	43	0	0	0	43

AM Total 0 0 4121 53 67 29 4270
Percentage 0.00% 0.00% 96.51% 1.24% 1.57% 0.68%

AM Peak 12:00 AM 12:00 AM 7:15 AM 6:15 AM 7:30 AM 5:45 AM 7:15 AM
Volume 0 0 713 20 15 8 742

PM Total 0 1 6444 38 51 19 6553
Percentage 0.00% 0.02% 98.34% 0.58% 0.78% 0.29%

PM Peak 12:00 PM 12:15 PM 3:30 PM 1:00 PM 12:30 PM 12:00 PM 3:30 PM
Volume 0 1 952 14 12 7 966

Day Total 0 1 10565 91 118 48 10823
Percentage 0.00% 0.01% 97.62% 0.84% 1.09% 0.44%

Post Road (Route 1)
 North of Racing Avenue
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 229058 ATR B

Count Date: **Thursday, December 15, 2022**
 Direction: **NB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	37	0	1	0	38
12:15 AM	0	0	24	0	0	0	24
12:30 AM	0	0	24	0	0	0	24
12:45 AM	0	0	13	0	0	0	13
1:00 AM	0	0	14	0	0	0	14
1:15 AM	0	0	15	0	0	0	15
1:30 AM	0	0	7	0	0	0	7
1:45 AM	0	0	9	0	0	0	9
2:00 AM	0	0	5	0	1	0	6
2:15 AM	0	0	5	0	0	0	5
2:30 AM	0	0	8	0	0	0	8
2:45 AM	0	0	4	0	1	1	6
3:00 AM	0	0	7	0	0	0	7
3:15 AM	0	0	14	0	1	0	15
3:30 AM	0	0	10	0	0	0	10
3:45 AM	0	0	13	0	1	0	14
4:00 AM	0	0	18	0	0	0	18
4:15 AM	0	0	24	0	0	0	24
4:30 AM	0	0	23	0	0	0	23
4:45 AM	0	0	33	0	1	0	34
5:00 AM	0	0	30	0	0	0	30
5:15 AM	0	0	33	0	0	0	33
5:30 AM	0	0	68	0	3	1	72
5:45 AM	0	0	72	0	0	0	72
6:00 AM	0	0	69	2	1	0	72
6:15 AM	0	0	93	3	3	1	100
6:30 AM	0	0	145	5	1	0	151
6:45 AM	0	0	136	3	2	0	141
7:00 AM	0	0	141	8	2	0	151
7:15 AM	0	0	165	1	6	0	172
7:30 AM	0	0	185	6	3	0	194
7:45 AM	0	0	204	1	1	0	206
8:00 AM	0	0	205	4	4	0	213
8:15 AM	0	0	183	3	5	0	191
8:30 AM	0	0	169	3	4	0	176
8:45 AM	0	0	173	1	5	0	179
9:00 AM	0	0	150	0	2	2	154
9:15 AM	0	0	153	1	3	0	157
9:30 AM	0	0	133	1	7	1	142
9:45 AM	0	0	135	0	4	0	139
10:00 AM	0	0	162	0	4	0	166
10:15 AM	0	0	176	0	11	0	187
10:30 AM	0	0	161	1	5	1	168
10:45 AM	0	0	145	2	3	2	152
11:00 AM	0	0	160	3	5	0	168
11:15 AM	0	0	149	0	2	1	152
11:30 AM	0	0	165	0	3	3	171
11:45 AM	0	0	166	2	2	3	173

AM Total 0 0 4233 50 97 16 4396
Percentage 0.00% 0.00% 96.29% 1.14% 2.21% 0.36%

AM Peak 12:00 AM 12:00 AM 7:30 AM 6:15 AM 9:30 AM 11:00 AM 7:30 AM
Volume 0 0 777 19 26 7 804

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	206	1	3	0	210
12:15 PM	0	0	157	0	2	2	161
12:30 PM	0	0	164	0	4	1	169
12:45 PM	0	0	173	0	8	3	184
1:00 PM	0	0	158	3	7	1	169
1:15 PM	0	0	159	4	4	1	168
1:30 PM	0	0	196	5	2	1	204
1:45 PM	0	0	152	2	1	0	155
2:00 PM	0	0	182	4	3	0	189
2:15 PM	0	0	198	3	2	0	203
2:30 PM	0	0	228	6	4	0	238
2:45 PM	0	0	222	2	0	1	225
3:00 PM	1	0	242	3	3	0	249
3:15 PM	0	0	193	2	1	0	196
3:30 PM	0	0	238	2	0	0	240
3:45 PM	0	0	204	3	2	0	209
4:00 PM	0	1	234	1	1	0	237
4:15 PM	0	0	204	0	1	0	205
4:30 PM	0	0	212	1	5	0	218
4:45 PM	0	0	196	0	0	0	196
5:00 PM	0	0	235	0	0	0	235
5:15 PM	0	0	184	0	0	1	185
5:30 PM	0	0	167	0	1	0	168
5:45 PM	0	0	185	0	1	1	187
6:00 PM	0	0	172	0	1	0	173
6:15 PM	0	0	155	0	0	0	155
6:30 PM	0	0	124	0	1	1	126
6:45 PM	0	0	131	1	1	0	133
7:00 PM	0	0	112	0	0	0	112
7:15 PM	0	0	115	0	0	0	115
7:30 PM	0	0	111	0	0	0	111
7:45 PM	0	0	73	0	2	0	75
8:00 PM	0	0	95	0	0	0	95
8:15 PM	0	0	87	0	0	0	87
8:30 PM	0	0	80	0	0	0	80
8:45 PM	0	0	63	0	0	0	63
9:00 PM	0	0	73	0	0	0	73
9:15 PM	0	0	54	0	0	0	54
9:30 PM	0	0	54	0	1	0	55
9:45 PM	0	0	54	0	0	0	54
10:00 PM	0	0	58	0	0	0	58
10:15 PM	0	1	65	0	0	0	66
10:30 PM	0	0	41	0	0	0	41
10:45 PM	0	0	41	0	0	0	41
11:00 PM	0	0	29	0	0	0	29
11:15 PM	0	0	27	0	0	0	27
11:30 PM	0	0	37	0	0	0	37
11:45 PM	0	0	29	0	0	0	29

PM Total 1 2 6569 43 61 13 6689
Percentage 0.01% 0.03% 98.21% 0.64% 0.91% 0.19%

PM Peak 2:15 PM 3:15 PM 2:45 PM 1:15 PM 12:30 PM 12:15 PM 2:15 PM
Volume 1 1 895 15 23 7 915

Day Total 1 2 10802 93 158 29 11085
Percentage 0.01% 0.02% 97.45% 0.84% 1.43% 0.26%

Post Road (Route 1)
 North of Racing Avenue
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 229058 ATR B

Count Date: **Wednesday, December 14, 2022**
 Direction: **SB**

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	25	0	0	0	25
12:15 AM	0	0	32	0	0	0	32
12:30 AM	0	0	12	0	0	0	12
12:45 AM	0	0	10	0	0	1	11
1:00 AM	0	0	20	0	0	0	20
1:15 AM	0	0	9	0	0	0	9
1:30 AM	0	0	1	0	0	0	1
1:45 AM	0	0	2	0	0	0	2
2:00 AM	0	0	2	0	0	0	2
2:15 AM	0	0	5	0	0	0	5
2:30 AM	0	0	9	0	0	0	9
2:45 AM	0	0	5	0	0	0	5
3:00 AM	0	0	5	0	0	0	5
3:15 AM	0	0	1	0	0	0	1
3:30 AM	0	0	8	0	0	0	8
3:45 AM	0	0	10	0	0	0	10
4:00 AM	0	0	7	0	0	0	7
4:15 AM	0	0	11	0	0	0	11
4:30 AM	0	0	13	0	0	0	13
4:45 AM	0	0	18	0	0	0	18
5:00 AM	0	0	19	1	0	0	20
5:15 AM	0	0	31	0	1	0	32
5:30 AM	0	0	42	0	1	0	43
5:45 AM	0	0	45	0	0	1	46
6:00 AM	0	0	44	1	0	0	45
6:15 AM	0	0	56	0	2	1	59
6:30 AM	0	0	54	1	0	0	55
6:45 AM	0	0	101	4	1	0	106
7:00 AM	0	0	94	2	3	1	100
7:15 AM	0	0	96	5	2	1	104
7:30 AM	0	0	136	0	4	0	140
7:45 AM	0	0	133	0	4	0	137
8:00 AM	0	0	138	1	1	0	140
8:15 AM	0	0	140	2	2	2	146
8:30 AM	0	0	147	0	2	0	149
8:45 AM	0	0	169	4	1	0	174
9:00 AM	0	0	126	7	5	0	138
9:15 AM	0	0	123	0	4	0	127
9:30 AM	0	0	123	1	3	1	128
9:45 AM	0	0	125	2	3	3	133
10:00 AM	0	0	133	0	3	0	136
10:15 AM	0	0	124	0	6	1	131
10:30 AM	0	0	159	1	2	0	162
10:45 AM	0	0	162	0	2	0	164
11:00 AM	0	0	146	0	7	0	153
11:15 AM	0	0	125	0	6	0	131
11:30 AM	0	0	154	0	6	1	161
11:45 AM	0	0	149	0	3	1	153

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	161	0	3	0	164
12:15 PM	0	0	162	0	2	0	164
12:30 PM	0	0	167	0	1	2	170
12:45 PM	0	0	174	1	3	1	179
1:00 PM	0	0	145	1	3	0	149
1:15 PM	0	0	148	2	3	3	156
1:30 PM	0	0	143	3	1	0	147
1:45 PM	0	0	149	1	1	0	151
2:00 PM	0	1	161	0	4	1	167
2:15 PM	0	0	163	5	1	1	170
2:30 PM	0	0	175	1	6	2	184
2:45 PM	0	0	155	2	5	1	163
3:00 PM	0	0	166	0	3	1	170
3:15 PM	0	0	197	3	8	2	210
3:30 PM	0	0	180	5	1	0	186
3:45 PM	0	0	178	2	0	1	181
4:00 PM	0	0	191	3	6	1	201
4:15 PM	0	0	200	3	3	0	206
4:30 PM	0	0	200	0	2	0	202
4:45 PM	0	0	193	0	0	0	193
5:00 PM	0	0	161	1	1	0	163
5:15 PM	0	0	196	0	2	0	198
5:30 PM	0	0	191	0	1	2	194
5:45 PM	0	0	189	0	0	0	189
6:00 PM	0	0	138	0	0	0	138
6:15 PM	0	0	140	0	0	1	141
6:30 PM	0	0	122	0	0	0	122
6:45 PM	0	0	94	0	2	0	96
7:00 PM	0	0	98	0	0	1	99
7:15 PM	0	0	92	0	1	0	93
7:30 PM	0	0	95	0	0	0	95
7:45 PM	0	0	100	0	1	0	101
8:00 PM	0	0	73	0	1	0	74
8:15 PM	0	0	94	0	0	0	94
8:30 PM	0	0	84	0	0	1	85
8:45 PM	0	0	65	0	1	0	66
9:00 PM	0	0	54	0	0	0	54
9:15 PM	0	0	49	0	0	0	49
9:30 PM	0	0	53	0	1	0	54
9:45 PM	0	0	39	0	0	0	39
10:00 PM	0	0	37	0	0	0	37
10:15 PM	0	0	33	1	0	0	34
10:30 PM	0	0	28	0	0	0	28
10:45 PM	0	0	18	0	0	0	18
11:00 PM	0	0	25	0	0	0	25
11:15 PM	0	0	25	1	0	0	26
11:30 PM	0	0	35	0	0	0	35
11:45 PM	0	0	28	0	0	0	28

AM Total	0	0	3299	32	74	14	3419
Percentage	0.00%	0.00%	96.49%	0.94%	2.16%	0.41%	
AM Peak	12:00 AM	12:00 AM	8:00 AM	8:15 AM	11:00 AM	9:30 AM	10:15 AM
Volume	0	0	594	13	22	5	610

PM Total	0	1	5764	35	67	21	5888
Percentage	0.00%	0.02%	97.89%	0.59%	1.14%	0.36%	
PM Peak	12:00 PM	1:15 PM	4:00 PM	3:15 PM	2:30 PM	12:30 PM	4:00 PM
Volume	0	1	784	13	22	6	802

Day Total	0	1	9063	67	141	35	9307
Percentage	0.00%	0.01%	97.38%	0.72%	1.51%	0.38%	

Post Road (Route 1)
 North of Racing Avenue
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File #: 229058 ATR B

Count Date: Thursday, December 15, 2022
 Direction: SB

AM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	26	0	0	0	26
12:15 AM	0	0	13	0	0	0	13
12:30 AM	0	0	19	0	0	1	20
12:45 AM	0	0	8	0	0	0	8
1:00 AM	0	0	17	0	0	0	17
1:15 AM	0	0	3	0	0	0	3
1:30 AM	0	0	6	0	0	0	6
1:45 AM	0	0	9	0	0	0	9
2:00 AM	0	0	6	0	0	0	6
2:15 AM	0	0	2	0	0	0	2
2:30 AM	0	0	4	0	0	0	4
2:45 AM	0	0	8	0	0	0	8
3:00 AM	0	0	7	0	1	0	8
3:15 AM	0	0	7	0	0	0	7
3:30 AM	0	0	6	0	0	0	6
3:45 AM	0	0	2	0	0	0	2
4:00 AM	0	0	9	0	3	0	12
4:15 AM	0	0	10	0	0	0	10
4:30 AM	0	0	8	0	0	0	8
4:45 AM	0	0	28	0	0	0	28
5:00 AM	0	0	13	0	0	0	13
5:15 AM	0	0	21	0	0	0	21
5:30 AM	0	0	38	0	0	0	38
5:45 AM	0	0	47	0	0	0	47
6:00 AM	0	0	46	1	0	0	47
6:15 AM	0	0	60	0	1	0	61
6:30 AM	0	0	55	1	3	0	59
6:45 AM	0	0	114	3	3	0	120
7:00 AM	0	0	93	1	2	0	96
7:15 AM	0	0	117	4	0	1	122
7:30 AM	0	0	125	2	1	1	129
7:45 AM	0	0	159	0	1	1	161
8:00 AM	0	0	130	4	2	1	137
8:15 AM	0	0	136	1	7	0	144
8:30 AM	0	0	132	2	4	1	139
8:45 AM	0	0	142	2	6	0	150
9:00 AM	0	0	146	5	4	0	155
9:15 AM	0	0	143	2	6	1	152
9:30 AM	0	0	136	0	4	1	141
9:45 AM	0	0	119	0	6	2	127
10:00 AM	0	0	108	1	7	0	116
10:15 AM	0	0	121	0	7	1	129
10:30 AM	0	0	135	2	4	0	141
10:45 AM	0	0	117	0	3	1	121
11:00 AM	0	0	116	0	6	5	127
11:15 AM	0	0	119	1	3	0	123
11:30 AM	0	1	143	3	6	2	155
11:45 AM	0	0	148	1	4	2	155

PM	Bicycles	Motorcycle	Cars & Light Goods	Buses	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	154	1	5	1	161
12:15 PM	0	0	152	0	4	1	157
12:30 PM	0	0	167	0	2	0	169
12:45 PM	0	0	160	0	5	0	165
1:00 PM	0	0	157	1	3	0	161
1:15 PM	0	0	167	1	5	1	174
1:30 PM	1	0	165	1	2	0	169
1:45 PM	0	0	148	1	3	1	153
2:00 PM	0	0	155	2	5	1	163
2:15 PM	0	0	173	1	5	0	179
2:30 PM	0	0	188	3	4	1	196
2:45 PM	0	0	200	1	6	0	207
3:00 PM	0	1	171	0	4	2	178
3:15 PM	0	0	202	4	0	1	207
3:30 PM	0	0	166	2	2	2	172
3:45 PM	0	0	210	2	2	0	214
4:00 PM	0	0	198	4	3	1	206
4:15 PM	0	0	194	3	1	0	198
4:30 PM	0	0	193	2	0	0	195
4:45 PM	0	0	187	1	1	0	189
5:00 PM	0	0	187	0	0	0	187
5:15 PM	0	0	173	0	0	0	173
5:30 PM	0	0	148	0	3	0	151
5:45 PM	0	0	141	0	0	1	142
6:00 PM	0	0	134	0	0	0	134
6:15 PM	0	0	140	1	1	0	142
6:30 PM	0	0	154	0	0	0	154
6:45 PM	0	0	130	0	0	0	130
7:00 PM	0	0	110	0	3	0	113
7:15 PM	0	0	103	1	0	0	104
7:30 PM	0	0	103	0	2	0	105
7:45 PM	0	0	101	0	0	0	101
8:00 PM	0	0	73	0	1	0	74
8:15 PM	0	0	71	0	0	1	72
8:30 PM	0	0	78	0	0	0	78
8:45 PM	0	0	63	0	0	0	63
9:00 PM	0	0	57	0	0	0	57
9:15 PM	0	0	67	0	0	0	67
9:30 PM	0	0	53	0	0	0	53
9:45 PM	0	0	57	0	0	0	57
10:00 PM	0	0	56	0	2	1	59
10:15 PM	0	0	40	0	0	0	40
10:30 PM	0	0	39	0	0	0	39
10:45 PM	0	0	24	0	0	0	24
11:00 PM	0	0	37	0	0	0	37
11:15 PM	0	0	33	0	0	0	33
11:30 PM	0	0	32	0	0	0	32
11:45 PM	0	0	32	0	0	0	32

AM Total	0	1	3177	36	94	21	3329
Percentage	0.00%	0.03%	95.43%	1.08%	2.82%	0.63%	
AM Peak	12:00 AM	10:45 AM	8:45 AM	8:30 AM	9:30 AM	11:00 AM	8:45 AM
Volume	0	1	567	11	24	9	598

PM Total	1	1	5943	32	74	15	6066
Percentage	0.02%	0.02%	97.97%	0.53%	1.22%	0.25%	
PM Peak	12:45 PM	2:15 PM	3:45 PM	3:15 PM	2:00 PM	2:45 PM	3:45 PM
Volume	1	1	795	12	20	5	813

Day Total	1	2	9120	68	168	36	9395
Percentage	0.01%	0.02%	97.07%	0.72%	1.79%	0.38%	

Post Road (Route 1)
 North of Racing Avenue
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File # 229058 ATR B

Direction: NB

Day Date	Wednesday 12/14/22		Thursday 12/15/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	21	193	38	210	0	0	0	0	0	0	0	0	0	0	30	202		
12:15	36	195	24	161	0	0	0	0	0	0	0	0	0	0	30	178		
12:30	24	195	24	169	0	0	0	0	0	0	0	0	0	0	24	182		
12:45	13	174	13	184	0	0	0	0	0	0	0	0	0	0	13	179		
1:00	8	168	14	169	0	0	0	0	0	0	0	0	0	0	11	169		
1:15	13	179	15	168	0	0	0	0	0	0	0	0	0	0	14	174		
1:30	6	184	7	204	0	0	0	0	0	0	0	0	0	0	7	194		
1:45	3	172	9	155	0	0	0	0	0	0	0	0	0	0	6	164		
2:00	5	167	6	189	0	0	0	0	0	0	0	0	0	0	6	178		
2:15	8	163	5	203	0	0	0	0	0	0	0	0	0	0	7	183		
2:30	6	233	8	238	0	0	0	0	0	0	0	0	0	0	7	236		
2:45	9	207	6	225	0	0	0	0	0	0	0	0	0	0	8	216		
3:00	15	222	7	249	0	0	0	0	0	0	0	0	0	0	11	236		
3:15	13	194	15	196	0	0	0	0	0	0	0	0	0	0	14	195		
3:30	11	281	10	240	0	0	0	0	0	0	0	0	0	0	11	261		
3:45	16	223	14	209	0	0	0	0	0	0	0	0	0	0	15	216		
4:00	12	226	18	237	0	0	0	0	0	0	0	0	0	0	15	232		
4:15	25	236	24	205	0	0	0	0	0	0	0	0	0	0	25	221		
4:30	27	249	23	218	0	0	0	0	0	0	0	0	0	0	25	234		
4:45	26	190	34	196	0	0	0	0	0	0	0	0	0	0	30	193		
5:00	35	235	30	235	0	0	0	0	0	0	0	0	0	0	33	235		
5:15	36	209	33	185	0	0	0	0	0	0	0	0	0	0	35	197		
5:30	62	182	72	168	0	0	0	0	0	0	0	0	0	0	67	175		
5:45	75	176	72	187	0	0	0	0	0	0	0	0	0	0	74	182		
6:00	81	140	72	173	0	0	0	0	0	0	0	0	0	0	77	157		
6:15	94	127	100	155	0	0	0	0	0	0	0	0	0	0	97	141		
6:30	150	137	151	126	0	0	0	0	0	0	0	0	0	0	151	132		
6:45	128	125	141	133	0	0	0	0	0	0	0	0	0	0	135	129		
7:00	168	105	151	112	0	0	0	0	0	0	0	0	0	0	160	109		
7:15	182	65	172	115	0	0	0	0	0	0	0	0	0	0	177	90		
7:30	188	84	194	111	0	0	0	0	0	0	0	0	0	0	191	98		
7:45	197	86	206	75	0	0	0	0	0	0	0	0	0	0	202	81		
8:00	175	86	213	95	0	0	0	0	0	0	0	0	0	0	194	91		
8:15	174	80	191	87	0	0	0	0	0	0	0	0	0	0	183	84		
8:30	167	90	176	80	0	0	0	0	0	0	0	0	0	0	172	85		
8:45	172	71	179	63	0	0	0	0	0	0	0	0	0	0	176	67		
9:00	160	58	154	73	0	0	0	0	0	0	0	0	0	0	157	66		
9:15	146	51	157	54	0	0	0	0	0	0	0	0	0	0	152	53		
9:30	148	45	142	55	0	0	0	0	0	0	0	0	0	0	145	50		
9:45	154	51	139	54	0	0	0	0	0	0	0	0	0	0	147	53		
10:00	155	56	166	58	0	0	0	0	0	0	0	0	0	0	161	57		
10:15	143	35	187	66	0	0	0	0	0	0	0	0	0	0	165	51		
10:30	161	30	168	41	0	0	0	0	0	0	0	0	0	0	165	36		
10:45	154	20	152	41	0	0	0	0	0	0	0	0	0	0	153	31		
11:00	177	39	168	29	0	0	0	0	0	0	0	0	0	0	173	34		
11:15	166	38	152	27	0	0	0	0	0	0	0	0	0	0	159	33		
11:30	163	38	171	37	0	0	0	0	0	0	0	0	0	0	167	38		
11:45	162	43	173	29	0	0	0	0	0	0	0	0	0	0	168	36		
Total	4270	6553	4396	6689	0	0	0	0	0	0	0	0	0	0	4333	6621		
Day Total	10823		11085		0		0		0		0		0		10954			
Peak HR	7:15 AM	3:30 PM	7:30 AM	2:15 PM													7:30 AM	3:30 PM
Volume	742	966	804	915													769	929

Post Road (Route 1)
 North of Racing Avenue
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD



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

PDI File # 229058 ATR B

Direction: SB

Day Date	Wednesday 12/14/22		Thursday 12/15/22												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	25	164	26	161	0	0	0	0	0	0	0	0	0	0	26	163		
12:15	32	164	13	157	0	0	0	0	0	0	0	0	0	0	23	161		
12:30	12	170	20	169	0	0	0	0	0	0	0	0	0	0	16	170		
12:45	11	179	8	165	0	0	0	0	0	0	0	0	0	0	10	172		
1:00	20	149	17	161	0	0	0	0	0	0	0	0	0	0	19	155		
1:15	9	156	3	174	0	0	0	0	0	0	0	0	0	0	6	165		
1:30	1	147	6	169	0	0	0	0	0	0	0	0	0	0	4	158		
1:45	2	151	9	153	0	0	0	0	0	0	0	0	0	0	6	152		
2:00	2	167	6	163	0	0	0	0	0	0	0	0	0	0	4	165		
2:15	5	170	2	179	0	0	0	0	0	0	0	0	0	0	4	175		
2:30	9	184	4	196	0	0	0	0	0	0	0	0	0	0	7	190		
2:45	5	163	8	207	0	0	0	0	0	0	0	0	0	0	7	185		
3:00	5	170	8	178	0	0	0	0	0	0	0	0	0	0	7	174		
3:15	1	210	7	207	0	0	0	0	0	0	0	0	0	0	4	209		
3:30	8	186	6	172	0	0	0	0	0	0	0	0	0	0	7	179		
3:45	10	181	2	214	0	0	0	0	0	0	0	0	0	0	6	198		
4:00	7	201	12	206	0	0	0	0	0	0	0	0	0	0	10	204		
4:15	11	206	10	198	0	0	0	0	0	0	0	0	0	0	11	202		
4:30	13	202	8	195	0	0	0	0	0	0	0	0	0	0	11	199		
4:45	18	193	28	189	0	0	0	0	0	0	0	0	0	0	23	191		
5:00	20	163	13	187	0	0	0	0	0	0	0	0	0	0	17	175		
5:15	32	198	21	173	0	0	0	0	0	0	0	0	0	0	27	186		
5:30	43	194	38	151	0	0	0	0	0	0	0	0	0	0	41	173		
5:45	46	189	47	142	0	0	0	0	0	0	0	0	0	0	47	166		
6:00	45	138	47	134	0	0	0	0	0	0	0	0	0	0	46	136		
6:15	59	141	61	142	0	0	0	0	0	0	0	0	0	0	60	142		
6:30	55	122	59	154	0	0	0	0	0	0	0	0	0	0	57	138		
6:45	106	96	120	130	0	0	0	0	0	0	0	0	0	0	113	113		
7:00	100	99	96	113	0	0	0	0	0	0	0	0	0	0	98	106		
7:15	104	93	122	104	0	0	0	0	0	0	0	0	0	0	113	99		
7:30	140	95	129	105	0	0	0	0	0	0	0	0	0	0	135	100		
7:45	137	101	161	101	0	0	0	0	0	0	0	0	0	0	149	101		
8:00	140	74	137	74	0	0	0	0	0	0	0	0	0	0	139	74		
8:15	146	94	144	72	0	0	0	0	0	0	0	0	0	0	145	83		
8:30	149	85	139	78	0	0	0	0	0	0	0	0	0	0	144	82		
8:45	174	66	150	63	0	0	0	0	0	0	0	0	0	0	162	65		
9:00	138	54	155	57	0	0	0	0	0	0	0	0	0	0	147	56		
9:15	127	49	152	67	0	0	0	0	0	0	0	0	0	0	140	58		
9:30	128	54	141	53	0	0	0	0	0	0	0	0	0	0	135	54		
9:45	133	39	127	57	0	0	0	0	0	0	0	0	0	0	130	48		
10:00	136	37	116	59	0	0	0	0	0	0	0	0	0	0	126	48		
10:15	131	34	129	40	0	0	0	0	0	0	0	0	0	0	130	37		
10:30	162	28	141	39	0	0	0	0	0	0	0	0	0	0	152	34		
10:45	164	18	121	24	0	0	0	0	0	0	0	0	0	0	143	21		
11:00	153	25	127	37	0	0	0	0	0	0	0	0	0	0	140	31		
11:15	131	26	123	33	0	0	0	0	0	0	0	0	0	0	127	30		
11:30	161	35	155	32	0	0	0	0	0	0	0	0	0	0	158	34		
11:45	153	28	155	32	0	0	0	0	0	0	0	0	0	0	154	30		
Total	3419	5888	3329	6066	0	0	0	0	0	0	0	0	0	0	3374	5977		
Day Total	9307		9395		0		0		0		0		0		9351			
Peak HR	10:15 AM	4:00 PM	8:45 AM	3:45 PM													8:15 AM	3:45 PM
Volume	610	802	598	813													598	802

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	
6:00 AM	0	0	0	0	0	3	0	0	0	3	1	2	0	0	3	5	0	0	0	5	11
6:15 AM	0	0	0	0	0	3	0	0	0	3	0	5	0	0	5	5	0	1	0	6	14
6:30 AM	0	0	0	0	0	3	0	1	0	4	0	4	0	0	4	2	1	7	0	10	18
6:45 AM	0	0	0	0	0	0	0	0	0	0	2	12	0	0	14	9	0	4	0	13	27
Total	0	0	0	0	0	9	0	1	0	10	3	23	0	0	26	21	1	12	0	34	70
7:00 AM	0	0	0	0	0	5	0	1	0	6	0	7	0	0	7	10	1	8	0	19	32
7:15 AM	0	0	0	0	0	3	0	2	0	5	0	8	0	0	8	17	0	10	0	27	40
7:30 AM	0	0	0	0	0	5	0	0	0	5	0	13	0	0	13	8	1	9	0	18	36
7:45 AM	0	0	0	0	0	8	0	0	0	8	2	17	0	0	19	18	6	13	0	37	64
Total	0	0	0	0	0	21	0	3	0	24	2	45	0	0	47	53	8	40	0	101	172
Grand Total	0	0	0	0	0	30	0	4	0	34	5	68	0	0	73	74	9	52	0	135	242
Approach %	0.0	0.0	0.0	0.0	0.0	88.2	0.0	11.8	0.0	87.7	6.8	93.2	0.0	0.0	90.0	54.8	6.7	38.5	0.0	97.0	
Total %	0.0	0.0	0.0	0.0	0.0	12.4	0.0	1.7	0.0	14.0	2.1	28.1	0.0	0.0	30.2	30.6	3.7	21.5	0.0	55.8	
Exiting Leg Total	150					14					78					0					242
Cars	0	0	0	0	0	21	0	4	0	25	5	59	0	0	64	74	5	52	0	131	220
% Cars	0.0	0.0	0.0	0.0	0.0	70.0	0.0	100.0	0.0	73.5	100.0	86.8	0.0	0.0	87.7	100.0	55.6	100.0	0.0	97.0	90.9
Exiting Leg Total	132					10					78					0					220
Heavy Vehicles	0	0	0	0	0	9	0	0	0	9	0	9	0	0	9	0	4	0	0	4	22
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	26.5	0.0	13.2	0.0	0.0	12.3	0.0	44.4	0.0	0.0	3.0	9.1
Exiting Leg Total	18					4					0					0					22

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	5	0	1	0	6	0	7	0	0	7	10	1	8	0	19	32
7:15 AM	0	0	0	0	0	3	0	2	0	5	0	8	0	0	8	17	0	10	0	27	40
7:30 AM	0	0	0	0	0	5	0	0	0	5	0	13	0	0	13	8	1	9	0	18	36
7:45 AM	0	0	0	0	0	8	0	0	0	8	2	17	0	0	19	18	6	13	0	37	64
Total Volume	0	0	0	0	0	21	0	3	0	24	2	45	0	0	47	53	8	40	0	101	172
% Approach Total	0.0	0.0	0.0	0.0	0.0	87.5	0.0	12.5	0.0	87.5	4.3	95.7	0.0	0.0	90.0	52.5	7.9	39.6	0.0	97.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.656	0.000	0.375	0.000	0.750	0.250	0.662	0.000	0.000	0.618	0.736	0.333	0.769	0.000	0.682	0.672
Cars	0	0	0	0	0	15	0	3	0	18	2	42	0	0	44	53	5	40	0	98	160
Cars %	0.0	0.0	0.0	0.0	0.0	71.4	0.0	100.0	0.0	75.0	100.0	93.3	0.0	0.0	93.6	100.0	62.5	100.0	0.0	97.0	93.0
Heavy Vehicles	0	0	0	0	0	6	0	0	0	6	0	3	0	0	3	0	3	0	0	3	12
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	25.0	0.0	6.7	0.0	0.0	6.4	0.0	37.5	0.0	0.0	3.0	7.0
Cars Enter Leg	0	0	0	0	0	15	0	3	0	18	2	42	0	0	44	53	5	40	0	98	160
Heavy Enter Leg	0	0	0	0	0	6	0	0	0	6	0	3	0	0	3	0	3	0	0	3	12
Total Entering Leg	0	0	0	0	0	21	0	3	0	24	2	45	0	0	47	53	8	40	0	101	172
Cars Exiting Leg	97					7					56					0					160
Heavy Exiting Leg	9					3					0					0					12
Total Exiting Leg	106					10					56					0					172

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 AM**
 Class:



Cars

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	
6:00 AM	0	0	0	0	0	2	0	0	0	2	1	2	0	0	3	5	0	0	0	5	10
6:15 AM	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	5	0	1	0	6	10
6:30 AM	0	0	0	0	0	2	0	1	0	3	0	3	0	0	3	2	0	7	0	9	15
6:45 AM	0	0	0	0	0	0	0	0	0	0	2	10	0	0	12	9	0	4	0	13	25
Total	0	0	0	0	0	6	0	1	0	7	3	17	0	0	20	21	0	12	0	33	60
7:00 AM	0	0	0	0	0	3	0	1	0	4	0	7	0	0	7	10	0	8	0	18	29
7:15 AM	0	0	0	0	0	2	0	2	0	4	0	7	0	0	7	17	0	10	0	27	38
7:30 AM	0	0	0	0	0	4	0	0	0	4	0	13	0	0	13	8	0	9	0	17	34
7:45 AM	0	0	0	0	0	6	0	0	0	6	2	15	0	0	17	18	5	13	0	36	59
Total	0	0	0	0	0	15	0	3	0	18	2	42	0	0	44	53	5	40	0	98	160
Grand Total	0	0	0	0	0	21	0	4	0	25	5	59	0	0	64	74	5	52	0	131	220
Approach %	0.0	0.0	0.0	0.0		84.0	0.0	16.0	0.0		7.8	92.2	0.0	0.0		56.5	3.8	39.7	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	9.5	0.0	1.8	0.0	11.4	2.3	26.8	0.0	0.0	29.1	33.6	2.3	23.6	0.0	59.5	
Exiting Leg Total	132					10					78					0					220

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	3	0	1	0	4	0	7	0	0	7	10	0	8	0	18	29
7:15 AM	0	0	0	0	0	2	0	2	0	4	0	7	0	0	7	17	0	10	0	27	38
7:30 AM	0	0	0	0	0	4	0	0	0	4	0	13	0	0	13	8	0	9	0	17	34
7:45 AM	0	0	0	0	0	6	0	0	0	6	2	15	0	0	17	18	5	13	0	36	59
Total Volume	0	0	0	0	0	15	0	3	0	18	2	42	0	0	44	53	5	40	0	98	160
% Approach Total	0.0	0.0	0.0	0.0		83.3	0.0	16.7	0.0		4.5	95.5	0.0	0.0		54.1	5.1	40.8	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.375	0.000	0.750	0.250	0.700	0.000	0.000	0.647	0.736	0.250	0.769	0.000	0.681	0.678
Entering Leg	0	0	0	0	0	15	0	3	0	18	2	42	0	0	44	53	5	40	0	98	160
Exiting Leg	97					7					56					0					160
Total	97					25					100					98					320

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 AM**
 Class:



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

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	
6:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
6:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	0	0	3	0	6	0	0	6	0	1	0	0	1	10
7:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	5
Total	0	0	0	0	0	6	0	0	0	6	0	3	0	0	3	0	3	0	0	3	12
Grand Total	0	0	0	0	0	9	0	0	0	9	0	9	0	0	9	0	4	0	0	4	22
Approach %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	
Total %	0.0	0.0	0.0	0.0	0.0	40.9	0.0	0.0	0.0	40.9	0.0	40.9	0.0	0.0	40.9	0.0	18.2	0.0	0.0	18.2	
Exiting Leg Total	18					4					0					0					22
Buses	0	0	0	0	0	9	0	0	0	9	0	8	0	0	8	0	3	0	0	3	20
% Buses	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	88.9	0.0	0.0	88.9	0.0	75.0	0.0	0.0	75.0	90.9
Exiting Leg Total	17					3					0					0					20
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	11.1	0.0	25.0	0.0	0.0	25.0	9.1
Exiting Leg Total	1					1					0					0					2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	
6:15 AM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
6:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	4	0	0	0	4	0	6	0	0	6	0	2	0	0	2	12
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.500	0.750
Buses	0	0	0	0	0	4	0	0	0	4	0	5	0	0	5	0	1	0	0	1	10
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	83.3	0.0	0.0	83.3	0.0	50.0	0.0	0.0	50.0	83.3
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	0.0	50.0	0.0	0.0	50.0	16.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	4	0	0	0	4	0	5	0	0	5	0	1	0	0	1	10
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	4	0	0	0	4	0	6	0	0	6	0	2	0	0	2	12
Buses	9					1					0					0					10
Single-Unit Trucks	1					1					0					0					2
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	10					2					0					0					12

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 AM**
 Class:



Buses

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	
6:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
6:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	0	0	3	0	5	0	0	5	0	0	0	0	0	8
7:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	5
Total	0	0	0	0	0	6	0	0	0	6	0	3	0	0	3	0	3	0	0	3	12
Grand Total	0	0	0	0	0	9	0	0	0	9	0	8	0	0	8	0	3	0	0	3	20
Approach %	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	100.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	45.0	0.0	0.0	0.0	45.0	0.0	40.0	0.0	0.0	40.0	0.0	15.0	0.0	0.0	15.0	
Exiting Leg Total						17						3						0	20		

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	0	1	0	0	1	5
Total Volume	0	0	0	0	0	6	0	0	0	6	0	3	0	0	3	0	3	0	0	3	12
% Approach Total	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	100.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.375	0.000	0.000	0.375	0.000	0.750	0.000	0.000	0.750	0.600
Entering Leg	0	0	0	0	0	6	0	0	0	6	0	3	0	0	3	0	3	0	0	3	12
Exiting Leg						9						3						0	12		
Total						9						3						3	24		

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 AM**
 Class:



Single-Unit Trucks

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:45 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	1	0	0	1	2
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	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	50.0	
Exiting Leg Total	1					1					0					0					2

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Exiting Leg	1					1					0					0					2
Total	1					1					1					1					4

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 AM**
 Class:



Articulated Trucks

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 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	0	0	0	0	0	0	0	0	0	0
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	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Airport Connector Road							Evans Avenue							Airport Connector Road							Airport Connector Road							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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 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	
6:30 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	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

	Airport Connector Road							Evans Avenue							Airport Connector Road							Airport Connector Road							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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 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	
6:30 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	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 AM**
 Class:



Pedestrians

	Airport Connector Road							Evans Avenue							Airport Connector Road							Airport Connector Road							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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 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	
6:30 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	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

	Airport Connector Road							Evans Avenue							Airport Connector Road							Airport Connector Road							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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 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	
6:30 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	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	24	0	8	0	32	0	43	0	0	43	66	4	46	0	116	191
4:15 PM	0	0	0	0	0	32	0	2	0	34	2	52	0	0	54	66	8	75	0	149	237
4:30 PM	0	0	0	0	0	36	0	4	0	40	0	57	0	0	57	91	4	69	0	164	261
4:45 PM	0	0	0	0	0	51	0	5	0	56	0	52	0	0	52	167	5	75	0	247	355
Total	0	0	0	0	0	143	0	19	0	162	2	204	0	0	206	390	21	265	0	676	1044
5:00 PM	0	0	0	0	0	14	0	4	0	18	0	24	0	1	25	102	3	24	0	129	172
5:15 PM	0	0	0	0	0	9	0	0	0	9	0	19	0	0	19	28	1	20	0	49	77
5:30 PM	0	0	0	0	0	15	0	2	0	17	0	42	0	0	42	34	10	38	0	82	141
5:45 PM	0	0	0	0	0	50	0	3	0	53	0	50	0	0	50	100	5	58	0	163	266
Total	0	0	0	0	0	88	0	9	0	97	0	135	0	1	136	264	19	140	0	423	656
Grand Total	0	0	0	0	0	231	0	28	0	259	2	339	0	1	342	654	40	405	0	1099	1700
Approach %	0.0	0.0	0.0	0.0	0.0	89.2	0.0	10.8	0.0	0.0	0.6	99.1	0.0	0.3	0.0	59.5	3.6	36.9	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	13.6	0.0	1.6	0.0	15.2	0.1	19.9	0.0	0.1	20.1	38.5	2.4	23.8	0.0	64.6	
Exiting Leg Total	975					42					683					0					1700
Cars	0	0	0	0	0	216	0	28	0	244	2	332	0	1	335	652	25	398	0	1075	1654
% Cars	0.0	0.0	0.0	0.0	0.0	93.5	0.0	100.0	0.0	94.2	100.0	97.9	0.0	100.0	98.0	99.7	62.5	98.3	0.0	97.8	97.3
Exiting Leg Total	946					27					681					0					1654
Heavy Vehicles	0	0	0	0	0	15	0	0	0	15	0	7	0	0	7	2	15	7	0	24	46
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	0.0	5.8	0.0	2.1	0.0	0.0	2.0	0.3	37.5	1.7	0.0	2.2	2.7
Exiting Leg Total	29					15					2					0					46

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

4:00 PM	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	24	0	8	0	32	0	43	0	0	43	66	4	46	0	116	191
4:15 PM	0	0	0	0	0	32	0	2	0	34	2	52	0	0	54	66	8	75	0	149	237
4:30 PM	0	0	0	0	0	36	0	4	0	40	0	57	0	0	57	91	4	69	0	164	261
4:45 PM	0	0	0	0	0	51	0	5	0	56	0	52	0	0	52	167	5	75	0	247	355
Total Volume	0	0	0	0	0	143	0	19	0	162	2	204	0	0	206	390	21	265	0	676	1044
% Approach Total	0.0	0.0	0.0	0.0	0.0	88.3	0.0	11.7	0.0	0.0	1.0	99.0	0.0	0.0	0.0	57.7	3.1	39.2	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.701	0.000	0.594	0.000	0.723	0.250	0.895	0.000	0.000	0.904	0.584	0.656	0.883	0.000	0.684	0.735
Cars	0	0	0	0	0	136	0	19	0	155	2	200	0	0	202	389	13	262	0	664	1021
Cars %	0.0	0.0	0.0	0.0	0.0	95.1	0.0	100.0	0.0	95.7	100.0	98.0	0.0	0.0	98.1	99.7	61.9	98.9	0.0	98.2	97.8
Heavy Vehicles	0	0	0	0	0	7	0	0	0	7	0	4	0	0	4	1	8	3	0	12	23
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	0.0	4.3	0.0	2.0	0.0	0.0	1.9	0.3	38.1	1.1	0.0	1.8	2.2
Cars Enter Leg	0	0	0	0	0	136	0	19	0	155	2	200	0	0	202	389	13	262	0	664	1021
Heavy Enter Leg	0	0	0	0	0	7	0	0	0	7	0	4	0	0	4	1	8	3	0	12	23
Total Entering Leg	0	0	0	0	0	143	0	19	0	162	2	204	0	0	206	390	21	265	0	676	1044
Cars Exiting Leg	598					15					408					0					1021
Heavy Exiting Leg	14					8					1					0					23
Total Exiting Leg	612					23					409					0					1044

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	23	0	8	0	31	0	43	0	0	43	66	3	45	0	114	188				
4:15 PM	0	0	0	0	0	31	0	2	0	33	2	50	0	0	52	66	6	73	0	145	230				
4:30 PM	0	0	0	0	0	34	0	4	0	38	0	56	0	0	56	90	2	69	0	161	255				
4:45 PM	0	0	0	0	0	48	0	5	0	53	0	51	0	0	51	167	2	75	0	244	348				
Total	0	0	0	0	0	136	0	19	0	155	2	200	0	0	202	389	13	262	0	664	1021				
5:00 PM	0	0	0	0	0	11	0	4	0	15	0	23	0	1	24	101	1	24	0	126	165				
5:15 PM	0	0	0	0	0	8	0	0	0	8	0	19	0	0	19	28	0	18	0	46	73				
5:30 PM	0	0	0	0	0	14	0	2	0	16	0	42	0	0	42	34	8	37	0	79	137				
5:45 PM	0	0	0	0	0	47	0	3	0	50	0	48	0	0	48	100	3	57	0	160	258				
Total	0	0	0	0	0	80	0	9	0	89	0	132	0	1	133	263	12	136	0	411	633				
Grand Total	0	0	0	0	0	216	0	28	0	244	2	332	0	1	335	652	25	398	0	1075	1654				
Approach %	0.0	0.0	0.0	0.0		88.5	0.0	11.5	0.0		0.6	99.1	0.0	0.3		60.7	2.3	37.0	0.0						
Total %	0.0	0.0	0.0	0.0	0.0	13.1	0.0	1.7	0.0	14.8	0.1	20.1	0.0	0.1	20.3	39.4	1.5	24.1	0.0	65.0					
Exiting Leg Total						946						27						681						0	1654

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

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	23	0	8	0	31	0	43	0	0	43	66	3	45	0	114	188				
4:15 PM	0	0	0	0	0	31	0	2	0	33	2	50	0	0	52	66	6	73	0	145	230				
4:30 PM	0	0	0	0	0	34	0	4	0	38	0	56	0	0	56	90	2	69	0	161	255				
4:45 PM	0	0	0	0	0	48	0	5	0	53	0	51	0	0	51	167	2	75	0	244	348				
Total Volume	0	0	0	0	0	136	0	19	0	155	2	200	0	0	202	389	13	262	0	664	1021				
% Approach Total	0.0	0.0	0.0	0.0		87.7	0.0	12.3	0.0		1.0	99.0	0.0	0.0		58.6	2.0	39.5	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.708	0.000	0.594	0.000	0.731	0.250	0.893	0.000	0.000	0.902	0.582	0.542	0.873	0.000	0.680	0.733				
Entering Leg	0	0	0	0	0	136	0	19	0	155	2	200	0	0	202	389	13	262	0	664	1021				
Exiting Leg						598						15						408						0	1021
Total						598						170						610						664	2042

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	2	2	0	4	7
4:30 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	1	2	0	0	3	6
4:45 PM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	3	0	0	3	7
Total	0	0	0	0	0	7	0	0	0	7	0	4	0	0	4	1	8	3	0	12	23
5:00 PM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	1	2	0	0	3	7
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	4
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	4
5:45 PM	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	2	1	0	3	8
Total	0	0	0	0	0	8	0	0	0	8	0	3	0	0	3	1	7	4	0	12	23
Grand Total	0	0	0	0	0	15	0	0	0	15	0	7	0	0	7	2	15	7	0	24	46
Approach %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	8.3	62.5	29.2	0.0	52.2	
Total %	0.0	0.0	0.0	0.0	0.0	32.6	0.0	0.0	0.0	32.6	0.0	15.2	0.0	0.0	15.2	4.3	32.6	15.2	0.0	52.2	
Exiting Leg Total	29					15					2					0					46
Buses	0	0	0	0	0	15	0	0	0	15	0	7	0	0	7	2	15	7	0	24	46
% Buses	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Exiting Leg Total	29					15					2					0					46
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	2	2	0	4	7
4:30 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	1	2	0	0	3	6
4:45 PM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	3	0	0	3	7
5:00 PM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	1	2	0	0	3	7
Total Volume	0	0	0	0	0	9	0	0	0	9	0	5	0	0	5	2	9	2	0	13	27
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	15.4	69.2	15.4	0.0	52.2	
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.625	0.000	0.000	0.625	0.500	0.750	0.250	0.000	0.813	0.964
Buses	0	0	0	0	0	9	0	0	0	9	0	5	0	0	5	2	9	2	0	13	27
Buses %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	9	0	0	0	9	0	5	0	0	5	2	9	2	0	13	27
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	9	0	0	0	9	0	5	0	0	5	2	9	2	0	13	27
Buses	16					9					2					0					27
Single-Unit Trucks	0					0					0					0					0
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	16					9					2					0					27

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	2	2	0	4	7
4:30 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	1	2	0	0	3	6
4:45 PM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	3	0	0	3	7
Total	0	0	0	0	0	7	0	0	0	7	0	4	0	0	4	1	8	3	0	12	23
5:00 PM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	1	2	0	0	3	7
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	4
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	4
5:45 PM	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	2	1	0	3	8
Total	0	0	0	0	0	8	0	0	0	8	0	3	0	0	3	1	7	4	0	12	23
Grand Total	0	0	0	0	0	15	0	0	0	15	0	7	0	0	7	2	15	7	0	24	46
Approach %	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		8.3	62.5	29.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	32.6	0.0	0.0	0.0	32.6	0.0	15.2	0.0	0.0	15.2	4.3	32.6	15.2	0.0	52.2	
Exiting Leg Total	29					15					2					0					46

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

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	2	2	0	4	7
4:30 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	1	2	0	0	3	6
4:45 PM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	3	0	0	3	7
5:00 PM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	1	2	0	0	3	7
Total Volume	0	0	0	0	0	9	0	0	0	9	0	5	0	0	5	2	9	2	0	13	27
% Approach Total	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		15.4	69.2	15.4	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.625	0.000	0.000	0.625	0.500	0.750	0.250	0.000	0.813	0.964
Entering Leg	0					9					5					13					27
Exiting Leg	16					9					2					0					27
Total	16					18					7					13					54

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	0	0	0	0	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	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
Total	0	0	0	0	0	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	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					

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

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	0	0	0	0	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	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					
Total	0					0					0					0					

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	0	0	0	0	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	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
Total	0	0	0	0	0	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	0	0	0	0	0
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

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

	Airport Connector Road					Evans Avenue					Airport Connector Road					Airport Connector Road					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	0	0	0	0	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	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Airport Connector Road							Evans Avenue							Airport Connector Road							Airport Connector Road							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	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
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	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0							0							0							0							0

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

	Airport Connector Road							Evans Avenue							Airport Connector Road							Airport Connector Road							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	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **229058 A**
 Location: **N: Airport Connector Road S: Airport Connector Road**
 Location: **E: Evans Avenue W: Airport Connector Road**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Airport Connector Road							Evans Avenue							Airport Connector Road							Airport Connector Road							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	0	1	1	0	0	0	0	0	0	1		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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		
Total	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	1			
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			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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			
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			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Total	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	1			
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0			
Exiting Leg Total	0							0							1							1							

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

	Airport Connector Road							Evans Avenue							Airport Connector Road							Airport Connector Road							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	1	0	0	0	0	0	0	1			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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			
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			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1				
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250				
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1				
Exiting Leg	0							0							1							1							
Total	0							0							2							2							

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 6:00 AM
 End Time: 8:00 AM
 Class:



Cars and Heavy Vehicles (Combined)

	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	179	0	0	0	0	179	0	0	0	0	0	0	0	0	0	0	0	2	52	0	0	54	233	
6:15 AM	0	0	0	0	0	0	0	235	0	0	0	0	235	0	0	0	0	0	0	0	0	0	2	0	74	0	0	74	311		
6:30 AM	0	0	0	0	0	0	0	297	0	0	0	0	297	0	0	0	0	0	0	0	0	1	0	3	98	0	0	101	399		
6:45 AM	0	0	0	0	0	0	0	327	0	0	0	0	327	0	0	0	0	0	0	0	0	0	4	154	0	0	158	485			
Total	0	0	0	0	0	0	0	1038	0	0	0	0	1038	0	0	0	0	0	0	0	3	0	3	0	9	378	0	0	387	1428	
7:00 AM	0	0	0	0	0	0	0	367	0	0	0	0	367	0	0	0	0	0	0	0	0	0	0	0	159	0	2	161	528		
7:15 AM	0	0	0	0	0	0	0	396	0	0	0	0	396	0	0	0	0	0	0	0	2	0	2	0	155	0	0	155	553		
7:30 AM	0	0	0	0	0	0	0	435	0	0	0	0	435	0	0	0	0	0	0	0	2	0	2	0	241	0	0	241	678		
7:45 AM	0	0	0	0	0	0	0	362	0	0	0	0	362	0	0	0	0	0	0	0	7	0	7	0	247	0	0	247	616		
Total	0	0	0	0	0	0	0	1560	0	0	0	0	1560	0	0	0	0	0	0	11	0	11	0	0	802	0	2	804	2375		
Grand Total	0	0	0	0	0	0	0	2598	0	0	0	0	2598	0	0	0	0	0	0	0	14	0	14	0	9	1180	0	2	1191	3803	
Approach %	0.0	0.0	0.0	0.0	0.0	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	0.0	100.0	0.0	0.0	0.0	0.8	99.1	0.0	0.2			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	68.3	0.0	0.0	0.0	0.0	68.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4	0.0	0.2	31.0	0.0	0.1	31.3		
Exiting Leg Total	0						1180						9						0						2614						3803
Cars	0	0	0	0	0	0	0	2547	0	0	0	0	2547	0	0	0	0	0	0	0	4	0	4	0	2	1097	0	2	1101	3652	
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	0.0	0.0	0.0	0.0	98.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	28.6	0.0	22.2	93.0	0.0	100.0	92.4	96.0	
Exiting Leg Total	0						1097						2						0						2553						3652
Heavy Vehicles	0	0	0	0	0	0	0	51	0	0	0	0	51	0	0	0	0	0	0	0	10	0	10	0	7	83	0	0	90	151	
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0.0	71.4	0.0	77.8	7.0	0.0	0.0	7.6	4.0	
Exiting Leg Total	0						83						7						0						61						151

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

7:00 AM	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	367	0	0	0	0	367	0	0	0	0	0	0	0	0	0	0	0	0	159	0	2	161	528	
7:15 AM	0	0	0	0	0	0	0	396	0	0	0	0	396	0	0	0	0	0	0	0	2	0	2	0	0	155	0	0	155	553	
7:30 AM	0	0	0	0	0	0	0	435	0	0	0	0	435	0	0	0	0	0	0	0	2	0	2	0	0	241	0	0	241	678	
7:45 AM	0	0	0	0	0	0	0	362	0	0	0	0	362	0	0	0	0	0	0	0	7	0	7	0	0	247	0	0	247	616	
Total Volume	0	0	0	0	0	0	0	1560	0	0	0	0	1560	0	0	0	0	0	0	0	11	0	11	0	0	802	0	2	804	2375	
% Approach Total	0.0	0.0	0.0	0.0	0.0	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	0.0	100.0	0.0	0.0	0.0	0.0	99.8	0.0	0.2			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.897	0.000	0.000	0.000	0.000	0.897	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.393	0.000	0.393	0.000	0.000	0.812	0.000	0.250	0.814	0.876	
Cars	0	0	0	0	0	0	0	1523	0	0	0	0	1523	0	0	0	0	0	0	0	3	0	3	0	0	757	0	2	759	2285	
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.6	0.0	0.0	0.0	0.0	97.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	27.3	0.0	0.0	94.4	0.0	100.0	94.4	96.2	
Heavy Vehicles	0	0	0	0	0	0	0	37	0	0	0	0	37	0	0	0	0	0	0	0	8	0	8	0	0	45	0	0	45	90	
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.7	0.0	72.7	0.0	0.0	5.6	0.0	0.0	5.6	3.8	
Cars Enter Leg	0	0	0	0	0	0	0	1523	0	0	0	0	1523	0	0	0	0	0	0	0	3	0	3	0	0	757	0	2	759	2285	
Heavy Enter Leg	0	0	0	0	0	0	0	37	0	0	0	0	37	0	0	0	0	0	0	0	8	0	8	0	0	45	0	0	45	90	
Total Entering Leg	0	0	0	0	0	0	0	1560	0	0	0	0	1560	0	0	0	0	0	0	0	11	0	11	0	0	802	0	2	804	2375	
Cars Exiting Leg	0						757						0						0						1528						2285
Heavy Exiting Leg	0						45						0						0						45						90
Total Exiting Leg	0						802						0						0						1573						2375

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 6:00 AM
 End Time: 8:00 AM
 Class:



Cars

	Gated Driveway						Airport Road					UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total		
	from North						from East					from South						from Southwest						from West								
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn		Total	
6:00 AM	0	0	0	0	0	0	0	176	0	0	0	176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	0	48	224
6:15 AM	0	0	0	0	0	0	0	234	0	0	0	234	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	67	0	0	67	302
6:30 AM	0	0	0	0	0	0	0	291	0	0	0	291	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	0	0	89	380	
6:45 AM	0	0	0	0	0	0	0	323	0	0	0	323	0	0	0	0	0	0	0	0	0	0	0	0	0	2	136	0	0	138	461	
Total	0	0	0	0	0	0	0	1024	0	0	0	1024	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	340	0	0	342	1367
7:00 AM	0	0	0	0	0	0	0	361	0	0	0	361	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148	0	2	150	511	
7:15 AM	0	0	0	0	0	0	0	384	0	0	0	384	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	146	0	0	146	531
7:30 AM	0	0	0	0	0	0	0	425	0	0	0	425	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	0	0	228	653	
7:45 AM	0	0	0	0	0	0	0	353	0	0	0	353	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	235	0	0	235	590
Total	0	0	0	0	0	0	0	1523	0	0	0	1523	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	757	0	2	759	2285
Grand Total	0	0	0	0	0	0	0	2547	0	0	0	2547	0	0	0	0	0	0	0	0	0	0	4	0	4	0	2	1097	0	2	1101	3652
Approach %	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	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.2	99.6	0.0	0.2	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	69.7	0.0	0.0	0.0	69.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	30.0	0.0	0.1	30.1		
Exiting Leg Total	0						1097						2						0						2553	3652						

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

7:00 AM	Gated Driveway						Airport Road					UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total		
	from North						from East					from South						from Southwest						from West								
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn		Total	
7:00 AM	0	0	0	0	0	0	0	361	0	0	0	361	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148	0	2	150	511	
7:15 AM	0	0	0	0	0	0	0	384	0	0	0	384	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	146	0	0	146	531
7:30 AM	0	0	0	0	0	0	0	425	0	0	0	425	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	0	0	228	653	
7:45 AM	0	0	0	0	0	0	0	353	0	0	0	353	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	235	0	0	235	590
Total Volume	0	0	0	0	0	0	0	1523	0	0	0	1523	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	757	0	2	759	2285
% Approach Total	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	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	99.7	0.0	0.3	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.896	0.000	0.000	0.000	0.896	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.805	0.000	0.250	0.807	0.875	
Entering Leg	0	0	0	0	0	0	0	1523	0	0	0	1523	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	757	0	2	759	2285
Exiting Leg	0						757						0						3						1528	2285						
Total	0						2280						0						3						2287	4570						

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 6:00 AM
 End Time: 8:00 AM
 Class:



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

	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	9
6:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	7	0	0	7	9
6:30 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	1	0	3	9	0	0	12	19
6:45 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	18	0	0	20	24	
Total	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	2	0	2	0	7	38	0	0	45	61
7:00 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	17
7:15 AM	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	1	0	1	0	0	9	0	0	9	22
7:30 AM	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	2	0	2	0	0	13	0	0	13	25
7:45 AM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	5	0	5	0	0	12	0	0	12	26
Total	0	0	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0	8	0	8	0	0	45	0	0	45	90
Grand Total	0	0	0	0	0	0	0	51	0	0	0	51	0	0	0	0	0	0	0	0	0	10	0	10	0	7	83	0	0	90	151
Approach %	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	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	7.8	92.2	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.8	0.0	0.0	0.0	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	6.6	0.0	4.6	55.0	0.0	0.0	59.6	
Exiting Leg Total	0						83						7						0						61						151
Buses	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	23
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	0.0	0.0	20.0	15.2
Exiting Leg Total	0						18						0						0						5						23
Single-Unit Trucks	0	0	0	0	0	0	0	39	0	0	0	39	0	0	0	0	0	0	0	0	0	5	0	5	0	6	55	0	0	61	105
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.5	0.0	0.0	0.0	76.5	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	85.7	66.3	0.0	0.0	67.8	69.5
Exiting Leg Total	0						55						6						0						44						105
Articulated Trucks	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	5	0	5	0	1	10	0	0	11	23
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.7	0.0	0.0	0.0	13.7	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	14.3	12.0	0.0	0.0	12.2	15.2
Exiting Leg Total	0						10						1						0						12						23

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

7:00 AM	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	17
7:15 AM	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	1	0	1	0	0	9	0	0	9	22
7:30 AM	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	2	0	2	0	0	13	0	0	13	25
7:45 AM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	5	0	5	0	0	12	0	0	12	26
Total Volume	0	0	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0	8	0	8	0	0	45	0	0	45	90
% Approach Total	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	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.771	0.000	0.000	0.000	0.771	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.400	0.000	0.400	0.000	0.000	0.865	0.000	0.000	0.865	0.865	
Buses	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	13
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	22.2	14.4
Single-Unit Trucks	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	3	0	3	0	0	34	0	0	34	65
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.7	0.0	0.0	0.0	75.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	0.0	37.5	0.0	0.0	75.6	0.0	0.0	75.6	72.2
Articulated Trucks	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	0	0	1	12
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2	0.0	0.0	0.0	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	62.5	0.0	0.0	2.2	0.0	0.0	2.2	13.3
Buses	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	13
Single-Unit Trucks	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	3	0	3	0	0	34	0	0	34	65
Articulated Trucks	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	0	0	1	12
Total Entering Leg	0	0	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0	8	0	8	0	0	45	0	0	45	90
Buses	0						10						0						0						3						13
Single-Unit Trucks	0						34						0						0						31						65
Articulated Trucks	0						1						0						0						11						12
Total Exiting Leg	0						45						0						0						45						90

PDI File #: **229058 B**
 Location: **N: Gated Driveway S: UPS/ Fed Ex Driveway east**
 Location: **E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west**
 City, State: **Warwick, RI**
 Client: **AECOM/I. Almy**
 Site Code: **TBD**
 Count Date: **Wednesday, December 14, 2022**
 Start Time: **6:00 AM**
 End Time: **8:00 AM**
 Class:



Buses

	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total								
	from North						from East						from South						from Southwest						from West														
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total									
6:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:15 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	0	0	0	0	0	0	0	0	2
6:30 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	0	0	0	0	0	0	0	4	
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	10	
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
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	0	0	0	0	0	0	2	2	
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	
Total	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13	
Grand Total	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	23		
Approach %	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	0.0	0.0	0.0	0.0	21.7	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.3	78.3		
Exiting Leg Total	0						18						0						0						5						23								

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

6:45 AM	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total						
	from North						from East						from South						from Southwest						from West												
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total							
6:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
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	0	0	0	0	0	2	2
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6
Total Volume	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13	
% 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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.542	0.542	
Entering Leg	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13
Exiting Leg	0						10						0						0						3						13						
Total	0						13						0						0						13						26						

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 6:00 AM
 End Time: 8:00 AM
 Class:



Single-Unit Trucks

	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
6:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	8
6:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4	0	0	4	6
6:30 AM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4	0	0	6	13
6:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0	0	11	13
Total	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	2	0	2	0	6	21	0	0	27	40
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	12
7:15 AM	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	1	0	1	0	0	7	0	0	7	18
7:30 AM	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	1	0	1	0	0	8	0	0	8	17
7:45 AM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	1	0	1	0	0	10	0	0	10	18
Total	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	3	0	3	0	0	34	0	0	34	65
Grand Total	0	0	0	0	0	0	0	39	0	0	0	39	0	0	0	0	0	0	0	0	0	5	0	5	0	6	55	0	0	61	105
Approach %	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	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	9.8	90.2	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.1	0.0	0.0	0.0	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	4.8	0.0	5.7	52.4	0.0	0.0	58.1	0.0
Exiting Leg Total	0						55						6						0						44						105

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

7:00 AM	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	12
7:15 AM	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	1	0	1	0	0	7	0	0	7	18
7:30 AM	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	1	0	1	0	0	8	0	0	8	17
7:45 AM	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	1	0	1	0	0	10	0	0	10	18
Total Volume	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	3	0	3	0	0	34	0	0	34	65
% Approach Total	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	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.000	0.850	0.000	0.000	0.850	0.903	
Entering Leg	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	3	0	3	0	0	34	0	0	34	65
Exiting Leg	0						34						0						0						31						65
Total	0						62						0						3						65						130

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 6:00 AM
 End Time: 8:00 AM
 Class:



Articulated Trucks

	Gated Driveway						Airport Road					UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road								
	from North						from East					from South						from Southwest						from West								
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 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	1	0	0	0	1	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
6:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	8
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	10	11
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	0	0	0	1	12
Grand Total	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	5	0	5	0	1	10	0	0	0	11	23
Approach %	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	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	9.1	90.9	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.4	0.0	0.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7	0.0	21.7	0.0	4.3	43.5	0.0	0.0	0.0	47.8	
Exiting Leg Total	0						10						1						0						12						23	

Peak Hour Analysis from 06:00 AM to 08:00 AM begins at:

6:30 AM	Gated Driveway						Airport Road					UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road								
	from North						from East					from South						from Southwest						from West								
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Total	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
6:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	8
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	10	15
% Approach Total	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	90.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.321	0.000	0.000	0.357	0.469	
Entering Leg	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	10	15
Exiting Leg	0						9						1						0						5							
Total	0						14						1						0						15						30	

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	258	0	0	0	258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	376	0	0	376	634
4:15 PM	0	0	0	0	0	0	0	310	0	0	0	310	0	0	0	0	0	0	0	0	0	0	0	0	0	0	403	0	0	403	713
4:30 PM	0	0	0	0	0	0	0	280	1	0	0	281	0	0	0	0	0	0	0	0	0	0	0	0	0	0	373	0	0	373	654
4:45 PM	0	0	0	0	0	0	0	277	0	0	0	277	1	0	0	0	0	1	0	0	0	0	0	0	0	0	397	0	0	397	675
Total	0	0	0	0	0	0	0	1125	1	0	0	1126	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1549	0	0	1549	2676
5:00 PM	0	0	0	0	0	0	0	269	0	0	0	269	0	0	0	0	0	0	0	0	0	2	0	2	0	0	373	0	0	373	644
5:15 PM	0	0	0	0	0	0	0	250	0	0	0	250	0	0	0	0	0	0	0	0	0	9	0	9	0	5	391	0	0	396	655
5:30 PM	0	0	0	0	0	0	0	233	0	0	0	233	0	0	0	0	0	0	0	0	0	3	0	3	1	0	381	0	0	382	618
5:45 PM	0	0	0	0	0	0	0	226	0	0	0	226	0	0	0	0	0	0	0	1	0	1	0	2	0	0	364	0	0	364	592
Total	0	0	0	0	0	0	0	978	0	0	0	978	0	0	0	0	0	0	0	1	0	15	0	16	1	5	1509	0	0	1515	2509
Grand Total	0	0	0	0	0	0	0	2103	1	0	0	2104	1	0	0	0	0	1	0	1	0	15	0	16	1	5	3058	0	0	3064	5185
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	93.8	0.0	0.0	0.2	99.8	0.0	0.0	0.0	0.1	99.9	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.6	0.0	0.0	0.0	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.1	59.0	0.0	0.0	59.1	
Exiting Leg Total	0						3060						5						2						2118	5185					
Cars	0	0	0	0	0	0	0	2077	1	0	0	2078	1	0	0	0	0	1	0	1	0	15	0	16	1	3	3026	0	0	3030	5125
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.8	100.0	0.0	0.0	98.8	100.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	60.0	99.0	0.0	0.0	98.9	
Exiting Leg Total	0						3028						3						2						2092	5125					
Heavy Vehicles	0	0	0	0	0	0	0	26	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	2	32	0	0	34	60
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	1.0	0.0	0.0	1.1	
Exiting Leg Total	0						32						2						0						26	60					

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

	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	310	0	0	0	310	0	0	0	0	0	0	0	0	0	0	0	0	0	0	403	0	0	403	713
4:30 PM	0	0	0	0	0	0	0	280	1	0	0	281	0	0	0	0	0	0	0	0	0	0	0	0	0	0	373	0	0	373	654
4:45 PM	0	0	0	0	0	0	0	277	0	0	0	277	1	0	0	0	0	1	0	0	0	0	0	0	0	0	397	0	0	397	675
5:00 PM	0	0	0	0	0	0	0	269	0	0	0	269	0	0	0	0	0	0	0	0	0	2	0	2	0	0	373	0	0	373	644
Total Volume	0	0	0	0	0	0	0	1136	1	0	0	1137	1	0	0	0	0	1	0	0	0	2	0	2	0	0	1546	0	0	1546	2686
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.9	0.1	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	100.0	0.0	0.0	0.0	0.0	99.9	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.916	0.250	0.000	0.000	0.917	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.959	0.000	0.000	0.959	
Cars	0	0	0	0	0	0	0	1118	1	0	0	1119	1	0	0	0	0	1	0	0	0	2	0	2	0	0	1532	0	0	1532	2654
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.4	100.0	0.0	0.0	98.4	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	99.1	0.0	0.0	99.1	
Heavy Vehicles	0	0	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	32
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	1.6	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	0.9	0.0	0.0	0.9	
Cars Enter Leg	0	0	0	0	0	0	0	1118	1	0	0	1119	1	0	0	0	0	1	0	0	0	2	0	2	0	0	1532	0	0	1532	2654
Heavy Enter Leg	0	0	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	32
Total Entering Leg	0	0	0	0	0	0	0	1136	1	0	0	1137	1	0	0	0	0	1	0	0	0	2	0	2	0	0	1546	0	0	1546	2686
Cars Exiting Leg	0						1533						0						1						1120	2654					
Heavy Exiting Leg	0						14						0						0						18	32					
Total Exiting Leg	0						1547						0						1						1138	2686					

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars

	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total	
	from North						from East						from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	255	0	0	0	255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	367	0	0	367	622
4:15 PM	0	0	0	0	0	0	0	302	0	0	0	302	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	401	0	0	401	703
4:30 PM	0	0	0	0	0	0	0	277	1	0	0	278	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	368	0	0	368	646
4:45 PM	0	0	0	0	0	0	0	272	0	0	0	272	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	392	0	0	392	665
Total	0	0	0	0	0	0	0	1106	1	0	0	1107	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1528	0	0	1528	2636
5:00 PM	0	0	0	0	0	0	0	267	0	0	0	267	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	371	0	0	371	640
5:15 PM	0	0	0	0	0	0	0	249	0	0	0	249	0	0	0	0	0	0	0	0	0	9	0	9	0	3	0	388	0	0	391	649
5:30 PM	0	0	0	0	0	0	0	230	0	0	0	230	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	379	0	0	380	613
5:45 PM	0	0	0	0	0	0	0	225	0	0	0	225	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	360	0	0	360	587
Total	0	0	0	0	0	0	0	971	0	0	0	971	0	0	0	0	0	0	0	1	0	15	0	16	1	3	0	1498	0	0	1502	2489
Grand Total	0	0	0	0	0	0	0	2077	1	0	0	2078	1	0	0	0	0	1	0	1	0	15	0	16	1	3	0	3026	0	0	3030	5125
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	93.8	0.0	0.0	0.1	99.9	0.0	0.0	0.0	0.1	99.9	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.5	0.0	0.0	0.0	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.1	59.0	0.0	0.0	59.1				
Exiting Leg Total	0						3028						3						2						2092						5125	

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

4:15 PM	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total		
	from North						from East						from South						from Southwest						from West								
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total			
4:15 PM	0	0	0	0	0	0	0	302	0	0	0	302	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	401	0	0	401	703	
4:30 PM	0	0	0	0	0	0	0	277	1	0	0	278	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	368	0	0	368	646	
4:45 PM	0	0	0	0	0	0	0	272	0	0	0	272	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	392	0	0	392	665	
5:00 PM	0	0	0	0	0	0	0	267	0	0	0	267	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	371	0	0	371	640	
Total Volume	0	0	0	0	0	0	0	1118	1	0	0	1119	1	0	0	0	0	1	0	0	0	2	0	2	0	0	0	1532	0	0	1532	2654	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.9	0.1	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	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.925	0.250	0.000	0.000	0.926	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.955	0.000	0.000	0.955	0.944
Entering Leg	0	0	0	0	0	0	0	1118	1	0	0	1119	1	0	0	0	0	1	0	0	0	2	0	2	0	0	0	1532	0	0	1532	2654	
Exiting Leg	0						1533						0						1						1120						2654		
Total	0						2652						1						3						2652						5308		

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



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

	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total		
	from North						from East						from South						from Southwest						from West								
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total			
4:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	12
4:15 PM	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	10	
4:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	8		
4:45 PM	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	10		
Total	0	0	0	0	0	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	40		
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4		
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	6			
5:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5			
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5			
Total	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	11	0	0	13	20			
Grand Total	0	0	0	0	0	0	0	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	2	32	0	0	34	60			
Approach %	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	94.1	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.3	0.0	0.0	0.0	0.0	43.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	53.3	0.0	0.0	56.7	0.0	0.0		
Exiting Leg Total	0						32						2						0						26						60		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2			
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.9	3.3	0.0	0.0		
Exiting Leg Total	0						2						0						0						0						2		
Single-Unit Trucks	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	28	0	0	28	50				
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.6	0.0	0.0	0.0	0.0	84.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.5	0.0	0.0	82.4	83.3	0.0	0.0		
Exiting Leg Total	0						28						0						0						22						50		
Articulated Trucks	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	8				
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	6.3	0.0	0.0	11.8	13.3	0.0	0.0	
Exiting Leg Total	0						2						2						0						4						8		

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

	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total						
	from North						from East						from South						from Southwest						from West												
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total							
4:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	12						
4:15 PM	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	10						
4:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	8							
4:45 PM	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	10							
Total Volume	0	0	0	0	0	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	40							
% Approach Total	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0						
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.000	0.000	0.000	0.000	0.594	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.583	0.833	0.833	0.833						
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2							
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	9.5	5.0	0.0	0.0						
Single-Unit Trucks	0	0	0	0	0	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	18	0	0	18	34	50								
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	84.2	0.0	0.0	0.0	0.0	84.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	0.0	85.7	85.0	0.0	0.0							
Articulated Trucks	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	8								
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8	0.0	0.0	0.0	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.8	10.0	0.0	0.0							
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2								
Single-Unit Trucks	0	0	0	0	0	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	18	0	0	18	34	50								
Articulated Trucks	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	8								
Total Entering Leg	0	0	0	0	0	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	21	0	0	21	40	40	40	40						
Buses	0						2						0						0						0						2						
Single-Unit Trucks	0						18						0						0						0						16						34
Articulated Trucks	0						1						0						0						0						3						4
Total Exiting Leg	0						21						0						0						19						40						40

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Buses

	Gated Driveway						Airport Road					UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East					from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	1	0	0	1
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	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	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	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	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	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	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	
Exiting Leg Total	0						2						0						0						2					

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

	Gated Driveway						Airport Road					UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East					from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	1	0	0	1
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	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Exiting Leg	0						2						0						0						2					
Total	0						2						0						0						4					

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Single-Unit Trucks

	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	9
4:15 PM	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	10
4:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
4:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	8
Total	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	34
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	16
Grand Total	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	28	50
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	56.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.0	0.0	0.0	0.0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	56.0	0.0	0.0	56.0	
Exiting Leg Total	0						28						0						0						22	50					

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

4:00 PM	Gated Driveway						Airport Road						UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	9
4:15 PM	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	10
4:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
4:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	8
Total Volume	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	34
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	56.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	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	0.643	0.000	0.000	0.643	0.850
Entering Leg	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	34
Exiting Leg	0						18						0						0						16	34					
Total	0						34						0						0						34	68					

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Articulated Trucks

	Gated Driveway						Airport Road					UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total	
	from North						from East					from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn		Total
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
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	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	4
Grand Total	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	8
Approach %	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	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		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	50.0	
Exiting Leg Total	0						2					2						0						4						8	

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

4:45 PM	Gated Driveway						Airport Road					UPS/ Fed Ex Driveway east						UPS/ Fed Ex Driveway west						Airport Road						Total	
	from North						from East					from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn		Total
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
% Approach Total	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.625	
Entering Leg	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
Exiting Leg	0						0					2						0						3						5	
Total	0						3					2						0						5						10	

PDI File #: 229058 B
 Location: N: Gated Driveway S: UPS/ Fed Ex Driveway east
 Location: E: Airport Road W: Airport Road SW: UPS/ Fed Ex Driveway west
 City, State: Warwick, RI
 Client: AECOM/I. Almy
 Site Code: TBD
 Count Date: Wednesday, December 14, 2022
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Pedestrians

	Gated Driveway									Airport Road						UPS/ Fed Ex Driveway east								UPS/ Fed Ex Driveway west								Airport Road						Total												
	from North									from East						from South								from Southwest								from West																		
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Exiting Leg Total	0									0						0								1						1																				

















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

	Gated Driveway									Airport Road						UPS/ Fed Ex Driveway east								UPS/ Fed Ex Driveway west								Airport Road						Total												
	from North									from East						from South								from Southwest								from West																		
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2500	0.0000	0.2500	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.2500										
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1									
Exiting Leg	0									0						0								1						1																				
Total	0									0						0								2						2																				

Appendix B
Existing (2022) Capacity Analysis

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

							Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	 		 		 	 	
Traffic Volume (vph)	654	950	370	517	423	517	
Future Volume (vph)	654	950	370	517	423	517	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	160		375	230		
Storage Lanes	2	1		1	2		
Taper Length (ft)	100				100		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor	0.99						
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3335	1583	3374	1553	3367	3471	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3308	1583	3374	1553	3367	3471	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		188		155			
Link Speed (mph)	35		35			35	
Link Distance (ft)	586		2011			518	
Travel Time (s)	11.4		39.2			10.1	
Confl. Peds. (#/hr)	4						
Peak Hour Factor	0.91	0.91	0.92	0.92	0.95	0.95	
Heavy Vehicles (%)	5%	2%	7%	4%	4%	4%	
Adj. Flow (vph)	719	1044	402	562	445	544	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	719	1044	402	562	445	544	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		24			24	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
1: Post Rd & Airport Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA	
Protected Phases	6	3 6	4	6	3	8	7
Permitted Phases				4			
Detector Phase	6	3 6	4	6	3	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	7.0
Minimum Split (s)	10.0		34.0	10.0	10.0	10.0	32.0
Total Split (s)	30.0		35.0	30.0	30.0	30.0	35.0
Total Split (%)	30.0%		35.0%	30.0%	30.0%	30.0%	35%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		None	Max	None	None	None
Act Effect Green (s)	25.1	55.6	19.2	49.3	25.5	19.2	
Actuated g/C Ratio	0.30	0.66	0.23	0.58	0.30	0.23	
v/c Ratio	0.73	0.95	0.53	0.58	0.44	0.69	
Control Delay	33.1	30.9	31.2	10.4	26.5	34.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.1	30.9	31.2	10.4	26.5	34.9	
LOS	C	C	C	B	C	C	
Approach Delay	31.8		19.1			31.1	
Approach LOS	C		B			C	
Queue Length 50th (ft)	173	374	98	119	96	138	
Queue Length 95th (ft)	#300	#880	144	216	161	195	
Internal Link Dist (ft)	506		1931			438	
Turn Bay Length (ft)		160		375	230		
Base Capacity (vph)	987	1179	1199	967	1196	1233	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.73	0.89	0.34	0.58	0.37	0.44	

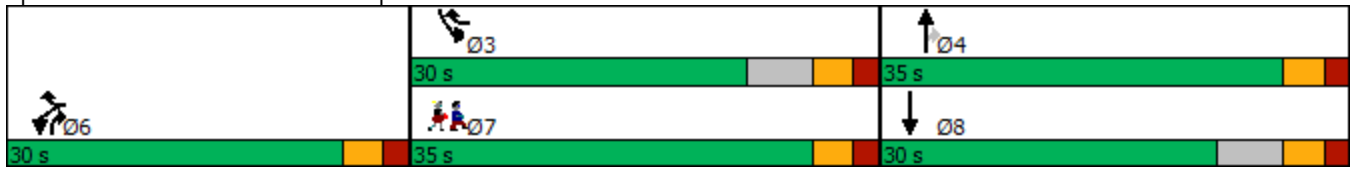
Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	84.8
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	28.3
Intersection LOS:	C
Intersection Capacity Utilization:	77.4%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

Splits and Phases: 1: Post Rd & Airport Rd



Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗	↖	↗	↗	↖	↕			↕	↗
Traffic Volume (vph)	147	0	51	16	6	19	40	602	0	0	884	250
Future Volume (vph)	147	0	51	16	6	19	40	602	0	0	884	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	25		25	105		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							0.99				0.99	
Frt			0.850			0.850					0.967	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1626	0	1442	1444	1624	1324	1770	3312	0	0	3285	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	1712	0	1442	1444	1624	1324	1754	3312	0	0	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55			99						43
Link Speed (mph)		35			35			35				35
Link Distance (ft)		697			720			1575				2011
Travel Time (s)		13.6			14.0			30.7				39.2
Confl. Peds. (#/hr)							9					9
Peak Hour Factor	0.92	0.25	0.92	0.79	0.79	0.79	0.92	0.92	0.25	0.25	0.91	0.91
Heavy Vehicles (%)	11%	0%	12%	25%	17%	22%	2%	9%	0%	0%	6%	4%
Adj. Flow (vph)	160	0	55	20	8	24	43	654	0	0	971	275
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	0	55	20	8	24	43	654	0	0	1246	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2	1	1	2				2
Detector Template	Left		Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20		20	20	100	20	20	100				100
Trailing Detector (ft)	0		0	0	0	0	0	0				0
Detector 1 Position(ft)	0		0	0	0	0	0	0				0
Detector 1 Size(ft)	20		20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd

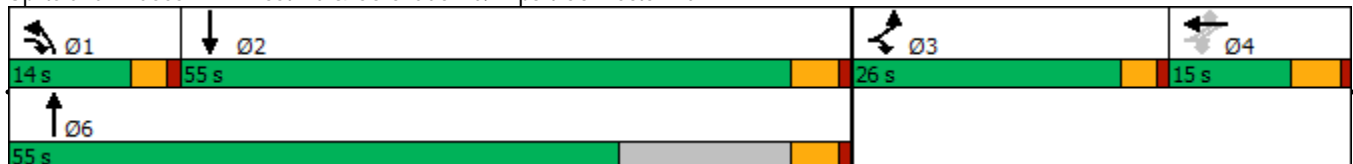


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P		pt+ov	Perm	NA	Perm	Prot	NA				NA
Protected Phases	3	1 3		4		1		6				2
Permitted Phases	4	4		4	4							
Detector Phase	3	1 3		4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0	6.0	10.0				10.0
Minimum Split (s)	26.0		11.0	11.0	11.0	10.0	15.0				15.0	
Total Split (s)	26.0		15.0	15.0	15.0	14.0	55.0				55.0	
Total Split (%)	23.6%		13.6%	13.6%	13.6%	12.7%	50.0%				50.0%	
Yellow Time (s)	3.0		4.0	4.0	4.0	4.0	3.0	4.0				4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0				1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0		5.0	5.0	5.0	4.0	5.0				5.0	
Lead/Lag	Lead		Lag	Lag	Lag	Lead				Lag		
Lead-Lag Optimize?												
Recall Mode	None		None	None	None	Max	Min				Min	
Act Effect Green (s)	16.8		34.0	7.0	7.0	7.0	10.8	52.3				37.2
Actuated g/C Ratio	0.21		0.42	0.09	0.09	0.09	0.13	0.65				0.46
v/c Ratio	0.47		0.09	0.16	0.06	0.12	0.18	0.31				0.81
Control Delay	31.8		5.2	46.7	44.8	1.2	42.3	8.0				24.0
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	31.8		5.2	46.7	44.8	1.2	42.3	8.0				24.0
LOS	C		A	D	D	A	D	A				C
Approach Delay	25.0		25.4		10.1						24.0	
Approach LOS	C		C		B						C	
Queue Length 50th (ft)	70		0	10	4	0	21	75				278
Queue Length 95th (ft)	138		22	33	19	0	65	150				465
Internal Link Dist (ft)	617		640		1495						1931	
Turn Bay Length (ft)	70		25	25		105						
Base Capacity (vph)	527		641	192	216	262	236	2646				2206
Starvation Cap Reductn	0		0	0	0	0	0	0				0
Spillback Cap Reductn	0		0	0	0	0	0	0				0
Storage Cap Reductn	0		0	0	0	0	0	0				0
Reduced v/c Ratio	0.30		0.09	0.10	0.04	0.09	0.18	0.25				0.56

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 80.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 19.8
 Intersection LOS: B
 Intersection Capacity Utilization 55.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Post Rd & Coronado Rd/Airport Connector Rd



Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	273	694	575	431		
Future Volume (vph)	0	0	273	694	575	431		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			100		
Storage Lanes	0	0	1			1		
Taper Length (ft)	100		100					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor						0.98		
Frt						0.850		
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1719	3374	3471	1495		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1719	3374	3471	1465		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						320		
Link Speed (mph)	35			35	35			
Link Distance (ft)	336			198	1575			
Travel Time (s)	6.5			3.9	30.7			
Confl. Peds. (#/hr)						1		
Peak Hour Factor	0.25	0.25	0.95	0.95	0.84	0.84		
Heavy Vehicles (%)	0%	0%	5%	7%	4%	8%		
Adj. Flow (vph)	0	0	287	731	685	513		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	287	731	685	513		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2	1		
Detector Template				Thru	Thru	Right		
Leading Detector (ft)			20	100	100	20		
Trailing Detector (ft)			0	0	0	0		
Detector 1 Position(ft)			0	0	0	0		
Detector 1 Size(ft)			20	6	6	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		
Detector 1 Delay (s)			3.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			

Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Turn Type			Prot	NA	NA	Free		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						Free		
Detector Phase			1	1 2 3	2			
Switch Phase			2					
Minimum Initial (s)					10.0		12.0	6.0
Minimum Split (s)					16.0		17.0	12.0
Total Split (s)					30.0		20.0	30.0
Total Split (%)					37.5%		25%	38%
Yellow Time (s)					4.0		4.0	4.0
All-Red Time (s)					2.0		1.0	2.0
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?								
Recall Mode					C-Min		None	None
Act Effct Green (s)			42.0	80.0	27.0	80.0		
Actuated g/C Ratio			0.52	1.00	0.34	1.00		
v/c Ratio			0.32	0.22	0.59	0.35		
Control Delay			11.1	0.1	25.4	0.7		
Queue Delay			4.2	0.0	0.0	0.0		
Total Delay			15.3	0.1	25.4	0.7		
LOS			B	A	C	A		
Approach Delay				4.4	14.8			
Approach LOS				A	B			
Queue Length 50th (ft)			45	0	156	0		
Queue Length 95th (ft)			187	0	195	0		
Internal Link Dist (ft)	256			118	1495			
Turn Bay Length (ft)						100		
Base Capacity (vph)			903	3344	1169	1465		
Starvation Cap Reductn			528	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.77	0.22	0.59	0.35		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	10.0
Intersection LOS:	B
Intersection Capacity Utilization:	61.6%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings

3: Post Rd

Splits and Phases: 3: Post Rd



Lanes, Volumes, Timings
 4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷		↶↶	↶↶	
Traffic Volume (vph)	264	156	0	703	575	0
Future Volume (vph)	264	156	0	703	575	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	150	0			0
Storage Lanes	2	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2789	1371	0	3094	3124	0
Flt Permitted	0.950					
Satd. Flow (perm)	2789	1371	0	3094	3124	0
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	527			235	198	
Travel Time (s)	10.3			4.6	3.9	
Peak Hour Factor	0.87	0.87	0.25	0.93	0.83	0.25
Heavy Vehicles (%)	13%	6%	0%	5%	4%	0%
Adj. Flow (vph)	303	179	0	756	693	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	179	0	756	693	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	custom		NA	NA	
Protected Phases	3	1		1 2	2	

Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3				
Detector Phase	3	1		1 2	2	
Switch Phase						
Minimum Initial (s)	6.0	12.0			10.0	
Minimum Split (s)	12.0	17.0			16.0	
Total Split (s)	30.0	20.0			30.0	
Total Split (%)	37.5%	25.0%			37.5%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	1.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.0	5.0			6.0	
Lead/Lag		Lead			Lag	
Lead-Lag Optimize?						
Recall Mode	None	None			C-Min	
Act Effect Green (s)	16.2	42.0		52.8	27.0	
Actuated g/C Ratio	0.20	0.52		0.66	0.34	
v/c Ratio	0.54	0.25		0.37	0.66	
Control Delay	31.4	10.5		3.2	7.5	
Queue Delay	0.0	0.0		0.1	0.0	
Total Delay	31.4	10.5		3.3	7.5	
LOS	C	B		A	A	
Approach Delay	23.6			3.3	7.5	
Approach LOS	C			A	A	
Queue Length 50th (ft)	70	41		83	12	
Queue Length 95th (ft)	93	72		20	13	
Internal Link Dist (ft)	447			155	118	
Turn Bay Length (ft)	150	150				
Base Capacity (vph)	836	720		2043	1052	
Starvation Cap Reductn	0	0		428	0	
Spillback Cap Reductn	17	0		63	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.37	0.25		0.47	0.66	

Intersection Summary

Area Type: CBD
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 9.9
 Intersection LOS: A
 Intersection Capacity Utilization 61.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 4: Post Rd & Airport Connector Rd Exit



Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↗		↗	↕↗	
Traffic Volume (vph)	13	0	0	0	0	0	0	690	14	47	655	28
Future Volume (vph)	13	0	0	0	0	0	0	690	14	47	655	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	65		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00		1.00	1.00	
Fr _t								0.997			0.994	
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1770	0	0	1900	0	1863	3424	0	1656	3418	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1770	0	0	1900	0	1863	3424	0	1651	3418	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								3			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		453			122			2808			235	
Travel Time (s)		8.8			2.4			54.7			4.6	
Confl. Peds. (#/hr)							1		3	3		1
Peak Hour Factor	0.46	0.46	0.46	0.25	0.25	0.25	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	5%	8%	9%	5%	2%
Adj. Flow (vph)	28	0	0	0	0	0	0	758	15	59	819	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	0	0	0	773	0	59	854	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					Prot	NA		Prot	NA	
Protected Phases	4	4					1	6		5	2	
Permitted Phases												
Detector Phase	4	4					1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	10.0		6.0	10.0	
Minimum Split (s)	26.0	26.0					10.5	19.0		10.5	19.0	
Total Split (s)	26.0	26.0					15.0	34.0		20.0	39.0	
Total Split (%)	32.5%	32.5%					18.8%	42.5%		25.0%	48.8%	
Yellow Time (s)	3.0	3.0					3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0					1.5	2.0		1.5	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0					4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None					None	C-Max		Min	C-Min	
Act Effct Green (s)		9.2						54.0		7.9	70.0	
Actuated g/C Ratio		0.12						0.68		0.10	0.88	
v/c Ratio		0.14						0.33		0.36	0.29	
Control Delay		30.3						8.6		35.0	3.2	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		30.3						8.6		35.0	3.2	
LOS		C						A		C	A	
Approach Delay		30.3						8.6			5.3	
Approach LOS		C						A			A	
Queue Length 50th (ft)		13						44		31	0	
Queue Length 95th (ft)		15						204		m51	87	
Internal Link Dist (ft)		373			42			2728			155	
Turn Bay Length (ft)										75		
Base Capacity (vph)		464						2312		320	2992	
Starvation Cap Reductn		0						0		0	249	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.06						0.33		0.18	0.31	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 7.2 Intersection LOS: A
 Intersection Capacity Utilization 42.4% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings



















5: Post Rd & Donald Ave

Splits and Phases: 5: Post Rd & Donald Ave



Lanes, Volumes, Timings

7: Evans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	8	53	3	0	21	0	45	2	0	0	0
Future Volume (vph)	40	8	53	3	0	21	0	45	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	60		60	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
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
Fr			0.850			0.850		0.995				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1377	1583	1770	0	1252	0	1770	0	0	0	0
Flt Permitted	0.950			0.750								
Satd. Flow (perm)	1770	1377	1583	1397	0	1252	0	1770	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	59		78			31		3				
Link Speed (mph)		35			35			35				35
Link Distance (ft)		392			355			407				418
Travel Time (s)		7.6			6.9			7.9				8.1
Peak Hour Factor	0.68	0.68	0.68	0.75	0.25	0.75	0.25	0.62	0.62	0.25	0.25	0.25
Heavy Vehicles (%)	2%	38%	2%	2%	0%	29%	0%	7%	2%	0%	0%	0%
Adj. Flow (vph)	59	12	78	4	0	28	0	73	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	12	78	4	0	28	0	76	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1		1		2				
Detector Template	Left	Thru	Right	Left		Right		Thru				
Leading Detector (ft)	20	100	20	20		20		100				
Trailing Detector (ft)	0	0	0	0		0		0				
Detector 1 Position(ft)	0	0	0	0		0		0				
Detector 1 Size(ft)	20	6	20	20		20		6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA	Perm	Perm		Perm		NA				
Protected Phases		4						2				

Lanes, Volumes, Timings

7: Evans Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8		8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0		10.0		10.0				
Minimum Split (s)	15.0	15.0	15.0	15.0		15.0		15.0				
Total Split (s)	15.0	15.0	15.0	15.0		15.0		20.0				
Total Split (%)	42.9%	42.9%	42.9%	42.9%		42.9%		57.1%				
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0				
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None		Max				
Act Effect Green (s)	10.0	10.0	10.0	10.0		10.0		23.5				
Actuated g/C Ratio	0.29	0.29	0.29	0.29		0.29		0.68				
v/c Ratio	0.11	0.03	0.15	0.01		0.07		0.06				
Control Delay	3.9	8.9	3.9	8.7		4.6		4.7				
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0				
Total Delay	3.9	8.9	3.9	8.7		4.6		4.7				
LOS	A	A	A	A		A		A				
Approach Delay		4.3				5.1		4.7				
Approach LOS		A				A		A				
Queue Length 50th (ft)	0	2	0	1		0		6				
Queue Length 95th (ft)	8	6	9	3		7		12				
Internal Link Dist (ft)		312				275		327			338	
Turn Bay Length (ft)	250			60		60						
Base Capacity (vph)	606	440	559	446		421		1208				
Starvation Cap Reductn	0	0	0	0		0		0				
Spillback Cap Reductn	0	0	0	0		0		0				
Storage Cap Reductn	0	0	0	0		0		0				
Reduced v/c Ratio	0.10	0.03	0.14	0.01		0.07		0.06				

Intersection Summary

Area Type: Other
 Cycle Length: 35
 Actuated Cycle Length: 34.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.15
 Intersection Signal Delay: 4.5
 Intersection LOS: A
 Intersection Capacity Utilization 35.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Evans Ave



HCM 6th TWSC
6: Post Rd & Baywood St

















Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	1	14	700	3	2	531
Future Vol, veh/h	1	14	700	3	2	531
Conflicting Peds, #/hr	0	0	0	1	1	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	62	62	93	93	83	83
Heavy Vehicles, %	2	2	4	2	2	5
Mvmt Flow	2	23	753	3	2	640

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1080	379	0	0	757
Stage 1	756	-	-	-	-
Stage 2	324	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	213	619	-	-	850
Stage 1	424	-	-	-	-
Stage 2	705	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	212	618	-	-	849
Mov Cap-2 Maneuver	212	-	-	-	-
Stage 1	424	-	-	-	-
Stage 2	702	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	548	849
HCM Lane V/C Ratio	-	-	0.044	0.003
HCM Control Delay (s)	-	-	11.9	9.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings
1: Post Rd & Airport Rd

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	 		 		 	 	
Traffic Volume (vph)	547	565	745	519	792	519	
Future Volume (vph)	547	565	745	519	792	519	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	160		375	230		
Storage Lanes	2	1		1	2		
Taper Length (ft)	100				100		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor	1.00			0.99	1.00		
Fr _t		0.850		0.850			
Fl _t Protected	0.950				0.950		
Satd. Flow (prot)	3433	1583	3471	1568	3433	3505	
Fl _t Permitted	0.950				0.950		
Satd. Flow (perm)	3419	1583	3471	1546	3429	3505	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		31		24			
Link Speed (mph)	35		35			35	
Link Distance (ft)	586		2011			518	
Travel Time (s)	11.4		39.2			10.1	
Confl. Peds. (#/hr)	2			2	2		
Peak Hour Factor	0.87	0.87	0.95	0.95	0.94	0.94	
Heavy Vehicles (%)	2%	2%	4%	3%	2%	3%	
Adj. Flow (vph)	629	649	784	546	843	552	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	629	649	784	546	843	552	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		24			24	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings

1: Post Rd & Airport Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA	
Protected Phases	6	3 6	4	6	3	8	7
Permitted Phases				4			
Detector Phase	6	3 6	4	6	3	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	7.0
Minimum Split (s)	10.0		34.0	10.0	10.0	10.0	32.0
Total Split (s)	30.0		35.0	30.0	30.0	30.0	35.0
Total Split (%)	30.0%		35.0%	30.0%	30.0%	30.0%	35%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		None	Max	None	None	None
Act Effct Green (s)	25.1	54.6	25.6	50.7	24.4	25.6	
Actuated g/C Ratio	0.28	0.61	0.28	0.56	0.27	0.28	
v/c Ratio	0.66	0.67	0.80	0.62	0.91	0.56	
Control Delay	33.7	16.2	36.8	13.7	47.2	29.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.7	16.2	36.8	13.7	47.2	29.8	
LOS	C	B	D	B	D	C	
Approach Delay	24.8		27.3			40.3	
Approach LOS	C		C			D	
Queue Length 50th (ft)	167	222	218	160	243	141	
Queue Length 95th (ft)	232	352	295	263	#361	197	
Internal Link Dist (ft)	506		1931			438	
Turn Bay Length (ft)		160		375	230		
Base Capacity (vph)	955	1068	1159	885	1147	1171	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.66	0.61	0.68	0.62	0.73	0.47	

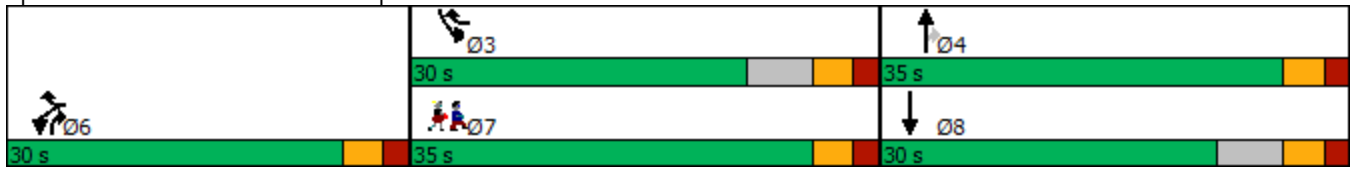
Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	90.2
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	31.0
Intersection LOS:	C
Intersection Capacity Utilization:	71.5%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

Splits and Phases: 1: Post Rd & Airport Rd



Lanes, Volumes, Timings

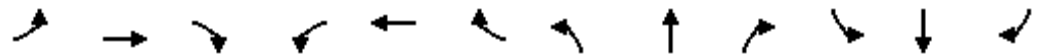
2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	0	67	32	18	69	52	1109	0	0	892	205
Future Volume (vph)	350	0	67	32	18	69	52	1109	0	0	892	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	25		25	105		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	0.99			1.00				1.00	
Frt			0.850			0.850					0.972	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1787	0	1568	1641	1863	1538	1770	3505	0	0	3407	0
Flt Permitted	0.744			0.950			0.950					
Satd. Flow (perm)	1400	0	1547	1630	1863	1538	1766	3505	0	0	3407	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			39			99						33
Link Speed (mph)		35			35			35				35
Link Distance (ft)		697			720			1575				2011
Travel Time (s)		13.6			14.0			30.7				39.2
Confl. Peds. (#/hr)			2	2			2					2
Peak Hour Factor	0.88	0.25	0.88	0.88	0.88	0.88	0.87	0.87	0.25	0.25	0.88	0.88
Heavy Vehicles (%)	1%	0%	3%	10%	2%	5%	2%	3%	0%	0%	2%	5%
Adj. Flow (vph)	398	0	76	36	20	78	60	1275	0	0	1014	233
Shared Lane Traffic (%)												
Lane Group Flow (vph)	398	0	76	36	20	78	60	1275	0	0	1247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2	1	1	2				2
Detector Template	Left		Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20		20	20	100	20	20	100				100
Trailing Detector (ft)	0		0	0	0	0	0	0				0
Detector 1 Position(ft)	0		0	0	0	0	0	0				0
Detector 1 Size(ft)	20		20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P		pt+ov	Perm	NA	Perm	Prot	NA				NA
Protected Phases	3		1 3		4		1	6				2
Permitted Phases	4		4	4		4						
Detector Phase	3		1 3	4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)	6.0			6.0	6.0	6.0	6.0	10.0				10.0
Minimum Split (s)	26.0			11.0	11.0	11.0	10.0	15.0				15.0
Total Split (s)	26.0			15.0	15.0	15.0	14.0	55.0				55.0
Total Split (%)	23.6%			13.6%	13.6%	13.6%	12.7%	50.0%				50.0%
Yellow Time (s)	3.0			4.0	4.0	4.0	3.0	4.0				4.0
All-Red Time (s)	1.0			1.0	1.0	1.0	1.0	1.0				1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0			5.0	5.0	5.0	4.0	5.0				5.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead					Lag
Lead-Lag Optimize?												
Recall Mode	None			None	None	None	Max	Min				Min
Act Effect Green (s)	26.9		38.5	7.5	7.5	7.5	10.5	55.6				40.9
Actuated g/C Ratio	0.28		0.41	0.08	0.08	0.08	0.11	0.59				0.43
v/c Ratio	0.83		0.12	0.28	0.14	0.37	0.31	0.62				0.84
Control Delay	46.1		9.8	52.0	48.1	11.1	49.6	15.1				29.6
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	46.1		9.8	52.0	48.1	11.1	49.6	15.1				29.6
LOS	D		A	D	D	B	D	B				C
Approach Delay		40.3				27.6		16.6				29.6
Approach LOS		D				C		B				C
Queue Length 50th (ft)	219		13	23	12	0	37	270				355
Queue Length 95th (ft)	#357		39	56	37	29	81	341				450
Internal Link Dist (ft)		617				640		1495				1931
Turn Bay Length (ft)			70	25		25	105					
Base Capacity (vph)	528		666	179	205	257	195	2453				1893
Starvation Cap Reductn	0		0	0	0	0	0	0				0
Spillback Cap Reductn	0		0	0	0	0	0	0				0
Storage Cap Reductn	0		0	0	0	0	0	0				0
Reduced v/c Ratio	0.75		0.11	0.20	0.10	0.30	0.31	0.52				0.66

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 94.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 25.7

Intersection LOS: C

Intersection Capacity Utilization 73.1%

ICU Level of Service D

Analysis Period (min) 15

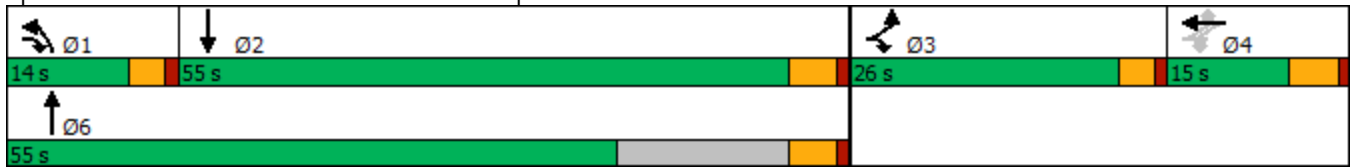
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd

Splits and Phases: 2: Post Rd & Coronado Rd/Airport Connector Rd



Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations			↶	↕	↕	↷		
Traffic Volume (vph)	0	0	198	1194	665	348		
Future Volume (vph)	0	0	198	1194	665	348		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			100		
Storage Lanes	0	0	1			1		
Taper Length (ft)	100		100					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor			1.00			0.98		
Fr _t						0.850		
Fl _t Protected			0.950					
Satd. Flow (prot)	0	0	1787	3505	3539	1568		
Fl _t Permitted			0.950					
Satd. Flow (perm)	0	0	1786	3505	3539	1536		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						223		
Link Speed (mph)	35			35	35			
Link Distance (ft)	336			198	1575			
Travel Time (s)	6.5			3.9	30.7			
Confl. Peds. (#/hr)			1			1		
Peak Hour Factor	0.25	0.25	0.87	0.87	0.91	0.91		
Heavy Vehicles (%)	0%	0%	1%	3%	2%	3%		
Adj. Flow (vph)	0	0	228	1372	731	382		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	228	1372	731	382		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2	1		
Detector Template				Thru	Thru	Right		
Leading Detector (ft)			20	100	100	20		
Trailing Detector (ft)			0	0	0	0		
Detector 1 Position(ft)			0	0	0	0		
Detector 1 Size(ft)			20	6	6	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		
Detector 1 Delay (s)			3.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			

Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Turn Type			Prot	NA	NA	Free		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						Free		
Detector Phase			1	1 2 3	2			
Switch Phase			2					
Minimum Initial (s)					10.0		12.0	6.0
Minimum Split (s)					16.0		17.0	12.0
Total Split (s)					30.0		20.0	30.0
Total Split (%)					37.5%		25%	38%
Yellow Time (s)					4.0		4.0	4.0
All-Red Time (s)					2.0		1.0	2.0
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?								
Recall Mode					C-Min		None	None
Act Effct Green (s)			45.0	80.0	24.0	80.0		
Actuated g/C Ratio			0.56	1.00	0.30	1.00		
v/c Ratio			0.23	0.39	0.69	0.25		
Control Delay			9.5	0.3	28.7	0.4		
Queue Delay			2.3	0.0	0.0	0.0		
Total Delay			11.8	0.3	28.7	0.4		
LOS			B	A	C	A		
Approach Delay				1.9	19.0			
Approach LOS				A	B			
Queue Length 50th (ft)			41	0	168	0		
Queue Length 95th (ft)			108	0	229	0		
Internal Link Dist (ft)	256			118	1495			
Turn Bay Length (ft)						100		
Base Capacity (vph)			1005	3495	1061	1536		
Starvation Cap Reductn			641	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.63	0.39	0.69	0.25		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	8.9
Intersection LOS:	A
Intersection Capacity Utilization:	75.8%
ICU Level of Service:	D
Analysis Period (min):	15














Lanes, Volumes, Timings

3: Post Rd

Splits and Phases: 3: Post Rd



Lanes, Volumes, Timings
 4: Post Rd & Airport Connector Rd Exit

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	532	194	0	860	665	0
Future Volume (vph)	532	194	0	860	665	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	150	0			0
Storage Lanes	2	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3030	1425	0	3185	3185	0
Flt Permitted	0.950					
Satd. Flow (perm)	3030	1425	0	3185	3185	0
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	527			235	198	
Travel Time (s)	10.3			4.6	3.9	
Peak Hour Factor	0.89	0.89	0.25	0.89	0.91	0.25
Heavy Vehicles (%)	4%	2%	0%	2%	2%	0%
Adj. Flow (vph)	598	218	0	966	731	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	218	0	966	731	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	custom		NA	NA	
Protected Phases	3	1		1 2	2	

Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3				
Detector Phase	3	1		1 2	2	
Switch Phase						
Minimum Initial (s)	6.0	12.0			10.0	
Minimum Split (s)	12.0	17.0			16.0	
Total Split (s)	30.0	20.0			30.0	
Total Split (%)	37.5%	25.0%			37.5%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	1.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.0	5.0			6.0	
Lead/Lag		Lead			Lag	
Lead-Lag Optimize?						
Recall Mode	None	None			C-Min	
Act Effect Green (s)	23.2	45.0		45.8	24.0	
Actuated g/C Ratio	0.29	0.56		0.57	0.30	
v/c Ratio	0.68	0.27		0.53	0.77	
Control Delay	29.5	10.2		5.3	9.5	
Queue Delay	0.1	0.0		0.1	0.0	
Total Delay	29.6	10.2		5.4	9.5	
LOS	C	B		A	A	
Approach Delay	24.4			5.4	9.5	
Approach LOS	C			A	A	
Queue Length 50th (ft)	133	52		19	13	
Queue Length 95th (ft)	185	90		23	36	
Internal Link Dist (ft)	447			155	118	
Turn Bay Length (ft)	150	150				
Base Capacity (vph)	909	801		1822	955	
Starvation Cap Reductn	0	0		102	0	
Spillback Cap Reductn	17	0		22	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.67	0.27		0.56	0.77	

Intersection Summary

Area Type:	CBD
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	12.8
Intersection LOS:	B
Intersection Capacity Utilization	75.8%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 4: Post Rd & Airport Connector Rd Exit



Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↔	
Traffic Volume (vph)	45	0	5	0	0	0	2	815	37	48	777	34
Future Volume (vph)	45	0	5	0	0	0	2	815	37	48	777	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	65		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.986						0.994			0.994	
Flt Protected		0.957					0.950			0.950		
Satd. Flow (prot)	0	1758	0	0	1900	0	1770	3516	0	1656	3548	0
Flt Permitted		0.957					0.950			0.950		
Satd. Flow (perm)	0	1758	0	0	1900	0	1768	3516	0	1656	3548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164						6			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		453			122			2808			235	
Travel Time (s)		8.8			2.4			54.7			4.6	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.83	0.83	0.83	0.25	0.25	0.25	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	3%	9%	1%	2%
Adj. Flow (vph)	54	0	6	0	0	0	2	886	40	52	835	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	0	0	0	0	2	926	0	52	872	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					Prot	NA		Prot	NA	
Protected Phases	4	4					1	6		5	2	
Permitted Phases												
Detector Phase	4	4					1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	10.0		6.0	10.0	
Minimum Split (s)	26.0	26.0					10.5	19.0		10.5	19.0	
Total Split (s)	26.0	26.0					15.0	34.0		20.0	39.0	
Total Split (%)	32.5%	32.5%					18.8%	42.5%		25.0%	48.8%	
Yellow Time (s)	3.0	3.0					3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0					1.5	2.0		1.5	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0					4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None					None	C-Max		Min	C-Min	
Act Effct Green (s)		9.0					6.0	50.1		7.6	61.3	
Actuated g/C Ratio		0.11					0.08	0.63		0.10	0.77	
v/c Ratio		0.17					0.02	0.42		0.33	0.32	
Control Delay		1.1					34.5	10.4		34.5	4.9	
Queue Delay		0.0					0.0	0.0		0.0	0.2	
Total Delay		1.1					34.5	10.4		34.5	5.2	
LOS		A					C	B		C	A	
Approach Delay		1.1						10.4			6.8	
Approach LOS		A						B			A	
Queue Length 50th (ft)		0					1	104		26	0	
Queue Length 95th (ft)		0					8	248		m42	113	
Internal Link Dist (ft)		373			42			2728			155	
Turn Bay Length (ft)							65			75		
Base Capacity (vph)		582					232	2203		320	2720	
Starvation Cap Reductn		0					0	0		0	1026	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.10					0.01	0.42		0.16	0.51	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 8.4

Intersection LOS: A

Intersection Capacity Utilization 46.6%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings



















5: Post Rd & Donald Ave

Splits and Phases: 5: Post Rd & Donald Ave



Lanes, Volumes, Timings

7: Evans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	21	390	19	0	143	0	204	2	0	0	0
Future Volume (vph)	265	21	390	19	0	143	0	204	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	60		60	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
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
Fr			0.850			0.850		0.999				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1367	1599	1770	0	1538	0	1861	0	0	0	0
Flt Permitted	0.950			0.737								
Satd. Flow (perm)	1770	1367	1599	1373	0	1538	0	1861	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	390		574			199		1				
Link Speed (mph)		35			35			35				35
Link Distance (ft)		392			355			407				418
Travel Time (s)		7.6			6.9			7.9				8.1
Peak Hour Factor	0.68	0.68	0.68	0.72	0.25	0.72	0.25	0.90	0.90	0.25	0.25	0.25
Heavy Vehicles (%)	2%	39%	1%	2%	0%	5%	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	390	31	574	26	0	199	0	227	2	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	390	31	574	26	0	199	0	229	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1		1		2				
Detector Template	Left	Thru	Right	Left		Right		Thru				
Leading Detector (ft)	20	100	20	20		20		100				
Trailing Detector (ft)	0	0	0	0		0		0				
Detector 1 Position(ft)	0	0	0	0		0		0				
Detector 1 Size(ft)	20	6	20	20		20		6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA	Perm	Perm		Perm		NA				
Protected Phases		4						2				

Lanes, Volumes, Timings

7: Evans Ave

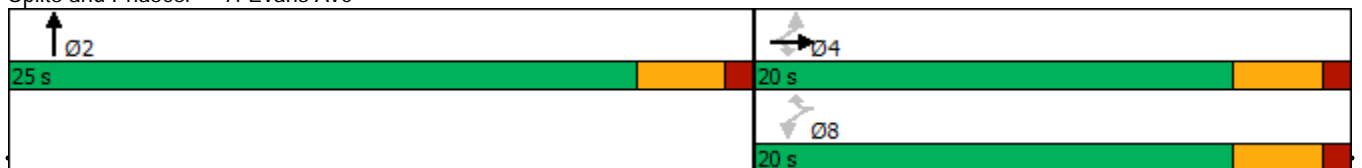


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8		8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0		10.0		10.0				
Minimum Split (s)	15.0	15.0	15.0	15.0		15.0		15.0				
Total Split (s)	20.0	20.0	20.0	20.0		20.0		25.0				
Total Split (%)	44.4%	44.4%	44.4%	44.4%		44.4%		55.6%				
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0				
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None		Max				
Act Effect Green (s)	11.9	11.9	11.9	11.9		11.9		21.1				
Actuated g/C Ratio	0.29	0.29	0.29	0.29		0.29		0.51				
v/c Ratio	0.49	0.08	0.66	0.07		0.34		0.24				
Control Delay	4.0	10.6	5.6	10.5		4.0		7.0				
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0				
Total Delay	4.0	10.6	5.6	10.5		4.0		7.0				
LOS	A	B	A	B		A		A				
Approach Delay		5.1				4.8		7.0				
Approach LOS		A				A		A				
Queue Length 50th (ft)	0	5	0	4		0		22				
Queue Length 95th (ft)	12	13	9	12		16		65				
Internal Link Dist (ft)		312				275		327			338	
Turn Bay Length (ft)	250			60		60						
Base Capacity (vph)	930	535	975	537		723		956				
Starvation Cap Reductn	0	0	0	0		0		0				
Spillback Cap Reductn	0	0	0	0		0		0				
Storage Cap Reductn	0	0	0	0		0		0				
Reduced v/c Ratio	0.42	0.06	0.59	0.05		0.28		0.24				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 41
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 5.4
 Intersection LOS: A
 Intersection Capacity Utilization 44.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Evans Ave



HCM 6th TWSC
6: Post Rd & Baywood St

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↓			↑↓
Traffic Vol, veh/h	6	5	756	9	9	725
Future Vol, veh/h	6	5	756	9	9	725
Conflicting Peds, #/hr	0	2	0	2	2	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	69	69	89	89	82	82
Heavy Vehicles, %	2	2	2	2	2	1
Mvmt Flow	9	7	849	10	11	884

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1320	434	0	0	861
Stage 1	856	-	-	-	-
Stage 2	464	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	148	570	-	-	776
Stage 1	377	-	-	-	-
Stage 2	599	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	144	568	-	-	775
Mov Cap-2 Maneuver	144	-	-	-	-
Stage 1	376	-	-	-	-
Stage 2	582	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.8	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	218	775
HCM Lane V/C Ratio	-	-	0.073	0.014
HCM Control Delay (s)	-	-	22.8	9.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Appendix C

Trip Generation Calculations

Driveway Employee Growth Calculation

Existing Building SF 50,000 SF

Morning Peak Hour

Driveway Movement	Morning Peak Hour (veh)	Existing Building (SF)	Vehicles per 1,000 SF	Future Building (SF)	Future Employee Vehicles
Exiting	4	50,000	0.08	140,000	11
Entering	8	50,000	0.16	140,000	22
Total	12				33

Afternoon Peak Hour

Driveway Movement	Afternoon Peak Hour (veh)	Existing Building (SF)	Vehicles per 1,000 SF	Future Building (SF)	Future Employee Vehicles
Exiting	4	50,000	0.08	140,000	11
Entering	7	50,000	0.14	140,000	20
Total	11				31

% of Daily Trucks Calculation

Morning Peak Hour

Eastbound Morning Peak Hour			
Multi-Unit Heavy Vehicles			
Time	Tuesday	Wednesday	Average
7:30 AM	4	6	5
7:45 AM	4	0	2
8:00 AM	3	3	3
8:15 AM	7	9	8
		Total	18
		Daily EB Trucks	160.5
% EB Trucks Between 7:30 AM to 8:30 AM			11.2%

Westbound Morning Peak Hour			
Multi-Unit Heavy Vehicles			
Time	Tuesday	Wednesday	Average
7:30 AM	2	2	2
7:45 AM	7	8	7.5
8:00 AM	1	1	1
8:15 AM	2	3	2.5
		Total	13
		Daily WB Trucks	172
% WB Trucks Between 7:30 AM to 8:30 AM			7.6%

Afternoon Peak Hour

Eastbound Morning Peak Hour			
Multi-Unit Heavy Vehicles			
Time	Tuesday	Wednesday	Average
4:00 PM	1	1	1
4:15 PM	2	1	1.5
4:30 PM	1	0	0.5
4:45 PM	1	0	0.5
		Total	3.5
		Daily EB Trucks	160.5
% EB Trucks Between 4:00 PM to 5:00 PM			2.2%

Westbound Morning Peak Hour			
Multi-Unit Heavy Vehicles			
Time	Tuesday	Wednesday	Average
4:00 PM	0	2	1
4:15 PM	1	2	1.5
4:30 PM	2	2	2
4:45 PM	2	3	2.5
		Total	7
		Daily WB Trucks	172
% WB Trucks Between 4:00 PM to 5:00 PM			4.1%

Future Truck Driveway Calculations

Total Future Daily Trucks (in+out) 77

Morning Peak Hour

Driveway Movement	Future Daily Truck Driveway Volumes	% of Daily Truck Traffic at Morning Peak Hour	Morning Peak Hour Truck Volume	% of Daily Truck Traffic at Afternoon Peak Hour	Afternoon Peak Hour Truck Volume
Exiting	39	7.6%	3	4.1%	2
Entering	38	11.2%	4	2.2%	1
Total	77		7		3

Appendix D

Trip Distribution Calculations

Trip Distribution of Employees Exiting the Existing Air Cargo Facility

Driveway counts

	Hour Start	
	7:30 AM	4:00 PM
Existing exiting vehicles	4	4
EB Traffic on Airport Rd	800	1594
WB Traffic on Airport Rd	1618	1141
Total Traffic on Airport Rd	2418	2735
% Traffic exiting headed EB on Airport Rd	33.1%	58.3%
% Traffic exiting headed WB on Airport Rd	66.9%	41.7%

Driveway Exit Volumes

Right turn from driveway (headed EB)	1	2
Left turn from driveway (headed WB)	3	2
Post Road at Airport Road		
WB Right Vehicles	280	134
WB Left Vehicles	153	125
Total WB Approach	433	259
% Traffic making WB Right turn	64.7%	51.7%
% Traffic making WB Left turn	35.3%	48.3%

Airport Rd at Post Rd WB Right credit	2	1
Airport Rd at Post Rd WB Left credit	1	1

Post Road at Airport Connector Entrance

SB Right Vehicles	431	348
SB Thru Vehicles	575	665
Total SB Approach	1006	1013
% Traffic making SB Right turn	42.8%	34.4%
% Traffic making SB Thru turn	57.2%	65.6%

Post Rd at Airport Connector Entrance SB Right credit	0	0
Post Rd at Airport Connector Entrance SB Thru credit	1	1

Summary Morning Peak Hour

Origin \ Destination	To Airport Rd EB	To Rt 1 NB / Route 37	To I-95 SB	To Rt 1 SB	Total
Existing Driveway (vehicles)	1	2	0	1	4
Existing Driveway (%)	33.1%	43.3%	10.1%	13.5%	100%

Summary Afternoon Peak Hour

Origin \ Destination	To Airport Rd EB	To Rt 1 NB / Route 37	To I-95 SB	To Rt 1 SB	Total
Existing Driveway (vehicles)	2	1	0	1	4
Existing Driveway (%)	58.3%	21.6%	6.9%	13.2%	100%

Trip Distribution of Employees Exiting from the Future Air Cargo Facility

Driveway counts

Future exiting vehicles	Hour Start	
	7:30 AM	4:00 PM
	11	11

Use destination percentages from Existing conditions

Morning Peak Hour					
Existing Driveway (%)	To Airport Rd EB	To Rt 1 NB / Route 37	To I-95 SB	To Rt 1 SB	Total
	33.1%	43.3%	10.1%	13.5%	100%
Summary Morning Peak Hour					
Origin \ Destination	To Airport Rd EB	To Rt 1 NB / Route 37	To I-95 SB	To Rt 1 SB	Total
Future Driveway (vehicles)	4	5	1	1	11
Afternoon Peak Hour					
Existing Driveway (%)	To Airport Rd EB	To Rt 1 NB / Route 37	To I-95 SB	To Rt 1 SB	Total
	58.3%	21.6%	6.9%	13.2%	100%
Summary Afternoon Peak Hour					
Origin \ Destination	To Airport Rd EB	To Rt 1 NB / Route 37	To I-95 SB	To Rt 1 SB	Total
Future Driveway (vehicles)	6	2	1	1	11

Trip Distribution of Employees Entering the Existing Air Cargo Facility

Driveway counts

	Hour Start	
	7:30 AM	4:00 PM
Existing entering vehicles	8	7
EB Traffic on Airport Rd	800	1594
WB Traffic on Airport Rd	1618	1141
Total Traffic on Airport Rd	2418	2735
% EB Traffic on Airport Rd	33.1%	58.3%
% WB Traffic on Airport Rd	66.9%	41.7%

Driveway Entering Volumes

	7:30 AM	4:00 PM
Right turn into driveway (EBR)	3	4
Left turn into driveway (WBL)	5	3

Post Road at Airport Road

	7:30 AM	4:00 PM
SB Left Vehicles	89	178
NB Right Vehicles	149	109
Total NBR + SBL	238	287

% Traffic making SB Left turn	37.4%	62.0%
% Traffic making NB Right turn	62.6%	38.0%

Airport Rd at Post Rd SB Left credit	1	3
Airport Rd at Post Rd NB Right credit	2	2

Post Road at Airport Connector Exit

	7:30 AM	4:00 PM
EB Left Vehicles	45	151
NB Thru Vehicles	165	237
Total SB Approach	210	388

% Traffic making EB Left turn	21.4%	38.9%
% Traffic making NB Thru turn	78.6%	61.1%

Post Rd at Airport Connector Exit EB Left credit	0	1
Post Rd at Airport Connector Exit NB Thru credit	1	1

Summary Morning Peak Hour

Destination \ Origin	from Airport Rd WB	From Rt 1 NB / Route 37	From I-95 NB	From Rt 1 NB	Total
Existing Driveway (vehicles)	5	1	0	1	8
Existing Driveway (%)	66.9%	12.4%	4.4%	16.3%	100%

Summary Afternoon Peak Hour

Destination \ Origin	from Airport Rd WB	From Rt 1 NB / Route 37	From I-95 NB	From Rt 1 NB	Total
Existing Driveway (vehicles)	3	3	1	1	7
Existing Driveway (%)	41.7%	36.1%	8.6%	13.5%	100%

Trip Distribution of Employees Entering the Future Air Cargo Facility

Driveway counts

	Hour Start				
	7:30 AM	4:00 PM			
Future entering vehicles	22	20			
Morning Peak Hour					
Existing Driveway (%)	From Airport Rd WB 66.9%	From Rt 1 NB / Route 37 12.4%	From I-95 NB 4.4%	From Rt 1 NB 16.3%	Total 100%
Summary Morning Peak Hour					
Origin \ Destination Future Driveway (vehicles)	From Airport Rd WB 15	From Rt 1 NB / Route 37 3	From I-95 NB 1	From Rt 1 NB 4	Total 22
Afternoon Peak Hour					
Existing Driveway (%)	From Airport Rd WB 41.7%	From Rt 1 NB / Route 37 36.1%	From I-95 NB 8.6%	From Rt 1 NB 13.5%	Total 100%
Summary Afternoon Peak Hour					
Origin \ Destination Future Driveway (vehicles)	From Airport Rd WB 8	From Rt 1 NB / Route 37 7	From I-95 NB 2	From Rt 1 NB 3	Total 20

Trip Distribution of Delivery Trucks Exiting from the Existing Air Cargo Facility

Driveway counts

	Hour Start	
	7:30 AM	4:00 PM
Existing exiting FedEx + UPS Trucks	2	1

Assume all trucks make left from driveway and go to regional roadways

Split at Post Rd and Airport Rd

WBL Trucks	30	6
WBR Trucks	10	6
Total WB Trucks	40	12

% WBL Trucks	75.0%	50.0%
% WBR Trucks	25.0%	50.0%

Trucks headed to Route 37	2	1
Trucks headed to Route 1 SB	0	0

Split at Post Rd and Airport Connector Entrance

SBR Trucks	34	10
SBT Trucks	22	10
Total	56	20

% SBR Trucks	60.7%	50.0%
% SBT Trucks	39.3%	50.0%

Trucks headed to I-95 SB	0	0
Trucks headed to Route 1 SB	0	0

Summary Morning Peak Hour

Origin \ Destination	To Rt 1 NB / Route 37	To I-95 SB	To Rt 1 SB	Total
Existing Driveway (vehicles)	2.0	0.0	0.0	2.0
Existing Driveway (%)	75.0%	15.2%	9.8%	100%

Summary Afternoon Peak Hour

Origin \ Destination	To Rt 1 NB / Route 37	To I-95 SB	To Rt 1 SB	Total
Existing Driveway (vehicles)	1.0	0.0	0.0	1.0
Existing Driveway (%)	50.0%	25.0%	25.0%	100%

Trip Distribution of Delivery Trucks Exiting from the Future Air Cargo Facility

Driveway counts

	Hour Start	
	7:30 AM	4:00 PM
Future entering Trucks	3	2

Future truck distribution estimated based upon various stakeholders anticipated regional supply/demand shipping operations.

Morning Peak Hour				
	To I-95	To Rt 1 N	To Rt 1 S	Total
Existing Driveway (%)	70.0%	10.0%	20.0%	100%
Summary Morning Peak Hour				
Origin \ Destination	To Rt 1 NB / Route 37	To I-95 SB	To Rt 1 SB	Total
Future Driveway (Trucks)	2	0	1	3
Afternoon Peak Hour				
	To I-95	To Rt 1 N	To Rt 1 S	Total
Existing Driveway (%)	70.0%	10.0%	20.0%	100%
Summary Afternoon Peak Hour				
Origin \ Destination	To Rt 1 NB / Route 37	To I-95 SB	To Rt 1 SB	Total
Future Driveway (Trucks)	1	0	1	2

Trip Distribution of Delivery Trucks Entering the Existing Air Cargo Facility

Driveway counts

	Hour Start				
	7:30 AM	4:00 PM			
Existing entering Truck	1	0			
Post Road at Airport Road					
SB Left Truck	13	11			
NB Right Truck	20	12			
Total NBR + SBL	33	23			
% Traffic making SB Left turn	39.4%	47.8%			
% Traffic making NB Right turn	60.6%	52.2%			
Airport Rd at Post Rd SB Left credit					
	0	0			
Airport Rd at Post Rd NB Right credit					
	1	0			
Post Road at Airport Connector Exit					
EB Left Truck	33	18			
NB Thru Truck	32	10			
Total SB Approach	65	28			
% Traffic making EB Left turn	50.8%	64.3%			
% Traffic making NB Thru turn	49.2%	35.7%			
Post Rd at Airport Connector Exit EB Left credit					
	1	0			
Post Rd at Airport Connector Exit NB Thru credit					
	0	0			
Summary Morning Peak Hour					
Destination \ Origin	From Rt 1 NB / Route 3	From I-95 NB	From Rt 1 NB	Total	
Existing Driveway (Truck)	0.0	1.0	0.0	1	
Existing Driveway (%)	39.4%	30.8%	29.8%	100%	
Summary Afternoon Peak Hour					
Destination \ Origin	From Rt 1 NB / Route 3	From I-95 NB	From Rt 1 NB	Total	
Existing Driveway (Truck)	0.0	0.0	0.0	0	
Existing Driveway (%)	47.8%	33.5%	18.6%	100%	

Trip Distribution of Delivery Trucks Entering the Future Air Cargo Facility

Driveway counts

	Hour Start	
	7:30 AM	4:00 PM
Future entering Trucks	4	1

Future truck distribution estimated based upon various stakeholders anticipated regional supply/demand shipping operations.

Morning Peak Hour				
	From I-95	From Rt 1 N	From Rt 1 S	Total
Existing Driveway (%)	70.0%	10.0%	20.0%	100%
Summary Morning Peak Hour				
Origin \ Destination	From I-95	From Rt 1 N	From Rt 1 S	Total
Future Driveway (Trucks)	3	0	1	4
Afternoon Peak Hour				
	From I-95	From Rt 1 N	From Rt 1 S	Total
Existing Driveway (%)	70.0%	10.0%	20.0%	100%
Summary Afternoon Peak Hour				
Origin \ Destination	From I-95	From Rt 1 N	From Rt 1 S	Total
Future Driveway (Trucks)	1	0	0	1

Revised Heavy Vehicle Percentages Calculations

Morning Peak Hour

Intersection Movement	Existing (2022)			Build (2026)		Build Truck %
	Truck Volume	Project Credits	Future Trucks	Truck Volume	Volumes	
Airport Rd at Post Rd						
Post Rd NB Thru Thru	25	0	0	25	381	7%
Post Rd NB Right	20	-1	0	19	528	4%
Post Rd SB Left Left	13	0	0	13	429	4%
Post Rd SB Thru Thru	20	0	0	20	525	4%
Airport Rd WB Left Left	30	-2	0	28	677	5%
Airport Rd WB Right	10	0	0	10	968	2%
Coronado Rd/Airport Connector Rd at Post Rd						
Post Rd NB Left	0	0	0	0	40	2%
Post Rd NB Thru Thru	53	-1	0	52	612	9%
Coronado Rd EB Left	15	0	0	15	150	10%
Coronado Rd EB Right	6	0	0	6	50	12%
Post Rd SB Thru Thru/Right	48	-2	0	46	912	6%
Airport Connector Rd WB Left	4	0	1	5	17	30%
Airport Connector Rd WB Thru	1	0	0	1	5	20%
Airport Connector Rd WB Right	4	0	0	4	26	16%
Airport Connector Entrance at Post Rd						
Post Rd NB Left	11	0	0	11	280	4%
Post Rd NB Thru Thru	48	-1	0	47	707	7%
Post Rd SB Thru Thru	22	-1	1	22	600	4%
Post Rd SB Right	34	-1	0	33	439	8%
Airport Connector Exit at Post Rd						
Post Rd NB Thru Thru	32	-1	0	31	712	5%
Airport Connector Exit EB Left Left	33	0	0	33	270	13%
Airport Connector Exit EB Right	9	0	0	9	160	6%
Post Rd SB Thru Thru	22	-1	1	22	600	4%
Donald Ave/Airport Connector at Post Rd						
Post Rd NB Left	0	0	0	0	0	2%
Post Rd NB Thru Thru/Right	32	-1	0	31	702	5%
Donald Ave EB Left/Thru/Right	0	0	0	0	15	2%
Post Rd SB Left	4	0	0	4	65	7%
Post Rd SB Thru Thru/Right	27	-1	0	26	668	4%
Site Driveway WB Left	0	0	0	0	0	2%
Site Driveway WB Right	0	0	0	0	0	2%
Baywood St at Post Rd						
Post Rd SB Thru/Left Thru	25	-1	1	25	534	5%
Baywood St WB Left/Right	0	0	0	0	0	2%
Evans Ave at TF Green Connector Rd						
TF Green Connector NB Thru	3	0	0	3	45	7%
TF Green Connector NB Right	0	0	3	3	6	50%
Evans Ave EB Left	0	0	0	0	40	2%
Evans Ave EB Thru	3	0	0	3	10	30%
Evans Ave EB Right	0	0	0	0	55	2%
Evans Ave WB Left	0	0	2	2	11	19%
Evans Ave WB Right	6	0	1	7	28	25%

Afternoon Peak Hour

Intersection Movement	Existing (2022)			Build (2026)		Build Truck %
	Truck Volume	Project Credits	Future Trucks	Truck Volume	Volumes	
Airport Rd at Post Rd						
Post Rd NB Thru Thru	23	0	0	23	768	3%
Post Rd NB Right	12	0	0	12	537	3%
Post Rd SB Left Left	11	0	0	11	807	2%
Post Rd SB Thru Thru	12	0	0	12	532	3%
Airport Rd WB Left Left	6	-1	0	5	566	1%
Airport Rd WB Right	6	0	0	6	574	2%
Coronado Rd/Airport Connector Rd at Post Rd						
Post Rd NB Left	0	0	0	0	55	2%
Post Rd NB Thru Thru	28	0	0	28	1129	3%
Coronado Rd EB Left	2	0	0	2	355	1%
Coronado Rd EB Right	2	0	0	2	70	3%
Post Rd SB Thru Thru/Right	12	-1	0	11	918	2%
Airport Connector Rd WB Left	3	0	1	4	37	11%
Airport Connector Rd WB Thru	0	0	0	0	20	2%
Airport Connector Rd WB Right	3	0	0	3	78	4%
Airport Connector Entrance at Post Rd						
Post Rd NB Left	1	0	0	1	200	1%
Post Rd NB Thru Thru	29	0	0	29	1219	3%
Post Rd SB Thru Thru	10	-1	1	10	690	2%
Post Rd SB Right	10	0	0	10	355	3%
Airport Connector Exit at Post Rd						
Post Rd NB Thru Thru	10	0	0	10	875	2%
Airport Connector Exit EB Left Left	18	0	0	18	544	4%
Airport Connector Exit EB Right	0	0	0	0	200	2%
Post Rd SB Thru Thru	13	-1	1	13	690	2%
Donald Ave/Airport Connector at Post Rd						
Post Rd NB Left	0	0	0	0	0	2%
Post Rd NB Thru Thru/Right	10	0	0	10	830	2%
Donald Ave EB Left/Thru/Right	0	0	0	0	45	2%
Post Rd SB Left	4	0	0	4	60	7%
Post Rd SB Thru Thru/Right	5	-1	0	4	793	1%
Site Driveway WB Left	0	0	0	0	0	2%
Site Driveway WB Right	0	0	0	0	0	2%
Baywood St at Post Rd						
Post Rd SB Thru/Left Thru	6	-1	1	6	734	1%
Baywood St WB Left/Right	0	0	0	0	5	2%
Evans Ave at TF Green Connector Rd						
TF Green Connector NB Thru	4	0	0	4	210	2%
TF Green Connector NB Right	0	0	1	1	8	13%
Evans Ave EB Left	3	0	0	3	270	2%
Evans Ave EB Thru	8	0	0	8	20	40%
Evans Ave EB Right	1	0	0	1	400	1%
Evans Ave WB Left	0	0	1	1	23	5%
Evans Ave WB Right	7	0	1	8	155	6%

Opening Year 2026 Traffic Growth Calculations

Morning Peak Hour

Intersection Movement	Existing (2022) Volumes	Background Growth 4 yrs (at 0.5% per year)	No-Build (2026) Volumes ⁽¹⁾	Project Trips	Build 2026 Volumes
Airport Rd at Post Rd					
Post Rd NB Thru Thru	370	7	375	6	381
Post Rd NB Right	517	10	525	3	528
Post Rd SB Left Left	423	9	430	-1	429
Post Rd SB Thru Thru	517	10	525	0	525
Airport Rd WB Left Left	654	13	665	12	677
Airport Rd WB Right	950	19	970	-2	968
Coronado Rd/Airport Connector Rd at Post Rd					
Post Rd NB Left	40	1	40	0	40
Post Rd NB Thru Thru	602	12	615	-3	612
Coronado Rd EB Left	147	3	150	0	150
Coronado Rd EB Right	51	1	50	0	50
Post Rd SB Thru Thru/Right	884	18	900	12	912
Airport Connector Rd WB Left	16	0	15	2	17
Airport Connector Rd WB Thru	6	0	5	0	5
Airport Connector Rd WB Right	19	0	20	6	26
Airport Connector Entrance at Post Rd					
Post Rd NB Left	273	6	280	0	280
Post Rd NB Thru Thru	694	14	710	-3	707
Post Rd SB Thru Thru	575	12	585	15	600
Post Rd SB Right	431	9	440	-1	439
Airport Connector Exit at Post Rd					
Post Rd NB Thru Thru	703	14	715	-3	712
Airport Connector Exit EB Left Left	264	5	270	0	270
Airport Connector Exit EB Right	156	3	160	0	160
Post Rd SB Thru Thru	575	12	585	15	600
Donald Ave/Airport Connector at Post Rd					
Post Rd NB Left	0	0	0	0	0
Post Rd NB Thru Thru/Right	690	14	705	-3	702
Donald Ave EB Left/Thru/Right	13	0	15	0	15
Post Rd SB Left	47	1	50	15	65
Post Rd SB Thru Thru/Right	655	13	670	-2	668
Site Driveway WB Left	0	0	0	0	0
Site Driveway WB Right	0	0	0	0	0
Baywood St at Post Rd					
Post Rd SB Thru/Left Thru	533	0	535	-1	534
Baywood St WB Left/Right	1	0	0	0	0
Evans Ave at TF Green Connector Rd					
TF Green Connector NB Thru	45	1	45	0	45
TF Green Connector NB Right	2	0	0	6	6
Evans Ave EB Left	40	1	40	0	40
Evans Ave EB Thru	8	0	10	0	10
Evans Ave EB Right	53	1	55	0	55
Evans Ave WB Left	3	0	5	6	11
Evans Ave WB Right	21	0	20	8	28

Notes:

⁽¹⁾ No-Build volume rounded to nearest multiple of 5.

Afternoon Peak Hour

Intersection Movement	Existing (2022) Volumes	Background Growth 4 yrs (at 0.5% per year)	No-Build (2026) Volumes ⁽¹⁾	Project Trips	Build 2026 Volumes
Airport Rd at Post Rd					
Post Rd NB Thru Thru	745	15	760	8	768
Post Rd NB Right	519	10	530	7	537
Post Rd SB Left Left	792	16	810	-3	807
Post Rd SB Thru Thru	519	10	530	2	532
Airport Rd WB Left Left	547	11	560	6	566
Airport Rd WB Right	565	11	575	-1	574
Coronado Rd/Airport Connector Rd at Post Rd					
Post Rd NB Left	52	1	55	0	55
Post Rd NB Thru Thru	1109	22	1130	-1	1129
Coronado Rd EB Left	350	7	355	0	355
Coronado Rd EB Right	67	1	70	0	70
Post Rd SB Thru Thru/Right	892	18	910	8	918
Airport Connector Rd WB Left	32	1	35	2	37
Airport Connector Rd WB Thru	18	0	20	0	20
Airport Connector Rd WB Right	69	1	70	8	78
Airport Connector Entrance at Post Rd					
Post Rd NB Left	198	4	200	0	200
Post Rd NB Thru Thru	1194	24	1220	-1	1219
Post Rd SB Thru Thru	665	13	680	10	690
Post Rd SB Right	348	7	355	0	355
Airport Connector Exit at Post Rd					
Post Rd NB Thru Thru	860	17	875	0	875
Airport Connector Exit EB Left Left	532	11	545	-1	544
Airport Connector Exit EB Right	194	4	200	0	200
Post Rd SB Thru Thru	665	13	680	10	690
Donald Ave/Airport Connector at Post Rd					
Post Rd NB Left	2	0	0	0	0
Post Rd NB Thru Thru/Right	815	16	830	0	830
Donald Ave EB Left/Thru/Right	45	1	45	0	45
Post Rd SB Left	48	1	50	10	60
Post Rd SB Thru Thru/Right	777	16	795	-2	793
Site Driveway WB Left	0	0	0	0	0
Site Driveway WB Right	0	0	0	0	0
Baywood St at Post Rd					
Post Rd SB Thru/Left Thru	734	0	735	-1	734
Baywood St WB Left/Right	6	0	5	0	5
Evans Ave at TF Green Connector Rd					
TF Green Connector NB Thru	204	4	210	0	210
TF Green Connector NB Right	2	0	0	8	8
Evans Ave EB Left	265	5	270	0	270
Evans Ave EB Thru	21	0	20	0	20
Evans Ave EB Right	390	8	400	0	400
Evans Ave WB Left	19	0	20	3	23
Evans Ave WB Right	143	3	145	10	155

Notes:

⁽¹⁾ No-Build volume rounded to nearest multiple of 5.

Opening Year + 5 2031 Traffic Growth Calculations

Morning Peak Hour

Intersection Movement	No-Build (2026) Volumes ⁽¹⁾	Background Growth 5 yrs (at 0.5% per year)	No-Build (2031) Volumes	Build (2026) Volumes	Background Growth 5 yrs (at 0.5% per year)	Build (2031) Volumes
Airport Rd at Post Rd						
Post Rd NB Thru Thru	375	9	384	381	10	391
Post Rd NB Right	525	13	538	528	13	541
Post Rd SB Left Left	430	11	441	429	11	440
Post Rd SB Thru Thru	525	13	538	525	13	538
Airport Rd WB Left Left	665	17	682	677	17	694
Airport Rd WB Right	970	24	994	968	24	992
Coronado Rd/Airport Connector Rd at Post Rd						
Post Rd NB Left	40	1	41	40	1	41
Post Rd NB Thru Thru	615	16	631	612	15	627
Coronado Rd EB Left	150	4	154	150	4	154
Coronado Rd EB Right	50	1	51	50	1	51
Post Rd SB Thru Thru/Right	900	23	923	912	23	935
Airport Connector Rd WB Left	15	0	15	17	0	17
Airport Connector Rd WB Thru	5	0	5	5	0	5
Airport Connector Rd WB Right	20	1	21	26	1	27
Airport Connector Entrance at Post Rd						
Post Rd NB Left	280	7	287	280	7	287
Post Rd NB Thru Thru	710	18	728	707	18	725
Post Rd SB Thru Thru	585	15	600	600	15	615
Post Rd SB Right	440	11	451	439	11	450
Airport Connector Exit at Post Rd						
Post Rd NB Thru Thru	715	18	733	712	18	730
Airport Connector Exit EB Left Left	270	7	277	270	7	277
Airport Connector Exit EB Right	160	4	164	160	4	164
Post Rd SB Thru Thru	585	15	600	600	15	615
Donald Ave/Airport Connector at Post Rd						
Post Rd NB Left	0	0	0	0	0	0
Post Rd NB Thru Thru/Right	705	18	723	702	18	720
Donald Ave EB Left/Thru/Right	15	0	15	15	0	15
Post Rd SB Left	50	1	51	65	2	67
Post Rd SB Thru Thru/Right	670	17	687	668	17	685
Site Driveway WB Left	0	0	0	0	0	0
Site Driveway WB Right	0	0	0	0	0	0
Baywood St at Post Rd						
Post Rd SB Thru/Left Thru	535	14	549	534	13	547
Baywood St WB Left/Right	0	0	0	0	0	0
Evans Ave at TF Green Connector Rd						
TF Green Connector NB Thru	45	1	46	45	1	46
TF Green Connector NB Right	0	0	0	6	0	6
Evans Ave EB Left	40	1	41	40	1	41
Evans Ave EB Thru	10	0	10	10	0	10
Evans Ave EB Right	55	1	56	55	1	56
Evans Ave WB Left	5	0	5	11	0	11
Evans Ave WB Right	20	1	21	28	1	29

Notes:

⁽¹⁾ No-Build volume rounded to nearest multiple of 5.

Afternoon Peak Hour

Intersection Movement	No-Build (2026) Volumes ⁽¹⁾	Background Growth 5 yrs (at 0.5% per year)	No-Build (2031) Volumes	Build (2026) Volumes	Background Growth 5 yrs (at 0.5% per year)	Build (2031) Volumes
Airport Rd at Post Rd						
Post Rd NB Thru Thru	760	15	779	768	19	787
Post Rd NB Right	530	10	543	537	14	551
Post Rd SB Left Left	810	16	830	807	20	827
Post Rd SB Thru Thru	530	10	543	532	13	545
Airport Rd WB Left Left	560	11	574	566	14	580
Airport Rd WB Right	575	11	590	574	14	588
Coronado Rd/Airport Connector Rd at Post Rd						
Post Rd NB Left	55	1	56	55	1	56
Post Rd NB Thru Thru	1130	22	1159	1129	29	1158
Coronado Rd EB Left	355	7	364	355	9	364
Coronado Rd EB Right	70	1	72	70	2	72
Post Rd SB Thru Thru/Right	910	18	933	918	23	941
Airport Connector Rd WB Left	35	1	36	37	1	38
Airport Connector Rd WB Thru	20	0	21	20	1	21
Airport Connector Rd WB Right	70	1	72	78	2	80
Airport Connector Entrance at Post Rd						
Post Rd NB Left	200	4	205	200	5	205
Post Rd NB Thru Thru	1220	24	1251	1219	31	1250
Post Rd SB Thru Thru	680	13	697	690	17	707
Post Rd SB Right	355	7	364	355	9	364
Airport Connector Exit at Post Rd						
Post Rd NB Thru Thru	875	17	897	875	22	897
Airport Connector Exit EB Left Left	545	11	559	544	14	558
Airport Connector Exit EB Right	200	4	205	200	5	205
Post Rd SB Thru Thru	680	13	697	690	17	707
Donald Ave/Airport Connector at Post Rd						
Post Rd NB Left	0	0	0	0	0	0
Post Rd NB Thru Thru/Right	830	16	851	830	21	851
Donald Ave EB Left/Thru/Right	45	1	46	45	1	46
Post Rd SB Left	50	1	51	60	2	62
Post Rd SB Thru Thru/Right	795	16	815	793	20	813
Site Driveway WB Left	0	0	0	0	0	0
Site Driveway WB Right	0	0	0	0	0	0
Baywood St at Post Rd						
Post Rd SB Thru/Left Thru	735	0	754	734	19	753
Baywood St WB Left/Right	5	0	5	5	0	5
Evans Ave at TF Green Connector Rd						
TF Green Connector NB Thru	210	4	215	210	5	215
TF Green Connector NB Right	0	0	0	8	0	8
Evans Ave EB Left	270	5	277	270	7	277
Evans Ave EB Thru	20	0	21	20	1	21
Evans Ave EB Right	400	8	410	400	10	410
Evans Ave WB Left	20	0	21	23	1	24
Evans Ave WB Right	145	3	149	155	4	159

















Notes:

⁽¹⁾ No-Build volume rounded to nearest multiple of 5.

Appendix E
Opening Year (2026)
No-Build and Build Preferred Capacity Results

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

							Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	 		 		 	 	
Traffic Volume (vph)	665	970	375	525	430	525	
Future Volume (vph)	665	970	375	525	430	525	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	160		375	230		
Storage Lanes	2	1		1	2		
Taper Length (ft)	100				100		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor	0.99						
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3335	1583	3374	1553	3367	3471	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3308	1583	3374	1553	3367	3471	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		183		140			
Link Speed (mph)	35		35			35	
Link Distance (ft)	586		2011			518	
Travel Time (s)	11.4		39.2			10.1	
Confl. Peds. (#/hr)	4						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	5%	2%	7%	4%	4%	4%	
Adj. Flow (vph)	723	1054	408	571	467	571	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	723	1054	408	571	467	571	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		24			24	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings

1: Post Rd & Airport Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA	
Protected Phases	6	3 6	4	6	3	8	7
Permitted Phases				4			
Detector Phase	6	3 6	4	6	3	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	7.0
Minimum Split (s)	10.0		34.0	10.0	10.0	10.0	32.0
Total Split (s)	30.0		35.0	30.0	30.0	30.0	35.0
Total Split (%)	30.0%		35.0%	30.0%	30.0%	30.0%	35%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		None	Max	None	None	None
Act Effect Green (s)	25.1	55.6	19.7	49.9	25.5	19.7	
Actuated g/C Ratio	0.29	0.65	0.23	0.58	0.30	0.23	
v/c Ratio	0.74	0.96	0.52	0.59	0.47	0.71	
Control Delay	33.7	34.2	30.9	11.0	27.1	35.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.7	34.2	30.9	11.0	27.1	35.3	
LOS	C	C	C	B	C	D	
Approach Delay	34.0		19.3			31.6	
Approach LOS	C		B			C	
Queue Length 50th (ft)	176	401	100	128	103	147	
Queue Length 95th (ft)	#303	#898	146	230	170	206	
Internal Link Dist (ft)	506		1931			438	
Turn Bay Length (ft)		160		375	230		
Base Capacity (vph)	980	1171	1190	965	1188	1224	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.74	0.90	0.34	0.59	0.39	0.47	

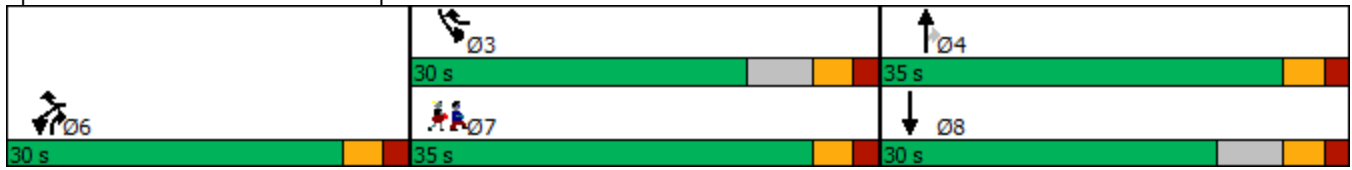
Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	85.4
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	29.5
Intersection LOS:	C
Intersection Capacity Utilization:	78.8%
ICU Level of Service:	D
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

Splits and Phases: 1: Post Rd & Airport Rd



Lanes, Volumes, Timings
 2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗	↖	↗	↗	↖	↕			↕	↗
Traffic Volume (vph)	150	0	50	15	5	20	40	615	0	0	900	255
Future Volume (vph)	150	0	50	15	5	20	40	615	0	0	900	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	25		25	105		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							0.99				0.99	
Frt			0.850			0.850					0.967	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1626	0	1442	1444	1624	1324	1770	3312	0	0	3285	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	1712	0	1442	1444	1624	1324	1754	3312	0	0	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			99						43
Link Speed (mph)		35			35			35				35
Link Distance (ft)		697			720			1575				2011
Travel Time (s)		13.6			14.0			30.7				39.2
Confl. Peds. (#/hr)							9					9
Peak Hour Factor	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.92	0.92
Heavy Vehicles (%)	11%	0%	12%	25%	17%	22%	2%	9%	0%	0%	6%	4%
Adj. Flow (vph)	163	0	54	16	5	22	43	668	0	0	978	277
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	0	54	16	5	22	43	668	0	0	1255	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2	1	1	2				2
Detector Template	Left		Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20		20	20	100	20	20	100				100
Trailing Detector (ft)	0		0	0	0	0	0	0				0
Detector 1 Position(ft)	0		0	0	0	0	0	0				0
Detector 1 Size(ft)	20		20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P		pt+ov	Perm	NA	Perm	Prot	NA				NA
Protected Phases	3		1 3		4		1	6				2
Permitted Phases	4		4	4		4						
Detector Phase	3		1 3	4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)	6.0			6.0	6.0	6.0	6.0	10.0				10.0
Minimum Split (s)	26.0			11.0	11.0	11.0	10.0	15.0				15.0
Total Split (s)	26.0			15.0	15.0	15.0	14.0	55.0				55.0
Total Split (%)	23.6%			13.6%	13.6%	13.6%	12.7%	50.0%				50.0%
Yellow Time (s)	3.0			4.0	4.0	4.0	3.0	4.0				4.0
All-Red Time (s)	1.0			1.0	1.0	1.0	1.0	1.0				1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0			5.0	5.0	5.0	4.0	5.0				5.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead					Lag
Lead-Lag Optimize?												
Recall Mode	None			None	None	None	Max	Min				Min
Act Effect Green (s)	16.8		34.0	6.8	6.8	6.8	10.8	52.5				37.4
Actuated g/C Ratio	0.21		0.42	0.08	0.08	0.08	0.13	0.65				0.46
v/c Ratio	0.48		0.09	0.13	0.04	0.11	0.18	0.31				0.82
Control Delay	32.2		5.2	46.8	44.8	1.1	42.2	8.0				24.0
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	32.2		5.2	46.8	44.8	1.1	42.2	8.0				24.0
LOS	C		A	D	D	A	D	A				C
Approach Delay		25.5				23.2		10.0				24.0
Approach LOS		C				C		B				C
Queue Length 50th (ft)	72		0	8	3	0	22	78				283
Queue Length 95th (ft)	140		22	33	15	0	64	151				466
Internal Link Dist (ft)		617				640		1495				1931
Turn Bay Length (ft)			70	25		25	105					
Base Capacity (vph)	523		639	191	215	261	235	2645				2198
Starvation Cap Reductn	0		0	0	0	0	0	0				0
Spillback Cap Reductn	0		0	0	0	0	0	0				0
Storage Cap Reductn	0		0	0	0	0	0	0				0
Reduced v/c Ratio	0.31		0.08	0.08	0.02	0.08	0.18	0.25				0.57

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 81.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 19.7

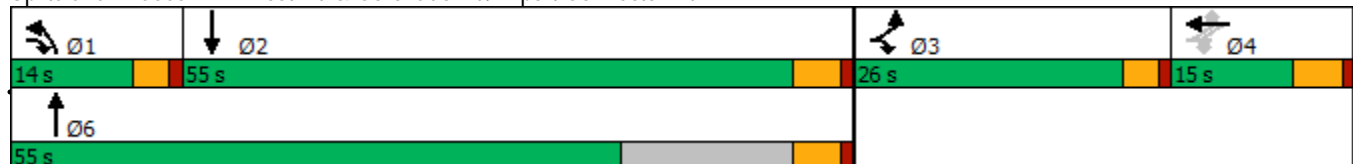
Intersection LOS: B

Intersection Capacity Utilization 55.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Post Rd & Coronado Rd/Airport Connector Rd



Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	280	710	585	440		
Future Volume (vph)	0	0	280	710	585	440		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			100		
Storage Lanes	0	0	1			1		
Taper Length (ft)	100		100					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor						0.98		
Fr _t						0.850		
Fl _t Protected			0.950					
Satd. Flow (prot)	0	0	1719	3374	3471	1495		
Fl _t Permitted			0.950					
Satd. Flow (perm)	0	0	1719	3374	3471	1465		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						321		
Link Speed (mph)	35			35	35			
Link Distance (ft)	336			198	1575			
Travel Time (s)	6.5			3.9	30.7			
Confl. Peds. (#/hr)						1		
Peak Hour Factor	0.25	0.25	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	5%	7%	4%	8%		
Adj. Flow (vph)	0	0	304	772	636	478		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	304	772	636	478		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2	1		
Detector Template				Thru	Thru	Right		
Leading Detector (ft)			20	100	100	20		
Trailing Detector (ft)			0	0	0	0		
Detector 1 Position(ft)			0	0	0	0		
Detector 1 Size(ft)			20	6	6	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		
Detector 1 Delay (s)			3.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			

Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Turn Type			Prot	NA	NA	Free		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						Free		
Detector Phase			1	1 2 3	2			
Switch Phase			2					
Minimum Initial (s)					10.0		12.0	6.0
Minimum Split (s)					16.0		17.0	12.0
Total Split (s)					30.0		20.0	30.0
Total Split (%)					37.5%		25%	38%
Yellow Time (s)					4.0		4.0	4.0
All-Red Time (s)					2.0		1.0	2.0
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?								
Recall Mode					C-Min		None	None
Act Effct Green (s)			42.2	80.0	26.8	80.0		
Actuated g/C Ratio			0.53	1.00	0.34	1.00		
v/c Ratio			0.34	0.23	0.55	0.33		
Control Delay			11.7	0.1	24.9	0.6		
Queue Delay			4.3	0.0	0.0	0.0		
Total Delay			15.9	0.1	24.9	0.6		
LOS			B	A	C	A		
Approach Delay				4.6	14.5			
Approach LOS				A	B			
Queue Length 50th (ft)			50	0	142	0		
Queue Length 95th (ft)			210	0	197	0		
Internal Link Dist (ft)	256			118	1495			
Turn Bay Length (ft)						100		
Base Capacity (vph)			907	3347	1161	1465		
Starvation Cap Reductn			515	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.78	0.23	0.55	0.33		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	9.6
Intersection LOS:	A
Intersection Capacity Utilization:	62.5%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings

3: Post Rd

Splits and Phases: 3: Post Rd



Lanes, Volumes, Timings
 4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷		↶↶	↶↶	
Traffic Volume (vph)	270	160	0	715	585	0
Future Volume (vph)	270	160	0	715	585	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	150	0			0
Storage Lanes	2	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2789	1371	0	3094	3124	0
Flt Permitted	0.950					
Satd. Flow (perm)	2789	1371	0	3094	3124	0
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	527			235	198	
Travel Time (s)	10.3			4.6	3.9	
Peak Hour Factor	0.92	0.92	0.25	0.92	0.92	0.25
Heavy Vehicles (%)	13%	6%	0%	5%	4%	0%
Adj. Flow (vph)	293	174	0	777	636	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	293	174	0	777	636	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	custom		NA	NA	
Protected Phases	3	1		1 2	2	

Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3				
Detector Phase	3	1		1 2	2	
Switch Phase						
Minimum Initial (s)	6.0	12.0			10.0	
Minimum Split (s)	12.0	17.0			16.0	
Total Split (s)	30.0	20.0			30.0	
Total Split (%)	37.5%	25.0%			37.5%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	1.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.0	5.0			6.0	
Lead/Lag		Lead			Lag	
Lead-Lag Optimize?						
Recall Mode	None	None			C-Min	
Act Effect Green (s)	15.9	42.2		53.1	26.8	
Actuated g/C Ratio	0.20	0.53		0.66	0.34	
v/c Ratio	0.53	0.24		0.38	0.61	
Control Delay	31.4	10.4		2.9	6.0	
Queue Delay	0.0	0.0		0.1	0.0	
Total Delay	31.4	10.4		3.1	6.0	
LOS	C	B		A	A	
Approach Delay	23.6			3.1	6.0	
Approach LOS	C			A	A	
Queue Length 50th (ft)	68	40		82	10	
Queue Length 95th (ft)	95	74		16	11	
Internal Link Dist (ft)	447			155	118	
Turn Bay Length (ft)	150	150				
Base Capacity (vph)	836	723		2053	1045	
Starvation Cap Reductn	0	0		406	0	
Spillback Cap Reductn	17	0		67	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.36	0.24		0.47	0.61	

Intersection Summary

Area Type: CBD
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 9.1
 Intersection LOS: A
 Intersection Capacity Utilization 62.5%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 4: Post Rd & Airport Connector Rd Exit



Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↗		↗	↕↗	
Traffic Volume (vph)	15	0	0	0	0	0	0	705	15	50	670	30
Future Volume (vph)	15	0	0	0	0	0	0	705	15	50	670	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	65		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00		1.00	1.00	
Fr t								0.997			0.993	
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1770	0	0	1900	0	1863	3424	0	1656	3415	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1770	0	0	1900	0	1863	3424	0	1651	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								3			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		453			122			2808			235	
Travel Time (s)		8.8			2.4			54.7			4.6	
Confl. Peds. (#/hr)							1		3	3		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	5%	8%	9%	5%	2%
Adj. Flow (vph)	16	0	0	0	0	0	0	766	16	54	728	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	0	0	0	782	0	54	761	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					Prot	NA		Prot	NA	
Protected Phases	4	4					1	6		5	2	
Permitted Phases												
Detector Phase	4	4					1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	10.0		6.0	10.0	
Minimum Split (s)	26.0	26.0					10.5	19.0		10.5	19.0	
Total Split (s)	26.0	26.0					15.0	34.0		20.0	39.0	
Total Split (%)	32.5%	32.5%					18.8%	42.5%		25.0%	48.8%	
Yellow Time (s)	3.0	3.0					3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0					1.5	2.0		1.5	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0					4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None					None	C-Max		Min	C-Min	
Act Effct Green (s)		9.0						54.3		7.7	70.2	
Actuated g/C Ratio		0.11						0.68		0.10	0.88	
v/c Ratio		0.08						0.34		0.34	0.25	
Control Delay		29.1						8.4		34.4	3.1	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		29.1						8.4		34.4	3.1	
LOS		C						A		C	A	
Approach Delay		29.1						8.4			5.2	
Approach LOS		C						A			A	
Queue Length 50th (ft)		8						44		28	0	
Queue Length 95th (ft)		21						205		m52	94	
Internal Link Dist (ft)		373			42			2728			155	
Turn Bay Length (ft)										75		
Base Capacity (vph)		464						2326		320	2996	
Starvation Cap Reductn		0						0		0	255	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.03						0.34		0.17	0.28	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 42.9%
 Analysis Period (min) 15

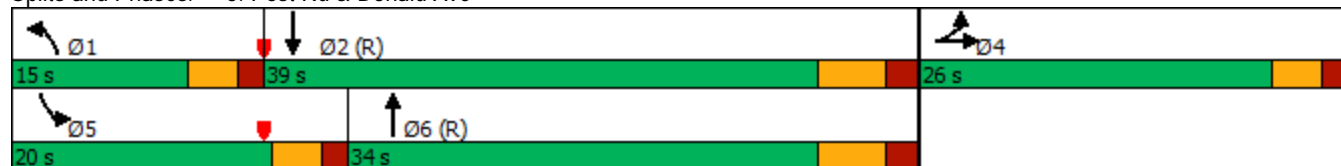
Intersection LOS: A
 ICU Level of Service A

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings



















5: Post Rd & Donald Ave

Splits and Phases: 5: Post Rd & Donald Ave



Lanes, Volumes, Timings

7: Evans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	10	55	5	0	20	0	45	0	0	0	0
Future Volume (vph)	40	10	55	5	0	20	0	45	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	60		60	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
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			0.850			0.850						
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1377	1583	1770	0	1252	0	1776	0	0	0	0
Flt Permitted	0.950			0.750								
Satd. Flow (perm)	1770	1377	1583	1397	0	1252	0	1776	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	43		60			31						
Link Speed (mph)		35			35			35				35
Link Distance (ft)		392			355			407				418
Travel Time (s)		7.6			6.9			7.9				8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.92	0.25	0.25	0.25
Heavy Vehicles (%)	2%	38%	2%	2%	0%	29%	0%	7%	2%	0%	0%	0%
Adj. Flow (vph)	43	11	60	5	0	22	0	49	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	11	60	5	0	22	0	49	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1		1		2				
Detector Template	Left	Thru	Right	Left		Right		Thru				
Leading Detector (ft)	20	100	20	20		20		100				
Trailing Detector (ft)	0	0	0	0		0		0				
Detector 1 Position(ft)	0	0	0	0		0		0				
Detector 1 Size(ft)	20	6	20	20		20		6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA	Perm	Perm		Perm		NA				
Protected Phases		4						2				

Lanes, Volumes, Timings

7: Evans Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8		8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0		10.0		10.0				
Minimum Split (s)	15.0	15.0	15.0	15.0		15.0		15.0				
Total Split (s)	15.0	15.0	15.0	15.0		15.0		20.0				
Total Split (%)	42.9%	42.9%	42.9%	42.9%		42.9%		57.1%				
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0				
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None		Max				
Act Effect Green (s)	10.0	10.0	10.0	10.0		10.0		23.5				
Actuated g/C Ratio	0.29	0.29	0.29	0.29		0.29		0.68				
v/c Ratio	0.08	0.03	0.12	0.01		0.06		0.04				
Control Delay	4.2	8.8	4.0	8.6		4.0		4.8				
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0				
Total Delay	4.2	8.8	4.0	8.6		4.0		4.8				
LOS	A	A	A	A		A		A				
Approach Delay		4.6				4.9		4.8				
Approach LOS		A				A		A				
Queue Length 50th (ft)	0	1	0	1		0		4				
Queue Length 95th (ft)	12	7	14	5		7		13				
Internal Link Dist (ft)		312				275		327			338	
Turn Bay Length (ft)	250			60		60						
Base Capacity (vph)	595	440	546	446		421		1211				
Starvation Cap Reductn	0	0	0	0		0		0				
Spillback Cap Reductn	0	0	0	0		0		0				
Storage Cap Reductn	0	0	0	0		0		0				
Reduced v/c Ratio	0.07	0.03	0.11	0.01		0.05		0.04				

Intersection Summary

Area Type:	Other
Cycle Length:	35
Actuated Cycle Length:	34.4
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.12
Intersection Signal Delay:	4.7
Intersection LOS:	A
Intersection Capacity Utilization:	35.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 7: Evans Ave



HCM 6th TWSC
6: Post Rd & Baywood St

















Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	0	15	715	5	0	540
Future Vol, veh/h	0	15	715	5	0	540
Conflicting Peds, #/hr	0	0	0	1	1	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	4	2	2	5
Mvmt Flow	0	16	777	5	0	587

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1075	392	0	0	783
Stage 1	781	-	-	-	-
Stage 2	294	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	214	607	-	-	831
Stage 1	412	-	-	-	-
Stage 2	730	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	214	606	-	-	830
Mov Cap-2 Maneuver	214	-	-	-	-
Stage 1	412	-	-	-	-
Stage 2	730	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	606	830
HCM Lane V/C Ratio	-	-	0.027	-
HCM Control Delay (s)	-	-	11.1	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings
1: Post Rd & Airport Rd

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	 		 		 	 	
Traffic Volume (vph)	560	575	760	530	810	530	
Future Volume (vph)	560	575	760	530	810	530	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	160		375	230		
Storage Lanes	2	1		1	2		
Taper Length (ft)	100				100		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor	1.00			0.99	1.00		
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3433	1583	3471	1568	3433	3505	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3419	1583	3471	1546	3429	3505	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		26		20			
Link Speed (mph)	35		35			35	
Link Distance (ft)	586		2011			518	
Travel Time (s)	11.4		39.2			10.1	
Confl. Peds. (#/hr)	2			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	2%	4%	3%	2%	3%	
Adj. Flow (vph)	609	625	826	576	880	576	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	609	625	826	576	880	576	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		24			24	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
1: Post Rd & Airport Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA	
Protected Phases	6	3 6	4	6	3	8	7
Permitted Phases				4			
Detector Phase	6	3 6	4	6	3	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	7.0
Minimum Split (s)	10.0		34.0	10.0	10.0	10.0	32.0
Total Split (s)	30.0		35.0	30.0	30.0	30.0	35.0
Total Split (%)	30.0%		35.0%	30.0%	30.0%	30.0%	35%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		None	Max	None	None	None
Act Effect Green (s)	25.1	54.9	26.7	51.8	24.8	26.7	
Actuated g/C Ratio	0.27	0.60	0.29	0.57	0.27	0.29	
v/c Ratio	0.65	0.65	0.82	0.65	0.95	0.56	
Control Delay	34.0	16.1	37.7	14.6	53.5	29.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.0	16.1	37.7	14.6	53.5	29.9	
LOS	C	B	D	B	D	C	
Approach Delay	24.9		28.2			44.2	
Approach LOS	C		C			D	
Queue Length 50th (ft)	164	221	233	176	263	148	
Queue Length 95th (ft)	234	356	314	289	#387	207	
Internal Link Dist (ft)	506		1931			438	
Turn Bay Length (ft)		160		375	230		
Base Capacity (vph)	939	1049	1140	888	1127	1151	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.65	0.60	0.72	0.65	0.78	0.50	

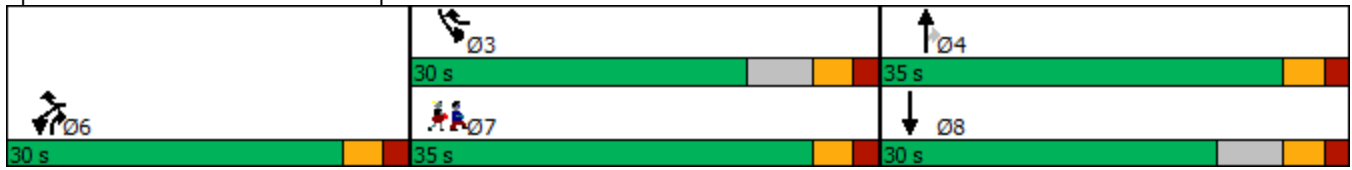
Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	91.6
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	32.9
Intersection LOS:	C
Intersection Capacity Utilization:	72.8%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

Splits and Phases: 1: Post Rd & Airport Rd



Lanes, Volumes, Timings
 2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙		↗	↙	↗	↗	↙	↗			↗	↗
Traffic Volume (vph)	355	0	70	35	20	70	55	1130	0	0	910	210
Future Volume (vph)	355	0	70	35	20	70	55	1130	0	0	910	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	25		25	105		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	0.99			1.00				1.00	
Frt			0.850			0.850					0.972	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1787	0	1568	1641	1863	1538	1770	3505	0	0	3407	0
Flt Permitted	0.743			0.950			0.950					
Satd. Flow (perm)	1398	0	1547	1630	1863	1538	1766	3505	0	0	3407	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			40			99						33
Link Speed (mph)		35			35			35				35
Link Distance (ft)		697			720			1575				2011
Travel Time (s)		13.6			14.0			30.7				39.2
Confl. Peds. (#/hr)			2	2			2					2
Peak Hour Factor	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.92	0.92
Heavy Vehicles (%)	1%	0%	3%	10%	2%	5%	2%	3%	0%	0%	2%	5%
Adj. Flow (vph)	386	0	76	38	22	76	60	1228	0	0	989	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	386	0	76	38	22	76	60	1228	0	0	1217	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2	1	1	2				2
Detector Template	Left		Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20		20	20	100	20	20	100				100
Trailing Detector (ft)	0		0	0	0	0	0	0				0
Detector 1 Position(ft)	0		0	0	0	0	0	0				0
Detector 1 Size(ft)	20		20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P		pt+ov	Perm	NA	Perm	Prot	NA				NA
Protected Phases	3		1 3		4		1	6				2
Permitted Phases	4		4	4		4						
Detector Phase	3		1 3	4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)	6.0			6.0	6.0	6.0	6.0	10.0				10.0
Minimum Split (s)	26.0			11.0	11.0	11.0	10.0	15.0				15.0
Total Split (s)	26.0			15.0	15.0	15.0	14.0	55.0				55.0
Total Split (%)	23.6%			13.6%	13.6%	13.6%	12.7%	50.0%				50.0%
Yellow Time (s)	3.0			4.0	4.0	4.0	3.0	4.0				4.0
All-Red Time (s)	1.0			1.0	1.0	1.0	1.0	1.0				1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0			5.0	5.0	5.0	4.0	5.0				5.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead					Lag
Lead-Lag Optimize?												
Recall Mode	None			None	None	None	Max	Min				Min
Act Effect Green (s)	26.4		38.1	7.6	7.6	7.6	10.5	54.2				39.5
Actuated g/C Ratio	0.28		0.41	0.08	0.08	0.08	0.11	0.58				0.42
v/c Ratio	0.81		0.11	0.29	0.15	0.35	0.30	0.60				0.83
Control Delay	43.2		9.4	51.5	47.7	10.2	48.9	14.7				29.2
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	43.2		9.4	51.5	47.7	10.2	48.9	14.7				29.2
LOS	D		A	D	D	B	D	B				C
Approach Delay		37.7				27.8		16.3				29.2
Approach LOS		D				C		B				C
Queue Length 50th (ft)	204		12	23	13	0	36	255				342
Queue Length 95th (ft)	#353		40	59	40	29	84	342				452
Internal Link Dist (ft)		617				640		1495				1931
Turn Bay Length (ft)			70	25		25	105					
Base Capacity (vph)	540		677	183	210	261	199	2488				1936
Starvation Cap Reductn	0		0	0	0	0	0	0				0
Spillback Cap Reductn	0		0	0	0	0	0	0				0
Storage Cap Reductn	0		0	0	0	0	0	0				0
Reduced v/c Ratio	0.71		0.11	0.21	0.10	0.29	0.30	0.49				0.63

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 93

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 25.0

Intersection LOS: C

Intersection Capacity Utilization 74.1%

ICU Level of Service D

Analysis Period (min) 15

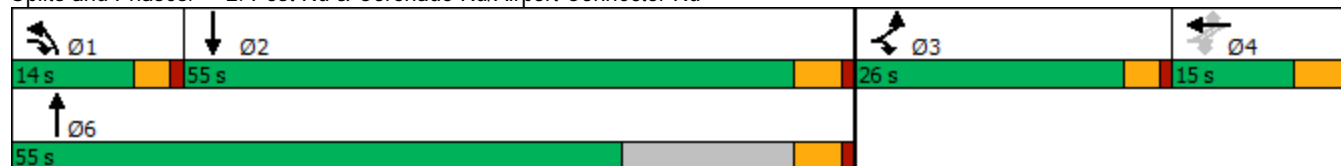
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd

Splits and Phases: 2: Post Rd & Coronado Rd/Airport Connector Rd



Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	200	1220	680	355		
Future Volume (vph)	0	0	200	1220	680	355		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			100		
Storage Lanes	0	0	1			1		
Taper Length (ft)	100		100					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor			1.00			0.98		
Fr _t						0.850		
Fl _t Protected			0.950					
Satd. Flow (prot)	0	0	1787	3505	3539	1568		
Fl _t Permitted			0.950					
Satd. Flow (perm)	0	0	1786	3505	3539	1536		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						223		
Link Speed (mph)	35			35	35			
Link Distance (ft)	336			198	1575			
Travel Time (s)	6.5			3.9	30.7			
Confl. Peds. (#/hr)			1			1		
Peak Hour Factor	0.25	0.25	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	1%	3%	2%	3%		
Adj. Flow (vph)	0	0	217	1326	739	386		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	217	1326	739	386		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2	1		
Detector Template				Thru	Thru	Right		
Leading Detector (ft)			20	100	100	20		
Trailing Detector (ft)			0	0	0	0		
Detector 1 Position(ft)			0	0	0	0		
Detector 1 Size(ft)			20	6	6	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		
Detector 1 Delay (s)			3.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			

Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Turn Type			Prot	NA	NA	Free		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						Free		
Detector Phase			1	1 2 3	2			
Switch Phase			2					
Minimum Initial (s)					10.0		12.0	6.0
Minimum Split (s)					16.0		17.0	12.0
Total Split (s)					30.0		20.0	30.0
Total Split (%)					37.5%		25%	38%
Yellow Time (s)					4.0		4.0	4.0
All-Red Time (s)					2.0		1.0	2.0
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?								
Recall Mode					C-Min		None	None
Act Effct Green (s)			45.0	80.0	24.0	80.0		
Actuated g/C Ratio			0.56	1.00	0.30	1.00		
v/c Ratio			0.22	0.38	0.70	0.25		
Control Delay			9.4	0.3	28.9	0.4		
Queue Delay			2.1	0.0	0.0	0.0		
Total Delay			11.5	0.3	28.9	0.4		
LOS			B	A	C	A		
Approach Delay				1.8	19.1			
Approach LOS				A	B			
Queue Length 50th (ft)			38	0	170	0		
Queue Length 95th (ft)			m108	0	232	0		
Internal Link Dist (ft)	256			118	1495			
Turn Bay Length (ft)						100		
Base Capacity (vph)			1005	3496	1061	1536		
Starvation Cap Reductn			646	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.60	0.38	0.70	0.25		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	9.1
Intersection LOS:	A
Intersection Capacity Utilization:	77.1%
ICU Level of Service:	D
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	














Lanes, Volumes, Timings

3: Post Rd

Splits and Phases: 3: Post Rd



Lanes, Volumes, Timings
 4: Post Rd & Airport Connector Rd Exit

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	545	200	0	875	680	0
Future Volume (vph)	545	200	0	875	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	150	0			0
Storage Lanes	2	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3030	1425	0	3185	3185	0
Flt Permitted	0.950					
Satd. Flow (perm)	3030	1425	0	3185	3185	0
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	527			235	198	
Travel Time (s)	10.3			4.6	3.9	
Peak Hour Factor	0.92	0.92	0.25	0.92	0.92	0.25
Heavy Vehicles (%)	4%	2%	0%	2%	2%	0%
Adj. Flow (vph)	592	217	0	951	739	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	592	217	0	951	739	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	custom		NA	NA	
Protected Phases	3	1		1 2	2	

Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3				
Detector Phase	3	1		1 2	2	
Switch Phase						
Minimum Initial (s)	6.0	12.0			10.0	
Minimum Split (s)	12.0	17.0			16.0	
Total Split (s)	30.0	20.0			30.0	
Total Split (%)	37.5%	25.0%			37.5%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	1.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.0	5.0			6.0	
Lead/Lag		Lead			Lag	
Lead-Lag Optimize?						
Recall Mode	None	None			C-Min	
Act Effect Green (s)	23.2	45.0		45.8	24.0	
Actuated g/C Ratio	0.29	0.56		0.57	0.30	
v/c Ratio	0.67	0.27		0.52	0.77	
Control Delay	29.3	10.2		5.6	9.8	
Queue Delay	0.1	0.0		0.1	0.0	
Total Delay	29.4	10.2		5.7	9.8	
LOS	C	B		A	A	
Approach Delay	24.2			5.7	9.8	
Approach LOS	C			A	A	
Queue Length 50th (ft)	131	52		16	13	
Queue Length 95th (ft)	186	91		20	39	
Internal Link Dist (ft)	447			155	118	
Turn Bay Length (ft)	150	150				
Base Capacity (vph)	909	801		1823	955	
Starvation Cap Reductn	0	0		98	0	
Spillback Cap Reductn	17	0		18	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.66	0.27		0.55	0.77	

Intersection Summary

Area Type:	CBD
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	12.9
Intersection LOS:	B
Intersection Capacity Utilization	77.1%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 4: Post Rd & Airport Connector Rd Exit



Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↗		↗	↕↗	
Traffic Volume (vph)	45	0	5	0	0	0	0	830	40	50	795	35
Future Volume (vph)	45	0	5	0	0	0	0	830	40	50	795	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	65		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor											1.00	
Frt		0.987						0.993			0.994	
Flt Protected		0.957								0.950		
Satd. Flow (prot)	0	1759	0	0	1900	0	1863	3513	0	1656	3548	0
Flt Permitted		0.957								0.950		
Satd. Flow (perm)	0	1759	0	0	1900	0	1863	3513	0	1656	3548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164						7			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		453			122			2808			235	
Travel Time (s)		8.8			2.4			54.7			4.6	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	3%	9%	1%	2%
Adj. Flow (vph)	49	0	5	0	0	0	0	902	43	54	864	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	0	0	0	945	0	54	902	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					Prot	NA		Prot	NA	
Protected Phases	4	4					1	6		5	2	
Permitted Phases												
Detector Phase	4	4					1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	10.0		6.0	10.0	
Minimum Split (s)	26.0	26.0					10.5	19.0		10.5	19.0	
Total Split (s)	26.0	26.0					15.0	34.0		20.0	39.0	
Total Split (%)	32.5%	32.5%					18.8%	42.5%		25.0%	48.8%	
Yellow Time (s)	3.0	3.0					3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0					1.5	2.0		1.5	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0					4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None					None	C-Max		Min	C-Min	
Act Effct Green (s)		9.0						52.2		7.7	66.8	
Actuated g/C Ratio		0.11						0.65		0.10	0.84	
v/c Ratio		0.16						0.41		0.34	0.30	
Control Delay		1.0						9.8		34.3	3.8	
Queue Delay		0.0						0.0		0.0	0.2	
Total Delay		1.0						9.8		34.3	4.0	
LOS		A						A		C	A	
Approach Delay		1.0						9.8			5.7	
Approach LOS		A						A			A	
Queue Length 50th (ft)		0						107		27	0	
Queue Length 95th (ft)		0						255		m44	106	
Internal Link Dist (ft)		373			42			2728			155	
Turn Bay Length (ft)										75		
Base Capacity (vph)		582						2293		320	2963	
Starvation Cap Reductn		0						0		0	1135	
Spillback Cap Reductn		4						87		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.09						0.43		0.17	0.49	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 7.5
 Intersection Capacity Utilization 47.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings



















5: Post Rd & Donald Ave

Splits and Phases: 5: Post Rd & Donald Ave



Lanes, Volumes, Timings

7: Evans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	20	400	20	0	145	0	210	0	0	0	0
Future Volume (vph)	270	20	400	20	0	145	0	210	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	60		60	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
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			0.850			0.850						
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1367	1599	1770	0	1538	0	1863	0	0	0	0
Flt Permitted	0.950			0.743								
Satd. Flow (perm)	1770	1367	1599	1384	0	1538	0	1863	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	293		435			158						
Link Speed (mph)		35			35			35				35
Link Distance (ft)		392			355			407				418
Travel Time (s)		7.6			6.9			7.9				8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.92	0.25	0.25	0.25
Heavy Vehicles (%)	2%	39%	1%	2%	0%	5%	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	293	22	435	22	0	158	0	228	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	293	22	435	22	0	158	0	228	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1		1		2				
Detector Template	Left	Thru	Right	Left		Right		Thru				
Leading Detector (ft)	20	100	20	20		20		100				
Trailing Detector (ft)	0	0	0	0		0		0				
Detector 1 Position(ft)	0	0	0	0		0		0				
Detector 1 Size(ft)	20	6	20	20		20		6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA	Perm	Perm		Perm		NA				
Protected Phases		4						2				

Lanes, Volumes, Timings

7: Evans Ave

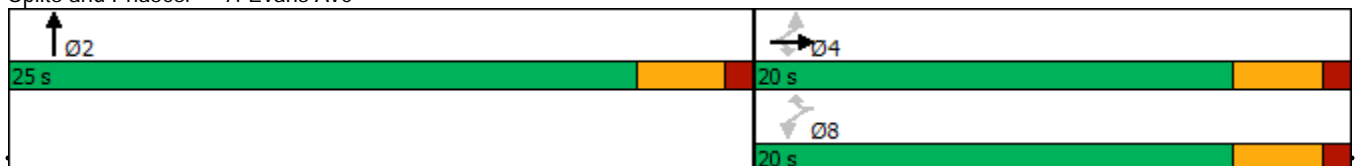


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8		8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0		10.0		10.0				
Minimum Split (s)	15.0	15.0	15.0	15.0		15.0		15.0				
Total Split (s)	20.0	20.0	20.0	20.0		20.0		25.0				
Total Split (%)	44.4%	44.4%	44.4%	44.4%		44.4%		55.6%				
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0				
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None		Max				
Act Effect Green (s)	11.3	11.3	11.3	11.3		11.3		21.1				
Actuated g/C Ratio	0.28	0.28	0.28	0.28		0.28		0.52				
v/c Ratio	0.42	0.06	0.57	0.06		0.29		0.23				
Control Delay	3.9	10.7	5.0	10.6		4.2		6.6				
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0				
Total Delay	3.9	10.7	5.0	10.6		4.2		6.6				
LOS	A	B	A	B		A		A				
Approach Delay		4.7				4.9		6.6				
Approach LOS		A				A		A				
Queue Length 50th (ft)	0	4	0	4		0		22				
Queue Length 95th (ft)	36	14	44	14		27		65				
Internal Link Dist (ft)		312				275		327			338	
Turn Bay Length (ft)	250			60		60						
Base Capacity (vph)	879	542	897	549		706		971				
Starvation Cap Reductn	0	0	0	0		0		0				
Spillback Cap Reductn	0	0	0	0		0		0				
Storage Cap Reductn	0	0	0	0		0		0				
Reduced v/c Ratio	0.33	0.04	0.48	0.04		0.22		0.23				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 40.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 5.1
 Intersection LOS: A
 Intersection Capacity Utilization 45.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Evans Ave



HCM 6th TWSC
6: Post Rd & Baywood St

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	5	770	10	10	740
Future Vol, veh/h	5	5	770	10	10	740
Conflicting Peds, #/hr	0	2	0	2	2	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	1
Mvmt Flow	5	5	837	11	11	804

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1269	428	0	0	850
Stage 1	845	-	-	-	-
Stage 2	424	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	160	575	-	-	784
Stage 1	382	-	-	-	-
Stage 2	628	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	156	573	-	-	783
Mov Cap-2 Maneuver	156	-	-	-	-
Stage 1	381	-	-	-	-
Stage 2	612	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	245	783
HCM Lane V/C Ratio	-	-	0.044	0.014
HCM Control Delay (s)	-	-	20.4	9.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

							Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	 		 		 	 	
Traffic Volume (vph)	677	968	381	528	429	525	
Future Volume (vph)	677	968	381	528	429	525	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	160		375	230		
Storage Lanes	2	1		1	2		
Taper Length (ft)	100				100		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor	0.99						
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3335	1583	3374	1553	3367	3471	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3308	1583	3374	1553	3367	3471	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		179		141			
Link Speed (mph)	35		35			35	
Link Distance (ft)	586		2011			518	
Travel Time (s)	11.4		39.2			10.1	
Confl. Peds. (#/hr)	4						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	5%	2%	7%	4%	4%	4%	
Adj. Flow (vph)	736	1052	414	574	466	571	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	736	1052	414	574	466	571	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		24			24	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings

1: Post Rd & Airport Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA	
Protected Phases	6	3 6	4	6	3	8	7
Permitted Phases				4			
Detector Phase	6	3 6	4	6	3	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	7.0
Minimum Split (s)	10.0		34.0	10.0	10.0	10.0	32.0
Total Split (s)	30.0		35.0	30.0	30.0	30.0	35.0
Total Split (%)	30.0%		35.0%	30.0%	30.0%	30.0%	35%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		None	Max	None	None	None
Act Effct Green (s)	25.1	55.6	19.7	49.9	25.5	19.7	
Actuated g/C Ratio	0.29	0.65	0.23	0.58	0.30	0.23	
v/c Ratio	0.75	0.96	0.53	0.59	0.46	0.71	
Control Delay	34.2	34.2	31.1	11.0	27.1	35.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.2	34.2	31.1	11.0	27.1	35.3	
LOS	C	C	C	B	C	D	
Approach Delay	34.2		19.4			31.6	
Approach LOS	C		B			C	
Queue Length 50th (ft)	180	402	101	129	103	147	
Queue Length 95th (ft)	#312	#897	148	231	170	206	
Internal Link Dist (ft)	506		1931			438	
Turn Bay Length (ft)		160		375	230		
Base Capacity (vph)	980	1169	1190	965	1188	1224	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.75	0.90	0.35	0.59	0.39	0.47	

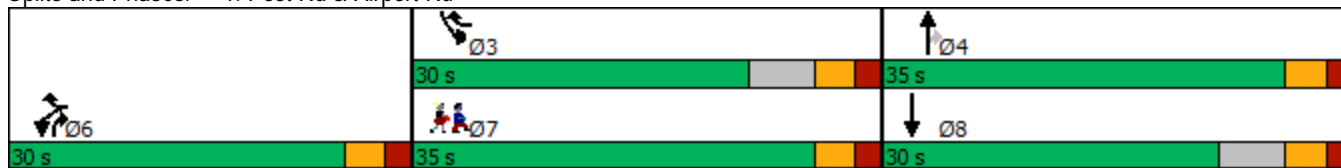
Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	85.4
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	29.7
Intersection LOS:	C
Intersection Capacity Utilization:	78.8%
ICU Level of Service:	D
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

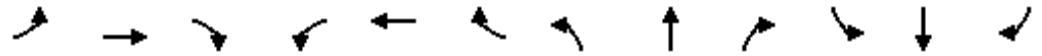
Lanes, Volumes, Timings

1: Post Rd & Airport Rd

Splits and Phases: 1: Post Rd & Airport Rd



Lanes, Volumes, Timings
 2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	0	50	17	5	26	40	612	0	0	912	255
Future Volume (vph)	150	0	50	17	5	26	40	612	0	0	912	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	25		25	105		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							0.99				0.99	
Frt			0.850			0.850					0.967	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1641	0	1442	1388	1583	1392	1770	3312	0	0	3285	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	1727	0	1442	1388	1583	1392	1755	3312	0	0	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			99						43
Link Speed (mph)		35			35			35				35
Link Distance (ft)		697			720			1575				2011
Travel Time (s)		13.6			14.0			30.7				39.2
Confl. Peds. (#/hr)							9					9
Peak Hour Factor	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.92	0.92
Heavy Vehicles (%)	10%	0%	12%	30%	20%	16%	2%	9%	0%	0%	6%	4%
Adj. Flow (vph)	163	0	54	18	5	28	43	665	0	0	991	277
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	0	54	18	5	28	43	665	0	0	1268	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2	1	1	2				2
Detector Template	Left		Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20		20	20	100	20	20	100				100
Trailing Detector (ft)	0		0	0	0	0	0	0				0
Detector 1 Position(ft)	0		0	0	0	0	0	0				0
Detector 1 Size(ft)	20		20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd

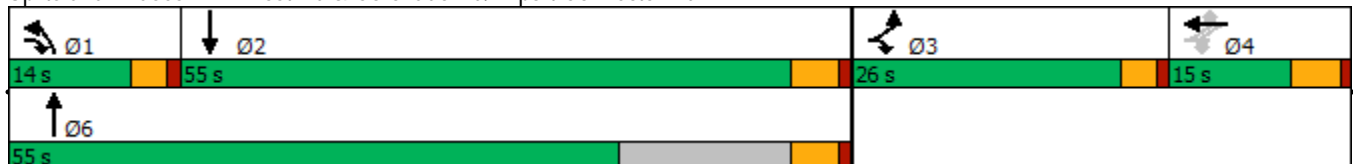


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P		pt+ov	Perm	NA	Perm	Prot	NA				NA
Protected Phases	3		1 3		4		1	6				2
Permitted Phases	4		4	4		4						
Detector Phase	3		1 3	4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)	6.0			6.0	6.0	6.0	6.0	10.0				10.0
Minimum Split (s)	26.0			11.0	11.0	11.0	10.0	15.0				15.0
Total Split (s)	26.0			15.0	15.0	15.0	14.0	55.0				55.0
Total Split (%)	23.6%			13.6%	13.6%	13.6%	12.7%	50.0%				50.0%
Yellow Time (s)	3.0			4.0	4.0	4.0	3.0	4.0				4.0
All-Red Time (s)	1.0			1.0	1.0	1.0	1.0	1.0				1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0			5.0	5.0	5.0	4.0	5.0				5.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead					Lag
Lead-Lag Optimize?												
Recall Mode	None			None	None	None	Max	Min				Min
Act Effect Green (s)	17.0		34.1	7.0	7.0	7.0	10.8	53.0				37.9
Actuated g/C Ratio	0.21		0.42	0.09	0.09	0.09	0.13	0.65				0.46
v/c Ratio	0.47		0.09	0.15	0.04	0.13	0.18	0.31				0.82
Control Delay	32.3		5.2	47.2	45.0	1.3	42.6	8.0				24.3
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	32.3		5.2	47.2	45.0	1.3	42.6	8.0				24.3
LOS	C		A	D	D	A	D	A				C
Approach Delay		25.5				21.8		10.1				24.3
Approach LOS		C				C		B				C
Queue Length 50th (ft)	73		0	10	3	0	22	77				288
Queue Length 95th (ft)	140		22	35	15	0	64	152				477
Internal Link Dist (ft)		617				640		1495				1931
Turn Bay Length (ft)			70	25		25	105					
Base Capacity (vph)	526		636	183	208	269	233	2634				2180
Starvation Cap Reductn	0		0	0	0	0	0	0				0
Spillback Cap Reductn	0		0	0	0	0	0	0				0
Storage Cap Reductn	0		0	0	0	0	0	0				0
Reduced v/c Ratio	0.31		0.08	0.10	0.02	0.10	0.18	0.25				0.58

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 81.7
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 19.9
 Intersection Capacity Utilization 56.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 2: Post Rd & Coronado Rd/Airport Connector Rd



Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	280	707	600	439		
Future Volume (vph)	0	0	280	707	600	439		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			100		
Storage Lanes	0	0	1			1		
Taper Length (ft)	100		100					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor						0.98		
Fr _t						0.850		
Fl _t Protected			0.950					
Satd. Flow (prot)	0	0	1736	3374	3471	1495		
Fl _t Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3374	3471	1465		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						313		
Link Speed (mph)	35			35	35			
Link Distance (ft)	336			198	1575			
Travel Time (s)	6.5			3.9	30.7			
Confl. Peds. (#/hr)						1		
Peak Hour Factor	0.25	0.25	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	4%	7%	4%	8%		
Adj. Flow (vph)	0	0	304	768	652	477		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	304	768	652	477		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2	1		
Detector Template				Thru	Thru	Right		
Leading Detector (ft)			20	100	100	20		
Trailing Detector (ft)			0	0	0	0		
Detector 1 Position(ft)			0	0	0	0		
Detector 1 Size(ft)			20	6	6	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		
Detector 1 Delay (s)			3.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			

Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Turn Type			Prot	NA	NA	Free		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						Free		
Detector Phase			1	1 2 3	2			
Switch Phase			2					
Minimum Initial (s)					10.0		12.0	6.0
Minimum Split (s)					16.0		17.0	12.0
Total Split (s)					30.0		20.0	30.0
Total Split (%)					37.5%		25%	38%
Yellow Time (s)					4.0		4.0	4.0
All-Red Time (s)					2.0		1.0	2.0
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?								
Recall Mode					C-Min		None	None
Act Effct Green (s)			42.2	80.0	26.8	80.0		
Actuated g/C Ratio			0.53	1.00	0.34	1.00		
v/c Ratio			0.33	0.23	0.56	0.33		
Control Delay			11.4	0.1	25.1	0.6		
Queue Delay			4.3	0.0	0.0	0.0		
Total Delay			15.7	0.1	25.1	0.6		
LOS			B	A	C	A		
Approach Delay				4.6	14.7			
Approach LOS				A	B			
Queue Length 50th (ft)			50	0	146	0		
Queue Length 95th (ft)			209	0	203	0		
Internal Link Dist (ft)	256			118	1495			
Turn Bay Length (ft)						100		
Base Capacity (vph)			915	3347	1162	1465		
Starvation Cap Reductn			524	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.78	0.23	0.56	0.33		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	9.8
Intersection LOS:	A
Intersection Capacity Utilization:	62.8%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings

3: Post Rd

Splits and Phases: 3: Post Rd



Lanes, Volumes, Timings
 4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷		↶↶	↶↶	
Traffic Volume (vph)	270	160	0	712	600	0
Future Volume (vph)	270	160	0	712	600	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	150	0			0
Storage Lanes	2	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2789	1371	0	3094	3124	0
Flt Permitted	0.950					
Satd. Flow (perm)	2789	1371	0	3094	3124	0
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	527			235	198	
Travel Time (s)	10.3			4.6	3.9	
Peak Hour Factor	0.92	0.92	0.25	0.92	0.92	0.25
Heavy Vehicles (%)	13%	6%	0%	5%	4%	0%
Adj. Flow (vph)	293	174	0	774	652	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	293	174	0	774	652	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	custom		NA	NA	
Protected Phases	3	1		1 2	2	

Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit

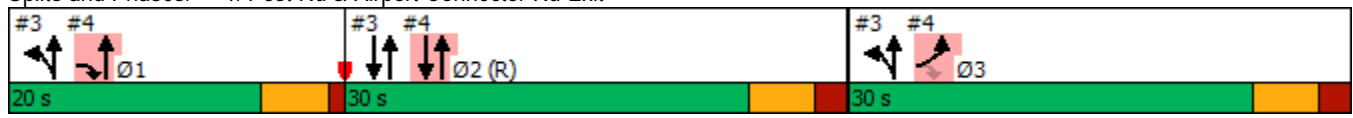


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3				
Detector Phase	3	1		1 2	2	
Switch Phase						
Minimum Initial (s)	6.0	12.0			10.0	
Minimum Split (s)	12.0	17.0			16.0	
Total Split (s)	30.0	20.0			30.0	
Total Split (%)	37.5%	25.0%			37.5%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	1.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.0	5.0			6.0	
Lead/Lag		Lead			Lag	
Lead-Lag Optimize?						
Recall Mode	None	None			C-Min	
Act Effect Green (s)	15.9	42.2		53.1	26.8	
Actuated g/C Ratio	0.20	0.53		0.66	0.34	
v/c Ratio	0.53	0.24		0.38	0.62	
Control Delay	31.4	10.4		2.8	6.4	
Queue Delay	0.0	0.0		0.1	0.0	
Total Delay	31.4	10.4		2.9	6.4	
LOS	C	B		A	A	
Approach Delay	23.6			2.9	6.4	
Approach LOS	C			A	A	
Queue Length 50th (ft)	68	40		82	10	
Queue Length 95th (ft)	95	74		16	16	
Internal Link Dist (ft)	447			155	118	
Turn Bay Length (ft)	150	150				
Base Capacity (vph)	836	723		2053	1046	
Starvation Cap Reductn	0	0		415	0	
Spillback Cap Reductn	17	0		62	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.36	0.24		0.47	0.62	



















Intersection Summary

Area Type: CBD
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 9.2
 Intersection LOS: A
 Intersection Capacity Utilization 62.8%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 4: Post Rd & Airport Connector Rd Exit

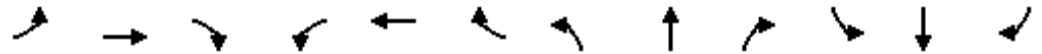


Lanes, Volumes, Timings
5: Post Rd & Donald Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	0	0	0	0	0	702	23	65	668	30
Future Volume (vph)	15	0	0	0	0	0	0	702	23	65	668	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	65		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00		1.00	1.00	
Fr _t								0.995			0.993	
Fl _t Protected		0.950								0.950		
Satd. Flow (prot)	0	1770	0	0	1900	0	1863	3400	0	1671	3446	0
Fl _t Permitted		0.950								0.950		
Satd. Flow (perm)	0	1770	0	0	1900	0	1863	3400	0	1666	3446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								4			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		453			122			2808			235	
Travel Time (s)		8.8			2.4			54.7			4.6	
Confl. Peds. (#/hr)							1		3	3		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	2%	2%	5%	22%	8%	4%	2%
Adj. Flow (vph)	16	0	0	0	0	0	0	763	25	71	726	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	0	0	0	788	0	71	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					Prot	NA		Prot	NA	
Protected Phases	4	4					1	6		5	2	
Permitted Phases												
Detector Phase	4	4					1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	10.0		6.0	10.0	
Minimum Split (s)	26.0	26.0					10.5	19.0		10.5	19.0	
Total Split (s)	26.0	26.0					15.0	34.0		20.0	39.0	
Total Split (%)	32.5%	32.5%					18.8%	42.5%		25.0%	48.8%	
Yellow Time (s)	3.0	3.0					3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0					1.5	2.0		1.5	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0					4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None					None	C-Max		Min	C-Min	
Act Effct Green (s)		9.0						53.6		8.4	70.2	
Actuated g/C Ratio		0.11						0.67		0.10	0.88	
v/c Ratio		0.08						0.35		0.40	0.25	
Control Delay		29.1						8.9		34.9	3.1	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		29.1						8.9		34.9	3.1	
LOS		C						A		C	A	
Approach Delay		29.1						8.9			5.8	
Approach LOS		C						A			A	
Queue Length 50th (ft)		8						47		36	0	
Queue Length 95th (ft)		21						213		m66	92	
Internal Link Dist (ft)		373			42			2728			155	
Turn Bay Length (ft)										75		
Base Capacity (vph)		464						2281		323	3023	
Starvation Cap Reductn		0						0		0	266	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.03						0.35		0.22	0.28	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 7.5
 Intersection Capacity Utilization 43.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings



















5: Post Rd & Donald Ave

Splits and Phases: 5: Post Rd & Donald Ave



Lanes, Volumes, Timings

7: Evans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	10	55	11	0	28	0	45	12	0	0	0
Future Volume (vph)	40	10	55	11	0	28	0	45	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	60		60	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
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
Fr			0.850			0.850		0.972				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1462	1583	1517	0	1292	0	1528	0	0	0	0
Flt Permitted	0.950			0.750								
Satd. Flow (perm)	1770	1462	1583	1197	0	1292	0	1528	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	43		60			31		13				
Link Speed (mph)		35			35			35				35
Link Distance (ft)		392			355			407				418
Travel Time (s)		7.6			6.9			7.9				8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.92	0.25	0.25	0.25
Heavy Vehicles (%)	2%	30%	2%	19%	0%	25%	0%	7%	73%	0%	0%	0%
Adj. Flow (vph)	43	11	60	12	0	30	0	49	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	11	60	12	0	30	0	62	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1		1		2				
Detector Template	Left	Thru	Right	Left		Right		Thru				
Leading Detector (ft)	20	100	20	20		20		100				
Trailing Detector (ft)	0	0	0	0		0		0				
Detector 1 Position(ft)	0	0	0	0		0		0				
Detector 1 Size(ft)	20	6	20	20		20		6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA	Perm	Perm		Perm		NA				
Protected Phases		4						2				

Lanes, Volumes, Timings

7: Evans Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8		8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0		10.0		10.0				
Minimum Split (s)	15.0	15.0	15.0	15.0		15.0		15.0				
Total Split (s)	15.0	15.0	15.0	15.0		15.0		20.0				
Total Split (%)	42.9%	42.9%	42.9%	42.9%		42.9%		57.1%				
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0				
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None		Max				
Act Effect Green (s)	10.0	10.0	10.0	10.0		10.0		23.5				
Actuated g/C Ratio	0.29	0.29	0.29	0.29		0.29		0.68				
v/c Ratio	0.08	0.03	0.12	0.03		0.08		0.06				
Control Delay	4.2	8.8	4.0	8.9		4.7		4.3				
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0				
Total Delay	4.2	8.8	4.0	8.9		4.7		4.3				
LOS	A	A	A	A		A		A				
Approach Delay		4.6				5.9		4.3				
Approach LOS		A				A		A				
Queue Length 50th (ft)	0	1	0	2		0		4				
Queue Length 95th (ft)	12	7	14	8		10		14				
Internal Link Dist (ft)		312				275		327			338	
Turn Bay Length (ft)	250			60		60						
Base Capacity (vph)	595	467	546	383		434		1046				
Starvation Cap Reductn	0	0	0	0		0		0				
Spillback Cap Reductn	0	0	0	0		0		0				
Storage Cap Reductn	0	0	0	0		0		0				
Reduced v/c Ratio	0.07	0.02	0.11	0.03		0.07		0.06				

Intersection Summary

Area Type: Other
 Cycle Length: 35
 Actuated Cycle Length: 34.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.12
 Intersection Signal Delay: 4.8
 Intersection LOS: A
 Intersection Capacity Utilization 35.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Evans Ave



HCM 6th TWSC
6: Post Rd & Baywood St

















Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↓			↑↓
Traffic Vol, veh/h	0	15	720	5	0	540
Future Vol, veh/h	0	15	720	5	0	540
Conflicting Peds, #/hr	0	0	0	1	1	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	5	2	2	5
Mvmt Flow	0	16	783	5	0	587

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1081	395	0	0	789
Stage 1	787	-	-	-	-
Stage 2	294	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	212	604	-	-	827
Stage 1	409	-	-	-	-
Stage 2	730	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	212	603	-	-	826
Mov Cap-2 Maneuver	212	-	-	-	-
Stage 1	409	-	-	-	-
Stage 2	730	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	603	826
HCM Lane V/C Ratio	-	-	0.027	-
HCM Control Delay (s)	-	-	11.1	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings
1: Post Rd & Airport Rd

							Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	 		 		 	 	
Traffic Volume (vph)	566	574	768	537	807	533	
Future Volume (vph)	566	574	768	537	807	533	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	160		375	230		
Storage Lanes	2	1		1	2		
Taper Length (ft)	100				100		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor	1.00			0.99	1.00		
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3467	1583	3505	1568	3433	3505	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3453	1583	3505	1546	3429	3505	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		24		20			
Link Speed (mph)	35		35			35	
Link Distance (ft)	586		2011			518	
Travel Time (s)	11.4		39.2			10.1	
Confl. Peds. (#/hr)	2			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	1%	2%	3%	3%	2%	3%	
Adj. Flow (vph)	615	624	835	584	877	579	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	615	624	835	584	877	579	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		24			24	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
1: Post Rd & Airport Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA	
Protected Phases	6	3 6	4	6	3	8	7
Permitted Phases				4			
Detector Phase	6	3 6	4	6	3	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	7.0
Minimum Split (s)	10.0		34.0	10.0	10.0	10.0	32.0
Total Split (s)	30.0		35.0	30.0	30.0	30.0	35.0
Total Split (%)	30.0%		35.0%	30.0%	30.0%	30.0%	35%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		None	Max	None	None	None
Act Effect Green (s)	25.1	54.8	26.7	51.8	24.7	26.7	
Actuated g/C Ratio	0.27	0.60	0.29	0.57	0.27	0.29	
v/c Ratio	0.65	0.65	0.82	0.66	0.95	0.57	
Control Delay	33.9	16.2	37.7	14.9	53.1	30.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.9	16.2	37.7	14.9	53.1	30.0	
LOS	C	B	D	B	D	C	
Approach Delay	25.0		28.3			43.9	
Approach LOS	C		C			D	
Queue Length 50th (ft)	167	221	236	180	262	149	
Queue Length 95th (ft)	237	357	317	295	#386	208	
Internal Link Dist (ft)	506		1931			438	
Turn Bay Length (ft)		160		375	230		
Base Capacity (vph)	949	1048	1151	888	1128	1151	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.65	0.60	0.73	0.66	0.78	0.50	

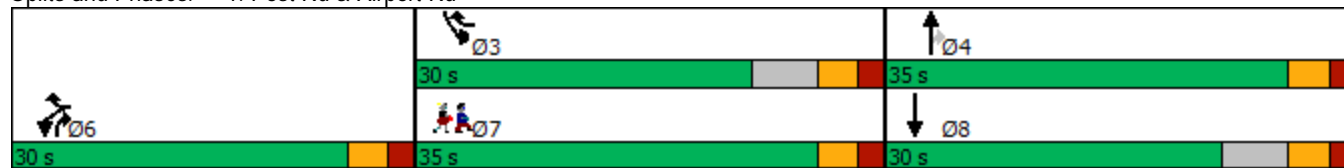
Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	91.6
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	32.8
Intersection LOS:	C
Intersection Capacity Utilization:	73.1%
ICU Level of Service:	D
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

Splits and Phases: 1: Post Rd & Airport Rd



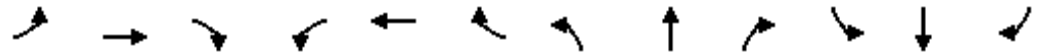
Lanes, Volumes, Timings
 2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗	↖	↗	↗	↖	↕			↕	↗
Traffic Volume (vph)	355	0	70	37	20	78	55	1129	0	0	919	210
Future Volume (vph)	355	0	70	37	20	78	55	1129	0	0	919	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	25		25	105		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	0.99			1.00				1.00	
Frt			0.850			0.850					0.972	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1787	0	1568	1626	1863	1553	1770	3505	0	0	3407	0
Flt Permitted	0.743			0.950			0.950					
Satd. Flow (perm)	1398	0	1547	1615	1863	1553	1766	3505	0	0	3407	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			40			99						33
Link Speed (mph)		35			35			35				35
Link Distance (ft)		697			720			1575				2011
Travel Time (s)		13.6			14.0			30.7				39.2
Confl. Peds. (#/hr)			2	2			2					2
Peak Hour Factor	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.92	0.92
Heavy Vehicles (%)	1%	0%	3%	11%	2%	4%	2%	3%	0%	0%	2%	5%
Adj. Flow (vph)	386	0	76	40	22	85	60	1227	0	0	999	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	386	0	76	40	22	85	60	1227	0	0	1227	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2	1	1	2				2
Detector Template	Left		Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20		20	20	100	20	20	100				100
Trailing Detector (ft)	0		0	0	0	0	0	0				0
Detector 1 Position(ft)	0		0	0	0	0	0	0				0
Detector 1 Size(ft)	20		20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P		pt+ov	Perm	NA	Perm	Prot	NA		NA		
Protected Phases	3		1 3	4		1		6		2		
Permitted Phases	4		4	4	4							
Detector Phase	3		1 3	4	4	4	1	6		2		
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0	6.0	6.0	6.0	10.0		10.0		
Minimum Split (s)	26.0		11.0	11.0	11.0	10.0	15.0		15.0			
Total Split (s)	26.0		15.0	15.0	15.0	14.0	55.0		55.0			
Total Split (%)	23.6%		13.6%	13.6%	13.6%	12.7%	50.0%		50.0%			
Yellow Time (s)	3.0		4.0	4.0	4.0	3.0	4.0		4.0			
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0		1.0			
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.0		5.0	5.0	5.0	4.0	5.0		5.0			
Lead/Lag	Lead		Lag	Lag	Lag	Lead	Lag					
Lead-Lag Optimize?												
Recall Mode	None		None	None	None	Max	Min		Min			
Act Effect Green (s)	26.5		38.2	7.6	7.6	7.6	10.5	54.5		39.9		
Actuated g/C Ratio	0.28		0.41	0.08	0.08	0.08	0.11	0.58		0.43		
v/c Ratio	0.81		0.11	0.31	0.15	0.39	0.30	0.60		0.83		
Control Delay	43.5		9.5	52.2	47.8	13.1	49.1	14.7		29.4		
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0		0.0			
Total Delay	43.5		9.5	52.2	47.8	13.1	49.1	14.7		29.4		
LOS	D		A	D	D	B	D	B		C		
Approach Delay	37.9		28.9		16.3		29.4					
Approach LOS	D		C		B			C				
Queue Length 50th (ft)	205		12	25	13	0	36	256		347		
Queue Length 95th (ft)	#353		40	62	40	38	84	341		457		
Internal Link Dist (ft)	617		640		1495			1931				
Turn Bay Length (ft)	70		25	25		105						
Base Capacity (vph)	538		675	181	209	262	198	2481		1927		
Starvation Cap Reductn	0		0	0	0	0	0		0			
Spillback Cap Reductn	0		0	0	0	0	0		0			
Storage Cap Reductn	0		0	0	0	0	0		0			
Reduced v/c Ratio	0.72		0.11	0.22	0.11	0.32	0.30	0.49		0.64		

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 93.4

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 25.2

Intersection LOS: C

Intersection Capacity Utilization 74.3%

ICU Level of Service D

Analysis Period (min) 15

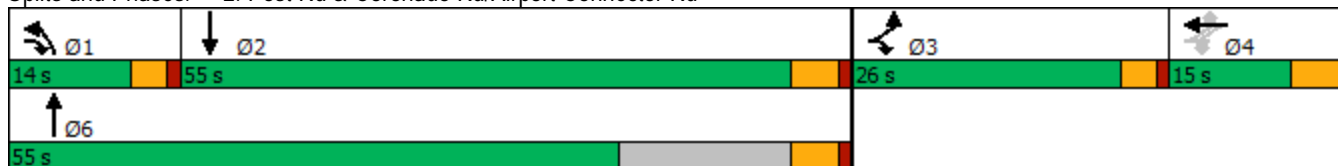
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd

Splits and Phases: 2: Post Rd & Coronado Rd/Airport Connector Rd



Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	200	1219	691	355		
Future Volume (vph)	0	0	200	1219	691	355		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			100		
Storage Lanes	0	0	1			1		
Taper Length (ft)	100		100					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor			1.00			0.98		
Fr _t						0.850		
Fl _t Protected			0.950					
Satd. Flow (prot)	0	0	1787	3505	3539	1568		
Fl _t Permitted			0.950					
Satd. Flow (perm)	0	0	1786	3505	3539	1536		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						220		
Link Speed (mph)	35			35	35			
Link Distance (ft)	336			198	1575			
Travel Time (s)	6.5			3.9	30.7			
Confl. Peds. (#/hr)			1			1		
Peak Hour Factor	0.25	0.25	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	1%	3%	2%	3%		
Adj. Flow (vph)	0	0	217	1325	751	386		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	217	1325	751	386		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2	1		
Detector Template				Thru	Thru	Right		
Leading Detector (ft)			20	100	100	20		
Trailing Detector (ft)			0	0	0	0		
Detector 1 Position(ft)			0	0	0	0		
Detector 1 Size(ft)			20	6	6	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		
Detector 1 Delay (s)			3.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			

Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Turn Type			Prot	NA	NA	Free		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						Free		
Detector Phase			1	1 2 3	2			
Switch Phase			2					
Minimum Initial (s)					10.0		12.0	6.0
Minimum Split (s)					16.0		17.0	12.0
Total Split (s)					30.0		20.0	30.0
Total Split (%)					37.5%		25%	38%
Yellow Time (s)					4.0		4.0	4.0
All-Red Time (s)					2.0		1.0	2.0
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?								
Recall Mode					C-Min		None	None
Act Effct Green (s)			45.0	80.0	24.0	80.0		
Actuated g/C Ratio			0.56	1.00	0.30	1.00		
v/c Ratio			0.22	0.38	0.71	0.25		
Control Delay			9.2	0.3	29.2	0.4		
Queue Delay			2.1	0.0	0.0	0.0		
Total Delay			11.3	0.3	29.2	0.4		
LOS			B	A	C	A		
Approach Delay				1.8	19.4			
Approach LOS				A	B			
Queue Length 50th (ft)			38	0	174	0		
Queue Length 95th (ft)			m108	0	236	0		
Internal Link Dist (ft)	256			118	1495			
Turn Bay Length (ft)						100		
Base Capacity (vph)			1005	3496	1061	1536		
Starvation Cap Reductn			646	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.60	0.38	0.71	0.25		

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 9.3 Intersection LOS: A
 Intersection Capacity Utilization 77.4% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings

3: Post Rd

Splits and Phases: 3: Post Rd



Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↗		↕↕	↕↕	
Traffic Volume (vph)	544	200	0	875	691	0
Future Volume (vph)	544	200	0	875	691	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	150	0			0
Storage Lanes	2	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3030	1425	0	3185	3154	0
Flt Permitted	0.950					
Satd. Flow (perm)	3030	1425	0	3185	3154	0
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	527			235	198	
Travel Time (s)	10.3			4.6	3.9	
Peak Hour Factor	0.92	0.92	0.25	0.92	0.92	0.25
Heavy Vehicles (%)	4%	2%	0%	2%	3%	0%
Adj. Flow (vph)	591	217	0	951	751	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	591	217	0	951	751	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	custom		NA	NA	
Protected Phases	3	1		1 2	2	

Lanes, Volumes, Timings
 4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3				
Detector Phase	3	1		1 2	2	
Switch Phase						
Minimum Initial (s)	6.0	12.0			10.0	
Minimum Split (s)	12.0	17.0			16.0	
Total Split (s)	30.0	20.0			30.0	
Total Split (%)	37.5%	25.0%			37.5%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	1.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.0	5.0			6.0	
Lead/Lag		Lead			Lag	
Lead-Lag Optimize?						
Recall Mode	None	None			C-Min	
Act Effect Green (s)	23.2	45.0		45.8	24.0	
Actuated g/C Ratio	0.29	0.56		0.57	0.30	
v/c Ratio	0.67	0.27		0.52	0.79	
Control Delay	29.3	10.2		5.4	10.8	
Queue Delay	0.1	0.0		0.1	0.0	
Total Delay	29.4	10.2		5.5	10.8	
LOS	C	B		A	B	
Approach Delay	24.2			5.5	10.8	
Approach LOS	C			A	B	
Queue Length 50th (ft)	131	52		16	15	
Queue Length 95th (ft)	185	91		20	#46	
Internal Link Dist (ft)	447			155	118	
Turn Bay Length (ft)	150	150				
Base Capacity (vph)	909	801		1823	946	
Starvation Cap Reductn	0	0		102	0	
Spillback Cap Reductn	17	0		14	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.66	0.27		0.55	0.79	

Intersection Summary

Area Type: CBD
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 13.1 Intersection LOS: B
 Intersection Capacity Utilization 77.4% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



















Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit

Splits and Phases: 4: Post Rd & Airport Connector Rd Exit



Lanes, Volumes, Timings
5: Post Rd & Donald Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	0	5	0	0	0	0	830	45	61	793	35
Future Volume (vph)	45	0	5	0	0	0	0	830	45	61	793	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	65		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												1.00
Frt		0.987						0.992				0.994
Flt Protected		0.957								0.950		
Satd. Flow (prot)	0	1759	0	0	1900	0	1863	3502	0	1641	3548	0
Flt Permitted		0.957								0.950		
Satd. Flow (perm)	0	1759	0	0	1900	0	1863	3502	0	1641	3548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164						8				7
Link Speed (mph)		35			35			35				35
Link Distance (ft)		453			122			2808				235
Travel Time (s)		8.8			2.4			54.7				4.6
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	2%	2%	2%	7%	10%	1%	2%
Adj. Flow (vph)	49	0	5	0	0	0	0	902	49	66	862	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	0	0	0	951	0	66	900	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					Prot	NA		Prot	NA	
Protected Phases	4	4					1	6		5	2	
Permitted Phases												
Detector Phase	4	4					1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	10.0		6.0	10.0	
Minimum Split (s)	26.0	26.0					10.5	19.0		10.5	19.0	
Total Split (s)	26.0	26.0					15.0	34.0		20.0	39.0	
Total Split (%)	32.5%	32.5%					18.8%	42.5%		25.0%	48.8%	
Yellow Time (s)	3.0	3.0					3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0					1.5	2.0		1.5	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0					4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None					None	C-Max		Min	C-Min	
Act Effct Green (s)		9.0						51.6		8.3	66.8	
Actuated g/C Ratio		0.11						0.64		0.10	0.84	
v/c Ratio		0.16						0.42		0.39	0.30	
Control Delay		1.0						10.2		34.8	3.8	
Queue Delay		0.0						0.0		0.0	0.2	
Total Delay		1.0						10.2		34.8	4.0	
LOS		A						B		C	A	
Approach Delay		1.0						10.2			6.1	
Approach LOS		A						B			A	
Queue Length 50th (ft)		0						111		34	0	
Queue Length 95th (ft)		0						263		m51	105	
Internal Link Dist (ft)		373			42			2728			155	
Turn Bay Length (ft)										75		
Base Capacity (vph)		582						2263		317	2963	
Starvation Cap Reductn		0						0		0	1153	
Spillback Cap Reductn		4						93		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.09						0.44		0.21	0.50	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 8.0

Intersection LOS: A

Intersection Capacity Utilization 47.3%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings



















5: Post Rd & Donald Ave

Splits and Phases: 5: Post Rd & Donald Ave



Lanes, Volumes, Timings

7: Evans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	20	400	23	0	155	0	210	15	0	0	0
Future Volume (vph)	270	20	400	23	0	155	0	210	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	60		60	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
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			0.850			0.850		0.991				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1357	1599	1719	0	1524	0	1791	0	0	0	0
Flt Permitted	0.950			0.743								
Satd. Flow (perm)	1770	1357	1599	1344	0	1524	0	1791	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	293		435			168		11				
Link Speed (mph)		35			35			35				35
Link Distance (ft)		392			355			407				418
Travel Time (s)		7.6			6.9			7.9				8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.92	0.25	0.25	0.25
Heavy Vehicles (%)	2%	40%	1%	5%	0%	6%	0%	2%	50%	0%	0%	0%
Adj. Flow (vph)	293	22	435	25	0	168	0	228	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	293	22	435	25	0	168	0	244	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1		1		2				
Detector Template	Left	Thru	Right	Left		Right		Thru				
Leading Detector (ft)	20	100	20	20		20		100				
Trailing Detector (ft)	0	0	0	0		0		0				
Detector 1 Position(ft)	0	0	0	0		0		0				
Detector 1 Size(ft)	20	6	20	20		20		6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA	Perm	Perm		Perm		NA				
Protected Phases		4						2				

Lanes, Volumes, Timings

7: Evans Ave

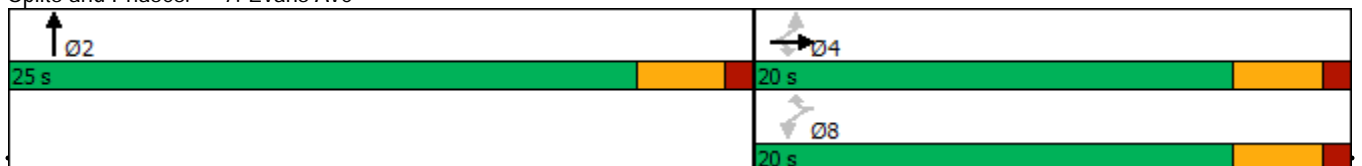


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8		8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0		10.0		10.0				
Minimum Split (s)	15.0	15.0	15.0	15.0		15.0		15.0				
Total Split (s)	20.0	20.0	20.0	20.0		20.0		25.0				
Total Split (%)	44.4%	44.4%	44.4%	44.4%		44.4%		55.6%				
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0				
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None		Max				
Act Effect Green (s)	11.3	11.3	11.3	11.3		11.3		21.1				
Actuated g/C Ratio	0.28	0.28	0.28	0.28		0.28		0.52				
v/c Ratio	0.42	0.06	0.57	0.07		0.31		0.26				
Control Delay	3.9	10.7	5.0	10.7		4.2		6.6				
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0				
Total Delay	3.9	10.7	5.0	10.7		4.2		6.6				
LOS	A	B	A	B		A		A				
Approach Delay		4.7				5.0		6.6				
Approach LOS		A				A		A				
Queue Length 50th (ft)	0	4	0	4		0		22				
Queue Length 95th (ft)	36	14	44	15		28		68				
Internal Link Dist (ft)		312				275		327			338	
Turn Bay Length (ft)	250			60		60						
Base Capacity (vph)	879	538	897	533		706		939				
Starvation Cap Reductn	0	0	0	0		0		0				
Spillback Cap Reductn	0	0	0	0		0		0				
Storage Cap Reductn	0	0	0	0		0		0				
Reduced v/c Ratio	0.33	0.04	0.48	0.05		0.24		0.26				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 40.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 5.2
 Intersection LOS: A
 Intersection Capacity Utilization 46.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Evans Ave



HCM 6th TWSC
6: Post Rd & Baywood St

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	5	775	10	10	740
Future Vol, veh/h	5	5	775	10	10	740
Conflicting Peds, #/hr	0	2	0	2	2	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	1
Mvmt Flow	5	5	842	11	11	804

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1274	431	0	0	855
Stage 1	850	-	-	-	-
Stage 2	424	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	159	573	-	-	781
Stage 1	379	-	-	-	-
Stage 2	628	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	155	571	-	-	780
Mov Cap-2 Maneuver	155	-	-	-	-
Stage 1	378	-	-	-	-
Stage 2	612	-	-	-	-

















Approach	WB	NB	SB
HCM Control Delay, s	20.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	244	780
HCM Lane V/C Ratio	-	-	0.045	0.014
HCM Control Delay (s)	-	-	20.4	9.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Appendix F
Opening Year + 5 (2031)
No-Build and Build Preferred Capacity Results

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

							Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	 		 		 	 	
Traffic Volume (vph)	682	994	384	538	441	538	
Future Volume (vph)	682	994	384	538	441	538	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	160		375	230		
Storage Lanes	2	1		1	2		
Taper Length (ft)	100				100		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor	0.99						
Fr _t		0.850		0.850			
Fl _t Protected	0.950				0.950		
Satd. Flow (prot)	3335	1583	3374	1553	3367	3471	
Fl _t Permitted	0.950				0.950		
Satd. Flow (perm)	3308	1583	3374	1553	3367	3471	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		176		133			
Link Speed (mph)	35		35			35	
Link Distance (ft)	586		2011			518	
Travel Time (s)	11.4		39.2			10.1	
Confl. Peds. (#/hr)	4						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	5%	2%	7%	4%	4%	4%	
Adj. Flow (vph)	741	1080	417	585	479	585	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	741	1080	417	585	479	585	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		24			24	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
1: Post Rd & Airport Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA	
Protected Phases	6	3 6	4	6	3	8	7
Permitted Phases				4			
Detector Phase	6	3 6	4	6	3	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	7.0
Minimum Split (s)	10.0		34.0	10.0	10.0	10.0	32.0
Total Split (s)	30.0		35.0	30.0	30.0	30.0	35.0
Total Split (%)	30.0%		35.0%	30.0%	30.0%	30.0%	35%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		None	Max	None	None	None
Act Effect Green (s)	25.1	55.6	20.0	50.2	25.5	20.0	
Actuated g/C Ratio	0.29	0.65	0.23	0.59	0.30	0.23	
v/c Ratio	0.76	0.99	0.53	0.61	0.48	0.72	
Control Delay	34.7	40.9	31.0	11.5	27.4	35.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.7	40.9	31.0	11.5	27.4	35.6	
LOS	C	D	C	B	C	D	
Approach Delay	38.3		19.6			31.9	
Approach LOS	D		B			C	
Queue Length 50th (ft)	183	448	102	137	107	151	
Queue Length 95th (ft)	#315	#937	150	244	174	212	
Internal Link Dist (ft)	506		1931			438	
Turn Bay Length (ft)		160		375	230		
Base Capacity (vph)	977	1165	1186	964	1184	1220	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.76	0.93	0.35	0.61	0.40	0.48	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	85.7
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	31.7
Intersection LOS:	C
Intersection Capacity Utilization:	80.5%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Lanes, Volumes, Timings

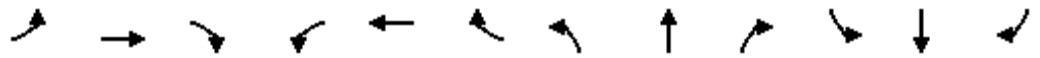
1: Post Rd & Airport Rd

Splits and Phases: 1: Post Rd & Airport Rd



Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	0	51	15	5	21	41	631	0	0	923	261
Future Volume (vph)	154	0	51	15	5	21	41	631	0	0	923	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	25		25	105		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							0.99				0.99	
Frt			0.850			0.850					0.967	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1626	0	1442	1444	1624	1324	1770	3312	0	0	3285	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	1712	0	1442	1444	1624	1324	1755	3312	0	0	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54			99						43
Link Speed (mph)		35			35			35				35
Link Distance (ft)		697			720			1575				2011
Travel Time (s)		13.6			14.0			30.7				39.2
Confl. Peds. (#/hr)							9					9
Peak Hour Factor	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.92	0.92
Heavy Vehicles (%)	11%	0%	12%	25%	17%	22%	2%	9%	0%	0%	6%	4%
Adj. Flow (vph)	167	0	55	16	5	23	45	686	0	0	1003	284
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	0	55	16	5	23	45	686	0	0	1287	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2	1	1	2				2
Detector Template	Left		Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20		20	20	100	20	20	100				100
Trailing Detector (ft)	0		0	0	0	0	0	0				0
Detector 1 Position(ft)	0		0	0	0	0	0	0				0
Detector 1 Size(ft)	20		20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P		pt+ov	Perm	NA	Perm	Prot	NA				NA
Protected Phases	3		1 3		4		1	6				2
Permitted Phases	4		4	4		4						
Detector Phase	3		1 3	4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)	6.0			6.0	6.0	6.0	6.0	10.0				10.0
Minimum Split (s)	26.0			11.0	11.0	11.0	10.0	15.0				15.0
Total Split (s)	26.0			15.0	15.0	15.0	14.0	55.0				55.0
Total Split (%)	23.6%			13.6%	13.6%	13.6%	12.7%	50.0%				50.0%
Yellow Time (s)	3.0			4.0	4.0	4.0	3.0	4.0				4.0
All-Red Time (s)	1.0			1.0	1.0	1.0	1.0	1.0				1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0			5.0	5.0	5.0	4.0	5.0				5.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead					Lag
Lead-Lag Optimize?												
Recall Mode	None			None	None	None	Max	Min				Min
Act Effect Green (s)	17.1		34.2	6.8	6.8	6.8	10.7	54.1				39.1
Actuated g/C Ratio	0.21		0.41	0.08	0.08	0.08	0.13	0.65				0.47
v/c Ratio	0.49		0.09	0.14	0.04	0.12	0.20	0.32				0.82
Control Delay	33.1		5.4	47.5	45.4	1.2	43.1	8.0				24.3
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	33.1		5.4	47.5	45.4	1.2	43.1	8.0				24.3
LOS	C		A	D	D	A	D	A				C
Approach Delay		26.3				23.1		10.2				24.3
Approach LOS		C				C		B				C
Queue Length 50th (ft)	77		0	9	3	0	23	82				298
Queue Length 95th (ft)	143		23	33	15	0	66	156				485
Internal Link Dist (ft)		617				640		1495				1931
Turn Bay Length (ft)			70	25		25	105					
Base Capacity (vph)	512		629	186	209	257	228	2621				2139
Starvation Cap Reductn	0		0	0	0	0	0	0				0
Spillback Cap Reductn	0		0	0	0	0	0	0				0
Storage Cap Reductn	0		0	0	0	0	0	0				0
Reduced v/c Ratio	0.33		0.09	0.09	0.02	0.09	0.20	0.26				0.60

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 82.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 19.9

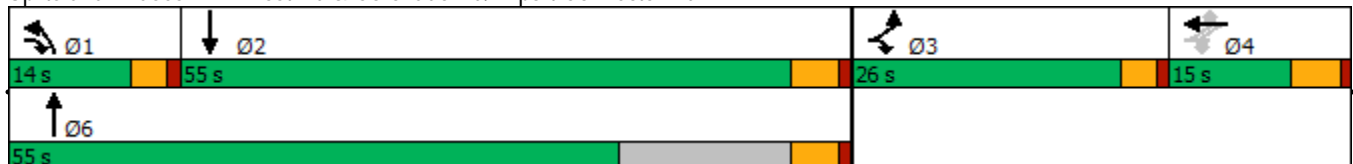
Intersection LOS: B

Intersection Capacity Utilization 56.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Post Rd & Coronado Rd/Airport Connector Rd



Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	287	728	600	451		
Future Volume (vph)	0	0	287	728	600	451		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			100		
Storage Lanes	0	0	1			1		
Taper Length (ft)	100		100					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor						0.98		
Fr _t						0.850		
Fl _t Protected			0.950					
Satd. Flow (prot)	0	0	1719	3374	3471	1495		
Fl _t Permitted			0.950					
Satd. Flow (perm)	0	0	1719	3374	3471	1465		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						321		
Link Speed (mph)	35			35	35			
Link Distance (ft)	336			198	1575			
Travel Time (s)	6.5			3.9	30.7			
Confl. Peds. (#/hr)						1		
Peak Hour Factor	0.25	0.25	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	5%	7%	4%	8%		
Adj. Flow (vph)	0	0	312	791	652	490		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	312	791	652	490		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2	1		
Detector Template				Thru	Thru	Right		
Leading Detector (ft)			20	100	100	20		
Trailing Detector (ft)			0	0	0	0		
Detector 1 Position(ft)			0	0	0	0		
Detector 1 Size(ft)			20	6	6	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		
Detector 1 Delay (s)			3.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			

Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Turn Type			Prot	NA	NA	Free		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						Free		
Detector Phase			1	1 2 3	2			
Switch Phase			2					
Minimum Initial (s)					10.0		12.0	6.0
Minimum Split (s)					16.0		17.0	12.0
Total Split (s)					30.0		20.0	30.0
Total Split (%)					37.5%		25%	38%
Yellow Time (s)					4.0		4.0	4.0
All-Red Time (s)					2.0		1.0	2.0
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?								
Recall Mode					C-Min		None	None
Act Effct Green (s)			42.6	80.0	26.4	80.0		
Actuated g/C Ratio			0.53	1.00	0.33	1.00		
v/c Ratio			0.34	0.23	0.57	0.33		
Control Delay			11.6	0.2	25.4	0.6		
Queue Delay			4.1	0.0	0.0	0.0		
Total Delay			15.7	0.2	25.4	0.6		
LOS			B	A	C	A		
Approach Delay				4.5	14.8			
Approach LOS				A	B			
Queue Length 50th (ft)			52	0	146	0		
Queue Length 95th (ft)			218	0	203	0		
Internal Link Dist (ft)	256			118	1495			
Turn Bay Length (ft)						100		
Base Capacity (vph)			915	3338	1144	1465		
Starvation Cap Reductn			512	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.77	0.24	0.57	0.33		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	9.7
Intersection LOS:	A
Intersection Capacity Utilization:	63.7%
ICU Level of Service:	B
Analysis Period (min):	15

Lanes, Volumes, Timings

3: Post Rd

Splits and Phases: 3: Post Rd



Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷		↶↶	↶↶	
Traffic Volume (vph)	277	164	0	733	600	0
Future Volume (vph)	277	164	0	733	600	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	150	0			0
Storage Lanes	2	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2789	1371	0	3094	3124	0
Flt Permitted	0.950					
Satd. Flow (perm)	2789	1371	0	3094	3124	0
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	527			235	198	
Travel Time (s)	10.3			4.6	3.9	
Peak Hour Factor	0.92	0.92	0.25	0.92	0.92	0.25
Heavy Vehicles (%)	13%	6%	0%	5%	4%	0%
Adj. Flow (vph)	301	178	0	797	652	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	301	178	0	797	652	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	custom		NA	NA	
Protected Phases	3	1		1 2	2	

Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3				
Detector Phase	3	1		1 2	2	
Switch Phase						
Minimum Initial (s)	6.0	12.0			10.0	
Minimum Split (s)	12.0	17.0			16.0	
Total Split (s)	30.0	20.0			30.0	
Total Split (%)	37.5%	25.0%			37.5%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	1.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.0	5.0			6.0	
Lead/Lag		Lead			Lag	
Lead-Lag Optimize?						
Recall Mode	None	None			C-Min	
Act Effect Green (s)	16.3	42.6		52.7	26.4	
Actuated g/C Ratio	0.20	0.53		0.66	0.33	
v/c Ratio	0.53	0.24		0.39	0.63	
Control Delay	31.0	10.3		3.0	6.5	
Queue Delay	0.0	0.0		0.1	0.0	
Total Delay	31.1	10.3		3.2	6.5	
LOS	C	B		A	A	
Approach Delay	23.4			3.2	6.5	
Approach LOS	C			A	A	
Queue Length 50th (ft)	70	41		86	10	
Queue Length 95th (ft)	95	75		17	16	
Internal Link Dist (ft)	447			155	118	
Turn Bay Length (ft)	150	150				
Base Capacity (vph)	836	730		2038	1030	
Starvation Cap Reductn	0	0		375	0	
Spillback Cap Reductn	17	0		67	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.37	0.24		0.48	0.63	

Intersection Summary

Area Type: CBD
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 9.3
 Intersection LOS: A
 Intersection Capacity Utilization 63.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 4: Post Rd & Airport Connector Rd Exit



Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↔	
Traffic Volume (vph)	15	0	0	0	0	0	0	723	15	51	687	31
Future Volume (vph)	15	0	0	0	0	0	0	723	15	51	687	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	65		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00		1.00	1.00	
Fr t								0.997			0.993	
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1770	0	0	1900	0	1863	3424	0	1656	3415	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1770	0	0	1900	0	1863	3424	0	1651	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								3			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		453			122			2808			235	
Travel Time (s)		8.8			2.4			54.7			4.6	
Confl. Peds. (#/hr)							1		3	3		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	5%	8%	9%	5%	2%
Adj. Flow (vph)	16	0	0	0	0	0	0	786	16	55	747	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	0	0	0	802	0	55	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					Prot	NA		Prot	NA	
Protected Phases	4	4					1	6		5	2	
Permitted Phases												
Detector Phase	4	4					1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	10.0		6.0	10.0	
Minimum Split (s)	26.0	26.0					10.5	19.0		10.5	19.0	
Total Split (s)	26.0	26.0					15.0	34.0		20.0	39.0	
Total Split (%)	32.5%	32.5%					18.8%	42.5%		25.0%	48.8%	
Yellow Time (s)	3.0	3.0					3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0					1.5	2.0		1.5	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0					4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None					None	C-Max		Min	C-Min	
Act Effct Green (s)		9.0						54.3		7.8	70.2	
Actuated g/C Ratio		0.11						0.68		0.10	0.88	
v/c Ratio		0.08						0.34		0.34	0.26	
Control Delay		29.1						8.5		34.4	3.1	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		29.1						8.5		34.4	3.1	
LOS		C						A		C	A	
Approach Delay		29.1						8.5			5.2	
Approach LOS		C						A			A	
Queue Length 50th (ft)		8						45		28	0	
Queue Length 95th (ft)		21						212		m51	95	
Internal Link Dist (ft)		373			42			2728			155	
Turn Bay Length (ft)										75		
Base Capacity (vph)		464						2325		320	2996	
Starvation Cap Reductn		0						0		0	254	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.03						0.34		0.17	0.28	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 43.4%
 Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings



















5: Post Rd & Donald Ave

Splits and Phases: 5: Post Rd & Donald Ave



Lanes, Volumes, Timings

7: Evans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	10	56	5	0	21	0	46	0	0	0	0
Future Volume (vph)	41	10	56	5	0	21	0	46	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	60		60	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
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			0.850			0.850						
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1377	1583	1770	0	1252	0	1776	0	0	0	0
Flt Permitted	0.950			0.750								
Satd. Flow (perm)	1770	1377	1583	1397	0	1252	0	1776	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	45		61			31						
Link Speed (mph)		35			35			35				35
Link Distance (ft)		392			355			407				418
Travel Time (s)		7.6			6.9			7.9				8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.92	0.25	0.25	0.25
Heavy Vehicles (%)	2%	38%	2%	2%	0%	29%	0%	7%	2%	0%	0%	0%
Adj. Flow (vph)	45	11	61	5	0	23	0	50	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	11	61	5	0	23	0	50	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1		1		2				
Detector Template	Left	Thru	Right	Left		Right		Thru				
Leading Detector (ft)	20	100	20	20		20		100				
Trailing Detector (ft)	0	0	0	0		0		0				
Detector 1 Position(ft)	0	0	0	0		0		0				
Detector 1 Size(ft)	20	6	20	20		20		6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA	Perm	Perm		Perm		NA				
Protected Phases		4						2				

Lanes, Volumes, Timings

7: Evans Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8		8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0		10.0		10.0				
Minimum Split (s)	15.0	15.0	15.0	15.0		15.0		15.0				
Total Split (s)	15.0	15.0	15.0	15.0		15.0		20.0				
Total Split (%)	42.9%	42.9%	42.9%	42.9%		42.9%		57.1%				
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0				
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None		Max				
Act Effect Green (s)	10.0	10.0	10.0	10.0		10.0		23.5				
Actuated g/C Ratio	0.29	0.29	0.29	0.29		0.29		0.68				
v/c Ratio	0.08	0.03	0.12	0.01		0.06		0.04				
Control Delay	4.1	8.8	4.0	8.6		4.1		4.8				
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0				
Total Delay	4.1	8.8	4.0	8.6		4.1		4.8				
LOS	A	A	A	A		A		A				
Approach Delay		4.5				4.9		4.8				
Approach LOS		A				A		A				
Queue Length 50th (ft)	0	1	0	1		0		4				
Queue Length 95th (ft)	12	7	14	5		8		13				
Internal Link Dist (ft)		312				275		327			338	
Turn Bay Length (ft)	250			60		60						
Base Capacity (vph)	597	440	547	446		421		1211				
Starvation Cap Reductn	0	0	0	0		0		0				
Spillback Cap Reductn	0	0	0	0		0		0				
Storage Cap Reductn	0	0	0	0		0		0				
Reduced v/c Ratio	0.08	0.03	0.11	0.01		0.05		0.04				

Intersection Summary

Area Type:	Other
Cycle Length:	35
Actuated Cycle Length:	34.4
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.12
Intersection Signal Delay:	4.7
Intersection LOS:	A
Intersection Capacity Utilization:	35.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 7: Evans Ave



HCM 6th TWSC
6: Post Rd & Baywood St

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↓			↑↓
Traffic Vol, veh/h	0	15	733	5	0	554
Future Vol, veh/h	0	15	733	5	0	554
Conflicting Peds, #/hr	0	0	0	1	1	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	4	2	2	5
Mvmt Flow	0	16	797	5	0	602













Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1102	402	0	0	803
Stage 1	801	-	-	-	-
Stage 2	301	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	206	598	-	-	817
Stage 1	402	-	-	-	-
Stage 2	725	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	206	597	-	-	816
Mov Cap-2 Maneuver	206	-	-	-	-
Stage 1	402	-	-	-	-
Stage 2	725	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	597	816
HCM Lane V/C Ratio	-	-	0.027	-
HCM Control Delay (s)	-	-	11.2	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

							Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (vph)	574	590	779	543	830	543	
Future Volume (vph)	574	590	779	543	830	543	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	160		375	230		
Storage Lanes	2	1		1	2		
Taper Length (ft)	100				100		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor	1.00			0.99	1.00		
Fr _t		0.850		0.850			
Fl _t Protected	0.950				0.950		
Satd. Flow (prot)	3433	1583	3471	1568	3433	3505	
Fl _t Permitted	0.950				0.950		
Satd. Flow (perm)	3419	1583	3471	1546	3429	3505	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		23		18			
Link Speed (mph)	35		35			35	
Link Distance (ft)	586		2011			518	
Travel Time (s)	11.4		39.2			10.1	
Confl. Peds. (#/hr)	2			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	2%	4%	3%	2%	3%	
Adj. Flow (vph)	624	641	847	590	902	590	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	624	641	847	590	902	590	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		24			24	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings

1: Post Rd & Airport Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA	
Protected Phases	6	3 6	4	6	3	8	7
Permitted Phases				4			
Detector Phase	6	3 6	4	6	3	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	7.0
Minimum Split (s)	10.0		34.0	10.0	10.0	10.0	32.0
Total Split (s)	30.0		35.0	30.0	30.0	30.0	35.0
Total Split (%)	30.0%		35.0%	30.0%	30.0%	30.0%	35%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		None	Max	None	None	None
Act Effect Green (s)	25.1	55.0	27.2	52.3	25.0	27.2	
Actuated g/C Ratio	0.27	0.60	0.29	0.57	0.27	0.29	
v/c Ratio	0.67	0.67	0.83	0.66	0.97	0.57	
Control Delay	34.8	17.0	38.3	15.2	58.1	30.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.8	17.0	38.3	15.2	58.1	30.0	
LOS	C	B	D	B	E	C	
Approach Delay	25.8		28.8			47.0	
Approach LOS	C		C			D	
Queue Length 50th (ft)	172	238	241	184	276	153	
Queue Length 95th (ft)	241	375	324	301	#403	212	
Internal Link Dist (ft)	506		1931			438	
Turn Bay Length (ft)		160		375	230		
Base Capacity (vph)	932	1039	1131	889	1119	1142	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.67	0.62	0.75	0.66	0.81	0.52	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	92.3
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	34.4
Intersection LOS:	C
Intersection Capacity Utilization:	74.3%
ICU Level of Service:	D
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

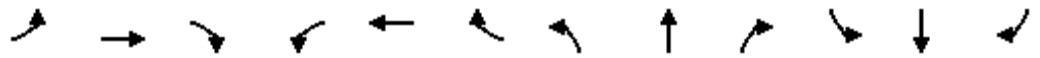
Lanes, Volumes, Timings

1: Post Rd & Airport Rd

Splits and Phases: 1: Post Rd & Airport Rd



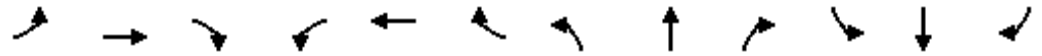
Lanes, Volumes, Timings
 2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗	↖	↗	↗	↖	↕			↕	↗
Traffic Volume (vph)	364	0	72	36	21	72	56	1159	0	0	933	215
Future Volume (vph)	364	0	72	36	21	72	56	1159	0	0	933	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	25		25	105		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	0.99			1.00				1.00	
Frt			0.850			0.850					0.972	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1787	0	1568	1641	1863	1538	1770	3505	0	0	3407	0
Flt Permitted	0.742			0.950			0.950					
Satd. Flow (perm)	1396	0	1547	1630	1863	1538	1766	3505	0	0	3407	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			40			99						33
Link Speed (mph)		35			35			35				35
Link Distance (ft)		697			720			1575				2011
Travel Time (s)		13.6			14.0			30.7				39.2
Confl. Peds. (#/hr)			2	2			2					2
Peak Hour Factor	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.92	0.92
Heavy Vehicles (%)	1%	0%	3%	10%	2%	5%	2%	3%	0%	0%	2%	5%
Adj. Flow (vph)	396	0	78	39	23	78	61	1260	0	0	1014	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	396	0	78	39	23	78	61	1260	0	0	1248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2	1	1	2				2
Detector Template	Left		Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20		20	20	100	20	20	100				100
Trailing Detector (ft)	0		0	0	0	0	0	0				0
Detector 1 Position(ft)	0		0	0	0	0	0	0				0
Detector 1 Size(ft)	20		20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P		pt+ov	Perm	NA	Perm	Prot	NA				NA
Protected Phases	3		1 3		4		1	6				2
Permitted Phases	4		4	4		4						
Detector Phase	3		1 3	4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)	6.0			6.0	6.0	6.0	6.0	10.0				10.0
Minimum Split (s)	26.0			11.0	11.0	11.0	10.0	15.0				15.0
Total Split (s)	26.0			15.0	15.0	15.0	14.0	55.0				55.0
Total Split (%)	23.6%			13.6%	13.6%	13.6%	12.7%	50.0%				50.0%
Yellow Time (s)	3.0			4.0	4.0	4.0	3.0	4.0				4.0
All-Red Time (s)	1.0			1.0	1.0	1.0	1.0	1.0				1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0			5.0	5.0	5.0	4.0	5.0				5.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead					Lag
Lead-Lag Optimize?												
Recall Mode	None			None	None	None	Max	Min				Min
Act Effect Green (s)	26.9		38.5	7.6	7.6	7.6	10.5	55.6				40.9
Actuated g/C Ratio	0.28		0.41	0.08	0.08	0.08	0.11	0.59				0.43
v/c Ratio	0.83		0.12	0.30	0.15	0.36	0.31	0.61				0.84
Control Delay	45.7		9.8	52.5	48.4	11.0	49.8	15.0				29.6
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	45.7		9.8	52.5	48.4	11.0	49.8	15.0				29.6
LOS	D		A	D	D	B	D	B				C
Approach Delay		39.8				28.7		16.6				29.6
Approach LOS		D				C		B				C
Queue Length 50th (ft)	219		13	25	14	0	38	266				357
Queue Length 95th (ft)	#374		42	61	41	31	85	355				469
Internal Link Dist (ft)		617				640		1495				1931
Turn Bay Length (ft)			70	25		25	105					
Base Capacity (vph)	529		667	179	205	257	195	2451				1892
Starvation Cap Reductn	0		0	0	0	0	0	0				0
Spillback Cap Reductn	0		0	0	0	0	0	0				0
Storage Cap Reductn	0		0	0	0	0	0	0				0
Reduced v/c Ratio	0.75		0.12	0.22	0.11	0.30	0.31	0.51				0.66

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 94.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 25.7

Intersection LOS: C

Intersection Capacity Utilization 75.4%

ICU Level of Service D

Analysis Period (min) 15

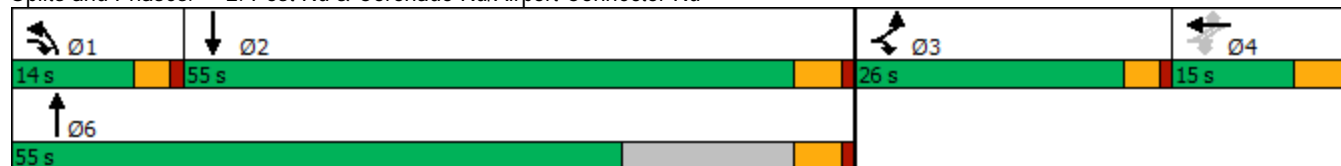
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd

Splits and Phases: 2: Post Rd & Coronado Rd/Airport Connector Rd



Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	205	1251	697	364		
Future Volume (vph)	0	0	205	1251	697	364		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			100		
Storage Lanes	0	0	1			1		
Taper Length (ft)	100		100					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor			1.00			0.98		
Fr _t						0.850		
Fl _t Protected			0.950					
Satd. Flow (prot)	0	0	1787	3505	3539	1568		
Fl _t Permitted			0.950					
Satd. Flow (perm)	0	0	1786	3505	3539	1536		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						223		
Link Speed (mph)	35			35	35			
Link Distance (ft)	336			198	1575			
Travel Time (s)	6.5			3.9	30.7			
Confl. Peds. (#/hr)			1			1		
Peak Hour Factor	0.25	0.25	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	1%	3%	2%	3%		
Adj. Flow (vph)	0	0	223	1360	758	396		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	223	1360	758	396		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2	1		
Detector Template				Thru	Thru	Right		
Leading Detector (ft)			20	100	100	20		
Trailing Detector (ft)			0	0	0	0		
Detector 1 Position(ft)			0	0	0	0		
Detector 1 Size(ft)			20	6	6	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		
Detector 1 Delay (s)			3.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			

Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Turn Type			Prot	NA	NA	Free		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						Free		
Detector Phase			1	1 2 3	2			
Switch Phase			2					
Minimum Initial (s)					10.0		12.0	6.0
Minimum Split (s)					16.0		17.0	12.0
Total Split (s)					30.0		20.0	30.0
Total Split (%)					37.5%		25%	38%
Yellow Time (s)					4.0		4.0	4.0
All-Red Time (s)					2.0		1.0	2.0
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?								
Recall Mode					C-Min		None	None
Act Effct Green (s)			45.0	80.0	24.0	80.0		
Actuated g/C Ratio			0.56	1.00	0.30	1.00		
v/c Ratio			0.22	0.39	0.71	0.26		
Control Delay			9.5	0.3	29.4	0.4		
Queue Delay			2.3	0.0	0.0	0.0		
Total Delay			11.7	0.3	29.4	0.4		
LOS			B	A	C	A		
Approach Delay				1.9	19.5			
Approach LOS				A	B			
Queue Length 50th (ft)			40	0	176	0		
Queue Length 95th (ft)			m109	0	239	0		
Internal Link Dist (ft)	256			118	1495			
Turn Bay Length (ft)						100		
Base Capacity (vph)			1005	3494	1061	1536		
Starvation Cap Reductn			646	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.62	0.39	0.71	0.26		

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 9.3

Intersection LOS: A

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings

3: Post Rd

Splits and Phases: 3: Post Rd



Lanes, Volumes, Timings
 4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↗		↕↕	↕↕	
Traffic Volume (vph)	559	205	0	897	697	0
Future Volume (vph)	559	205	0	897	697	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	150	0			0
Storage Lanes	2	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3030	1425	0	3185	3185	0
Flt Permitted	0.950					
Satd. Flow (perm)	3030	1425	0	3185	3185	0
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	527			235	198	
Travel Time (s)	10.3			4.6	3.9	
Peak Hour Factor	0.92	0.92	0.25	0.92	0.92	0.25
Heavy Vehicles (%)	4%	2%	0%	2%	2%	0%
Adj. Flow (vph)	608	223	0	975	758	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	608	223	0	975	758	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	custom		NA	NA	
Protected Phases	3	1		1 2	2	

Lanes, Volumes, Timings
 4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3				
Detector Phase	3	1		1 2	2	
Switch Phase						
Minimum Initial (s)	6.0	12.0			10.0	
Minimum Split (s)	12.0	17.0			16.0	
Total Split (s)	30.0	20.0			30.0	
Total Split (%)	37.5%	25.0%			37.5%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	1.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.0	5.0			6.0	
Lead/Lag		Lead			Lag	
Lead-Lag Optimize?						
Recall Mode	None	None			C-Min	
Act Effect Green (s)	23.3	45.0		45.7	24.0	
Actuated g/C Ratio	0.29	0.56		0.57	0.30	
v/c Ratio	0.69	0.28		0.54	0.79	
Control Delay	29.8	10.2		5.7	10.6	
Queue Delay	0.1	0.0		0.1	0.0	
Total Delay	29.8	10.2		5.8	10.6	
LOS	C	B		A	B	
Approach Delay	24.6			5.8	10.6	
Approach LOS	C			A	B	
Queue Length 50th (ft)	136	53		16	14	
Queue Length 95th (ft)	192	93		20	#46	
Internal Link Dist (ft)	447			155	118	
Turn Bay Length (ft)	150	150				
Base Capacity (vph)	909	801		1820	955	
Starvation Cap Reductn	0	0		81	0	
Spillback Cap Reductn	17	0		17	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.68	0.28		0.56	0.79	

Intersection Summary

Area Type: CBD
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 13.3 Intersection LOS: B
 Intersection Capacity Utilization 78.7% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit

Splits and Phases: 4: Post Rd & Airport Connector Rd Exit



Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↗		↗	↕↗	
Traffic Volume (vph)	46	0	5	0	0	0	0	851	41	51	815	36
Future Volume (vph)	46	0	5	0	0	0	0	851	41	51	815	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	65		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												1.00
Frt		0.988						0.993				0.994
Flt Protected		0.957								0.950		
Satd. Flow (prot)	0	1761	0	0	1900	0	1863	3513	0	1656	3548	0
Flt Permitted		0.957								0.950		
Satd. Flow (perm)	0	1761	0	0	1900	0	1863	3513	0	1656	3548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164						7				7
Link Speed (mph)		35			35			35				35
Link Distance (ft)		453			122			2808				235
Travel Time (s)		8.8			2.4			54.7				4.6
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	3%	9%	1%	2%
Adj. Flow (vph)	50	0	5	0	0	0	0	925	45	55	886	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	0	0	0	970	0	55	925	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					Prot	NA		Prot	NA	
Protected Phases	4	4					1	6		5	2	
Permitted Phases												
Detector Phase	4	4					1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	10.0		6.0	10.0	
Minimum Split (s)	26.0	26.0					10.5	19.0		10.5	19.0	
Total Split (s)	26.0	26.0					15.0	34.0		20.0	39.0	
Total Split (%)	32.5%	32.5%					18.8%	42.5%		25.0%	48.8%	
Yellow Time (s)	3.0	3.0					3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0					1.5	2.0		1.5	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0					4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None					None	C-Max		Min	C-Min	
Act Effct Green (s)		9.0						52.1		7.8	66.8	
Actuated g/C Ratio		0.11						0.65		0.10	0.84	
v/c Ratio		0.16						0.42		0.34	0.31	
Control Delay		1.0						9.9		34.2	3.8	
Queue Delay		0.0						0.0		0.0	0.2	
Total Delay		1.0						10.0		34.2	4.0	
LOS		A						A		C	A	
Approach Delay		1.0						10.0			5.7	
Approach LOS		A						A			A	
Queue Length 50th (ft)		0						111		28	0	
Queue Length 95th (ft)		0						265		m44	108	
Internal Link Dist (ft)		373			42			2728			155	
Turn Bay Length (ft)										75		
Base Capacity (vph)		583						2292		320	2963	
Starvation Cap Reductn		0						0		0	1130	
Spillback Cap Reductn		5						122		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.10						0.45		0.17	0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 7.6 Intersection LOS: A
 Intersection Capacity Utilization 47.7% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings



















5: Post Rd & Donald Ave

Splits and Phases: 5: Post Rd & Donald Ave



Lanes, Volumes, Timings

7: Evans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	21	410	21	0	149	0	215	0	0	0	0
Future Volume (vph)	277	21	410	21	0	149	0	215	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	60		60	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
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			0.850			0.850						
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1367	1599	1770	0	1538	0	1863	0	0	0	0
Flt Permitted	0.950			0.742								
Satd. Flow (perm)	1770	1367	1599	1382	0	1538	0	1863	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	301		446			162						
Link Speed (mph)		35			35			35				35
Link Distance (ft)		392			355			407				418
Travel Time (s)		7.6			6.9			7.9				8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.92	0.25	0.25	0.25
Heavy Vehicles (%)	2%	39%	1%	2%	0%	5%	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	301	23	446	23	0	162	0	234	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	301	23	446	23	0	162	0	234	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1		1		2				
Detector Template	Left	Thru	Right	Left		Right		Thru				
Leading Detector (ft)	20	100	20	20		20		100				
Trailing Detector (ft)	0	0	0	0		0		0				
Detector 1 Position(ft)	0	0	0	0		0		0				
Detector 1 Size(ft)	20	6	20	20		20		6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA	Perm	Perm		Perm		NA				
Protected Phases		4						2				

Lanes, Volumes, Timings

7: Evans Ave

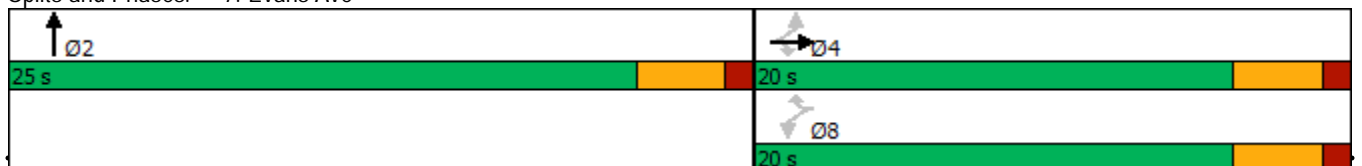


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8		8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0		10.0		10.0				
Minimum Split (s)	15.0	15.0	15.0	15.0		15.0		15.0				
Total Split (s)	20.0	20.0	20.0	20.0		20.0		25.0				
Total Split (%)	44.4%	44.4%	44.4%	44.4%		44.4%		55.6%				
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0				
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None		Max				
Act Effect Green (s)	11.3	11.3	11.3	11.3		11.3		21.1				
Actuated g/C Ratio	0.28	0.28	0.28	0.28		0.28		0.52				
v/c Ratio	0.42	0.06	0.58	0.06		0.30		0.24				
Control Delay	3.9	10.7	5.0	10.7		4.1		6.7				
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0				
Total Delay	3.9	10.7	5.0	10.7		4.1		6.7				
LOS	A	B	A	B		A		A				
Approach Delay		4.8				5.0		6.7				
Approach LOS		A				A		A				
Queue Length 50th (ft)	0	4	0	4		0		22				
Queue Length 95th (ft)	36	15	44	15		27		66				
Internal Link Dist (ft)		312				275		327			338	
Turn Bay Length (ft)	250			60		60						
Base Capacity (vph)	884	542	904	548		708		971				
Starvation Cap Reductn	0	0	0	0		0		0				
Spillback Cap Reductn	0	0	0	0		0		0				
Storage Cap Reductn	0	0	0	0		0		0				
Reduced v/c Ratio	0.34	0.04	0.49	0.04		0.23		0.24				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 40.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 5.2
 Intersection LOS: A
 Intersection Capacity Utilization 45.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Evans Ave



HCM 6th TWSC
6: Post Rd & Baywood St

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	5	789	10	10	759
Future Vol, veh/h	5	5	789	10	10	759
Conflicting Peds, #/hr	0	2	0	2	2	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	1
Mvmt Flow	5	5	858	11	11	825

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1301	439	0	0	871
Stage 1	866	-	-	-	-
Stage 2	435	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	153	566	-	-	770
Stage 1	372	-	-	-	-
Stage 2	620	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	149	564	-	-	769
Mov Cap-2 Maneuver	149	-	-	-	-
Stage 1	371	-	-	-	-
Stage 2	604	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	236	769
HCM Lane V/C Ratio	-	-	0.046	0.014
HCM Control Delay (s)	-	-	21	9.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

							Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	 		 		 	 	
Traffic Volume (vph)	694	992	391	541	440	538	
Future Volume (vph)	694	992	391	541	440	538	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	160		375	230		
Storage Lanes	2	1		1	2		
Taper Length (ft)	100				100		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor	0.99						
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3335	1583	3374	1553	3367	3471	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	3308	1583	3374	1553	3367	3471	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		170		133			
Link Speed (mph)	35		35			35	
Link Distance (ft)	586		2011			518	
Travel Time (s)	11.4		39.2			10.1	
Confl. Peds. (#/hr)	4						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	5%	2%	7%	4%	4%	4%	
Adj. Flow (vph)	754	1078	425	588	478	585	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	754	1078	425	588	478	585	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		24			24	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings

1: Post Rd & Airport Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA	
Protected Phases	6	3 6	4	6	3	8	7
Permitted Phases				4			
Detector Phase	6	3 6	4	6	3	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	7.0
Minimum Split (s)	10.0		34.0	10.0	10.0	10.0	32.0
Total Split (s)	30.0		35.0	30.0	30.0	30.0	35.0
Total Split (%)	30.0%		35.0%	30.0%	30.0%	30.0%	35%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		None	Max	None	None	None
Act Effect Green (s)	25.1	55.6	20.0	50.2	25.5	20.0	
Actuated g/C Ratio	0.29	0.65	0.23	0.59	0.30	0.23	
v/c Ratio	0.77	0.99	0.54	0.61	0.48	0.72	
Control Delay	35.2	41.0	31.2	11.6	27.4	35.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.2	41.0	31.2	11.6	27.4	35.6	
LOS	D	D	C	B	C	D	
Approach Delay	38.6		19.8			31.9	
Approach LOS	D		B			C	
Queue Length 50th (ft)	187	450	104	139	107	151	
Queue Length 95th (ft)	#325	#937	153	246	174	212	
Internal Link Dist (ft)	506		1931			438	
Turn Bay Length (ft)		160		375	230		
Base Capacity (vph)	977	1163	1186	964	1184	1220	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.77	0.93	0.36	0.61	0.40	0.48	

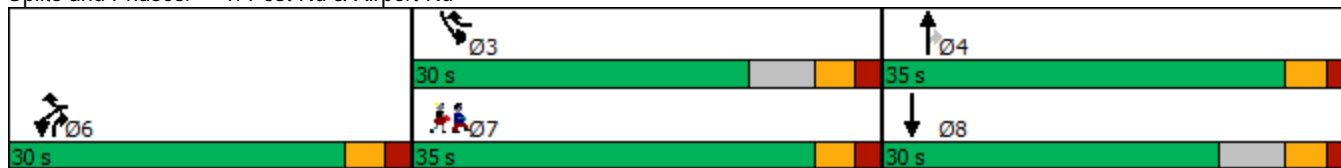
Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	85.7
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	31.9
Intersection LOS:	C
Intersection Capacity Utilization:	80.6%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

Splits and Phases: 1: Post Rd & Airport Rd



Lanes, Volumes, Timings
 2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	0	51	17	5	27	41	627	0	0	935	261
Future Volume (vph)	154	0	51	17	5	27	41	627	0	0	935	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	25		25	105		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							0.99				0.99	
Frt			0.850			0.850					0.967	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1641	0	1442	1388	1583	1392	1770	3312	0	0	3285	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	1727	0	1442	1388	1583	1392	1755	3312	0	0	3285	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52			99						43
Link Speed (mph)		35			35			35				35
Link Distance (ft)		697			720			1575				2011
Travel Time (s)		13.6			14.0			30.7				39.2
Confl. Peds. (#/hr)							9					9
Peak Hour Factor	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.92	0.92
Heavy Vehicles (%)	10%	0%	12%	30%	20%	16%	2%	9%	0%	0%	6%	4%
Adj. Flow (vph)	167	0	55	18	5	29	45	682	0	0	1016	284
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	0	55	18	5	29	45	682	0	0	1300	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2	1	1	2				2
Detector Template	Left		Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20		20	20	100	20	20	100				100
Trailing Detector (ft)	0		0	0	0	0	0	0				0
Detector 1 Position(ft)	0		0	0	0	0	0	0				0
Detector 1 Size(ft)	20		20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P		pt+ov	Perm	NA	Perm	Prot	NA				NA
Protected Phases	3		1 3		4		1	6				2
Permitted Phases	4		4	4		4						
Detector Phase	3		1 3	4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)	6.0			6.0	6.0	6.0	6.0	10.0				10.0
Minimum Split (s)	26.0			11.0	11.0	11.0	10.0	15.0				15.0
Total Split (s)	26.0			15.0	15.0	15.0	14.0	55.0				55.0
Total Split (%)	23.6%			13.6%	13.6%	13.6%	12.7%	50.0%				50.0%
Yellow Time (s)	3.0			4.0	4.0	4.0	3.0	4.0				4.0
All-Red Time (s)	1.0			1.0	1.0	1.0	1.0	1.0				1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0			5.0	5.0	5.0	4.0	5.0				5.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead					Lag
Lead-Lag Optimize?												
Recall Mode	None			None	None	None	Max	Min				Min
Act Effect Green (s)	17.3		34.3	6.9	6.9	6.9	10.7	54.5				39.5
Actuated g/C Ratio	0.21		0.41	0.08	0.08	0.08	0.13	0.65				0.47
v/c Ratio	0.49		0.09	0.16	0.04	0.14	0.20	0.32				0.82
Control Delay	33.0		5.8	47.9	45.4	1.4	43.4	8.1				24.6
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	33.0		5.8	47.9	45.4	1.4	43.4	8.1				24.6
LOS	C		A	D	D	A	D	A				C
Approach Delay		26.2				21.7		10.2				24.6
Approach LOS		C				C		B				C
Queue Length 50th (ft)	77		1	10	3	0	24	82				304
Queue Length 95th (ft)	143		24	35	15	0	67	157				497
Internal Link Dist (ft)		617				640		1495				1931
Turn Bay Length (ft)			70	25		25	105					
Base Capacity (vph)	516		626	178	203	265	227	2612				2124
Starvation Cap Reductn	0		0	0	0	0	0	0				0
Spillback Cap Reductn	0		0	0	0	0	0	0				0
Storage Cap Reductn	0		0	0	0	0	0	0				0
Reduced v/c Ratio	0.32		0.09	0.10	0.02	0.11	0.20	0.26				0.61

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 83.4

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 20.2

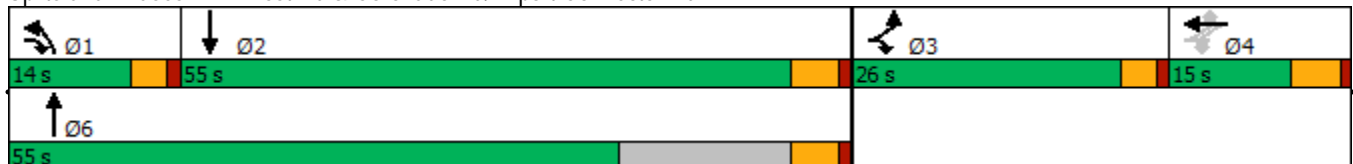
Intersection LOS: C

Intersection Capacity Utilization 57.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Post Rd & Coronado Rd/Airport Connector Rd



Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	287	725	615	450		
Future Volume (vph)	0	0	287	725	615	450		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			100		
Storage Lanes	0	0	1			1		
Taper Length (ft)	100		100					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor						0.98		
Fr _t						0.850		
Fl _t Protected			0.950					
Satd. Flow (prot)	0	0	1736	3374	3471	1495		
Fl _t Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3374	3471	1465		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						313		
Link Speed (mph)	35			35	35			
Link Distance (ft)	336			198	1575			
Travel Time (s)	6.5			3.9	30.7			
Confl. Peds. (#/hr)						1		
Peak Hour Factor	0.25	0.25	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	4%	7%	4%	8%		
Adj. Flow (vph)	0	0	312	788	668	489		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	312	788	668	489		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2	1		
Detector Template				Thru	Thru	Right		
Leading Detector (ft)			20	100	100	20		
Trailing Detector (ft)			0	0	0	0		
Detector 1 Position(ft)			0	0	0	0		
Detector 1 Size(ft)			20	6	6	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		
Detector 1 Delay (s)			3.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			

Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Turn Type			Prot	NA	NA	Free		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						Free		
Detector Phase			1	1 2 3	2			
Switch Phase			2					
Minimum Initial (s)					10.0		12.0	6.0
Minimum Split (s)					16.0		17.0	12.0
Total Split (s)					30.0		20.0	30.0
Total Split (%)					37.5%		25%	38%
Yellow Time (s)					4.0		4.0	4.0
All-Red Time (s)					2.0		1.0	2.0
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?								
Recall Mode					C-Min		None	None
Act Effct Green (s)			42.6	80.0	26.4	80.0		
Actuated g/C Ratio			0.53	1.00	0.33	1.00		
v/c Ratio			0.34	0.23	0.58	0.33		
Control Delay			11.4	0.2	25.7	0.6		
Queue Delay			4.1	0.0	0.0	0.0		
Total Delay			15.5	0.2	25.7	0.6		
LOS			B	A	C	A		
Approach Delay				4.5	15.1			
Approach LOS				A	B			
Queue Length 50th (ft)			52	0	151	0		
Queue Length 95th (ft)			216	0	207	0		
Internal Link Dist (ft)	256			118	1495			
Turn Bay Length (ft)						100		
Base Capacity (vph)			924	3338	1145	1465		
Starvation Cap Reductn			521	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.77	0.24	0.58	0.33		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	9.9
Intersection LOS:	A
Intersection Capacity Utilization:	64.0%
ICU Level of Service:	C
Analysis Period (min):	15

Lanes, Volumes, Timings

3: Post Rd

Splits and Phases: 3: Post Rd



Lanes, Volumes, Timings
 4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↗		↕↕	↕↕	
Traffic Volume (vph)	277	164	0	730	615	0
Future Volume (vph)	277	164	0	730	615	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	150	0			0
Storage Lanes	2	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	2789	1371	0	3094	3124	0
Flt Permitted	0.950					
Satd. Flow (perm)	2789	1371	0	3094	3124	0
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	527			235	198	
Travel Time (s)	10.3			4.6	3.9	
Peak Hour Factor	0.92	0.92	0.25	0.92	0.92	0.25
Heavy Vehicles (%)	13%	6%	0%	5%	4%	0%
Adj. Flow (vph)	301	178	0	793	668	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	301	178	0	793	668	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	custom		NA	NA	
Protected Phases	3	1		1 2	2	

Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3				
Detector Phase	3	1		1 2	2	
Switch Phase						
Minimum Initial (s)	6.0	12.0			10.0	
Minimum Split (s)	12.0	17.0			16.0	
Total Split (s)	30.0	20.0			30.0	
Total Split (%)	37.5%	25.0%			37.5%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	1.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.0	5.0			6.0	
Lead/Lag		Lead			Lag	
Lead-Lag Optimize?						
Recall Mode	None	None			C-Min	
Act Effect Green (s)	16.3	42.6		52.7	26.4	
Actuated g/C Ratio	0.20	0.53		0.66	0.33	
v/c Ratio	0.53	0.24		0.39	0.65	
Control Delay	31.0	10.3		2.9	7.0	
Queue Delay	0.0	0.0		0.1	0.0	
Total Delay	31.1	10.3		3.0	7.0	
LOS	C	B		A	A	
Approach Delay	23.4			3.0	7.0	
Approach LOS	C			A	A	
Queue Length 50th (ft)	70	41		85	10	
Queue Length 95th (ft)	95	75		17	21	
Internal Link Dist (ft)	447			155	118	
Turn Bay Length (ft)	150	150				
Base Capacity (vph)	836	730		2038	1031	
Starvation Cap Reductn	0	0		383	0	
Spillback Cap Reductn	17	0		61	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.37	0.24		0.48	0.65	



















Intersection Summary

Area Type: CBD
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 9.4
 Intersection LOS: A
 Intersection Capacity Utilization 64.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 4: Post Rd & Airport Connector Rd Exit



Lanes, Volumes, Timings
5: Post Rd & Donald Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	0	0	0	0	0	720	24	67	685	31
Future Volume (vph)	15	0	0	0	0	0	0	720	24	67	685	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	65		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00		1.00	1.00	
Fr t								0.995			0.993	
Flt Protected		0.950								0.950		
Satd. Flow (prot)	0	1770	0	0	1900	0	1863	3400	0	1671	3446	0
Flt Permitted		0.950								0.950		
Satd. Flow (perm)	0	1770	0	0	1900	0	1863	3400	0	1666	3446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)								4			7	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		453			122			2808			235	
Travel Time (s)		8.8			2.4			54.7			4.6	
Confl. Peds. (#/hr)							1		3	3		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	2%	2%	5%	22%	8%	4%	2%
Adj. Flow (vph)	16	0	0	0	0	0	0	783	26	73	745	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	0	0	0	809	0	73	779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					Prot	NA		Prot	NA	
Protected Phases	4	4					1	6		5	2	
Permitted Phases												
Detector Phase	4	4					1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	10.0		6.0	10.0	
Minimum Split (s)	26.0	26.0					10.5	19.0		10.5	19.0	
Total Split (s)	26.0	26.0					15.0	34.0		20.0	39.0	
Total Split (%)	32.5%	32.5%					18.8%	42.5%		25.0%	48.8%	
Yellow Time (s)	3.0	3.0					3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0					1.5	2.0		1.5	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0					4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None					None	C-Max		Min	C-Min	
Act Effct Green (s)		9.0						53.5		8.5	70.2	
Actuated g/C Ratio		0.11						0.67		0.11	0.88	
v/c Ratio		0.08						0.36		0.41	0.26	
Control Delay		29.1						9.0		34.8	3.1	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		29.1						9.0		34.8	3.1	
LOS		C						A		C	A	
Approach Delay		29.1						9.0			5.8	
Approach LOS		C						A			A	
Queue Length 50th (ft)		8						49		37	0	
Queue Length 95th (ft)		21						221		m65	93	
Internal Link Dist (ft)		373			42			2728			155	
Turn Bay Length (ft)										75		
Base Capacity (vph)		464						2276		323	3023	
Starvation Cap Reductn		0						0		0	265	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.03						0.36		0.23	0.28	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 7.6
 Intersection Capacity Utilization 43.6%
 Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings



















5: Post Rd & Donald Ave

Splits and Phases: 5: Post Rd & Donald Ave



Lanes, Volumes, Timings

7: Evans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	10	56	11	0	29	0	46	12	0	0	0
Future Volume (vph)	41	10	56	11	0	29	0	46	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	60		60	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
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
Fr			0.850			0.850		0.972				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1462	1583	1517	0	1292	0	1531	0	0	0	0
Flt Permitted	0.950			0.750								
Satd. Flow (perm)	1770	1462	1583	1197	0	1292	0	1531	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	45		61			32		13				
Link Speed (mph)		35			35			35				35
Link Distance (ft)		392			355			407				418
Travel Time (s)		7.6			6.9			7.9				8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.92	0.25	0.25	0.25
Heavy Vehicles (%)	2%	30%	2%	19%	0%	25%	0%	7%	73%	0%	0%	0%
Adj. Flow (vph)	45	11	61	12	0	32	0	50	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	11	61	12	0	32	0	63	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1		1		2				
Detector Template	Left	Thru	Right	Left		Right		Thru				
Leading Detector (ft)	20	100	20	20		20		100				
Trailing Detector (ft)	0	0	0	0		0		0				
Detector 1 Position(ft)	0	0	0	0		0		0				
Detector 1 Size(ft)	20	6	20	20		20		6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA	Perm	Perm		Perm		NA				
Protected Phases		4						2				

Lanes, Volumes, Timings

7: Evans Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8		8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0		10.0		10.0				
Minimum Split (s)	15.0	15.0	15.0	15.0		15.0		15.0				
Total Split (s)	15.0	15.0	15.0	15.0		15.0		20.0				
Total Split (%)	42.9%	42.9%	42.9%	42.9%		42.9%		57.1%				
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0				
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None		Max				
Act Effect Green (s)	10.0	10.0	10.0	10.0		10.0		23.5				
Actuated g/C Ratio	0.29	0.29	0.29	0.29		0.29		0.68				
v/c Ratio	0.08	0.03	0.12	0.03		0.08		0.06				
Control Delay	4.1	8.8	4.0	8.9		4.8		4.3				
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0				
Total Delay	4.1	8.8	4.0	8.9		4.8		4.3				
LOS	A	A	A	A		A		A				
Approach Delay		4.5				5.9		4.3				
Approach LOS		A				A		A				
Queue Length 50th (ft)	0	1	0	2		0		4				
Queue Length 95th (ft)	12	7	14	8		10		14				
Internal Link Dist (ft)		312				275		327			338	
Turn Bay Length (ft)	250			60		60						
Base Capacity (vph)	597	467	547	383		435		1049				
Starvation Cap Reductn	0	0	0	0		0		0				
Spillback Cap Reductn	0	0	0	0		0		0				
Storage Cap Reductn	0	0	0	0		0		0				
Reduced v/c Ratio	0.08	0.02	0.11	0.03		0.07		0.06				

Intersection Summary

Area Type: Other

Cycle Length: 35

Actuated Cycle Length: 34.4

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.12

Intersection Signal Delay: 4.7

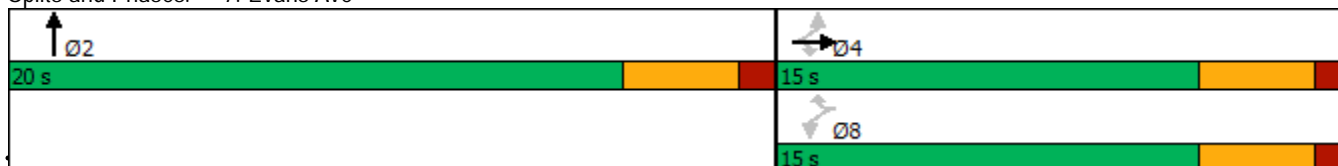
Intersection LOS: A

Intersection Capacity Utilization 35.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Evans Ave



HCM 6th TWSC
6: Post Rd & Baywood St

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑↑
Traffic Vol, veh/h	0	15	738	5	0	554
Future Vol, veh/h	0	15	738	5	0	554
Conflicting Peds, #/hr	0	0	0	1	1	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	5	2	2	5
Mvmt Flow	0	16	802	5	0	602

















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1107	405	0	0	808
Stage 1	806	-	-	-	-
Stage 2	301	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	204	595	-	-	813
Stage 1	400	-	-	-	-
Stage 2	725	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	204	594	-	-	812
Mov Cap-2 Maneuver	204	-	-	-	-
Stage 1	400	-	-	-	-
Stage 2	725	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	594	812
HCM Lane V/C Ratio	-	-	0.027	-
HCM Control Delay (s)	-	-	11.2	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings

1: Post Rd & Airport Rd

							Ø7
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	 		 		 	 	
Traffic Volume (vph)	580	588	787	551	827	547	
Future Volume (vph)	580	588	787	551	827	547	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	160		375	230		
Storage Lanes	2	1		1	2		
Taper Length (ft)	100				100		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor	1.00			0.99	1.00		
Fr _t		0.850		0.850			
Fl _t Protected	0.950				0.950		
Satd. Flow (prot)	3467	1583	3505	1568	3433	3505	
Fl _t Permitted	0.950				0.950		
Satd. Flow (perm)	3453	1583	3505	1546	3429	3505	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		22		18			
Link Speed (mph)	35		35			35	
Link Distance (ft)	586		2011			518	
Travel Time (s)	11.4		39.2			10.1	
Confl. Peds. (#/hr)	2			2	2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	1%	2%	3%	3%	2%	3%	
Adj. Flow (vph)	630	639	855	599	899	595	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	630	639	855	599	899	595	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		24			24	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	

Lanes, Volumes, Timings
1: Post Rd & Airport Rd



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA	
Protected Phases	6	3 6	4	6	3	8	7
Permitted Phases				4			
Detector Phase	6	3 6	4	6	3	8	
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	7.0
Minimum Split (s)	10.0		34.0	10.0	10.0	10.0	32.0
Total Split (s)	30.0		35.0	30.0	30.0	30.0	35.0
Total Split (%)	30.0%		35.0%	30.0%	30.0%	30.0%	35%
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max		None	Max	None	None	None
Act Effect Green (s)	25.1	55.0	27.2	52.3	25.0	27.2	
Actuated g/C Ratio	0.27	0.60	0.29	0.57	0.27	0.29	
v/c Ratio	0.67	0.67	0.83	0.67	0.97	0.58	
Control Delay	34.7	17.0	38.2	15.5	57.6	30.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.7	17.0	38.2	15.5	57.6	30.1	
LOS	C	B	D	B	E	C	
Approach Delay	25.8		28.8			46.7	
Approach LOS	C		C			D	
Queue Length 50th (ft)	174	237	243	188	275	154	
Queue Length 95th (ft)	243	373	326	309	#400	214	
Internal Link Dist (ft)	506		1931			438	
Turn Bay Length (ft)		160		375	230		
Base Capacity (vph)	942	1039	1142	889	1119	1142	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.67	0.62	0.75	0.67	0.80	0.52	

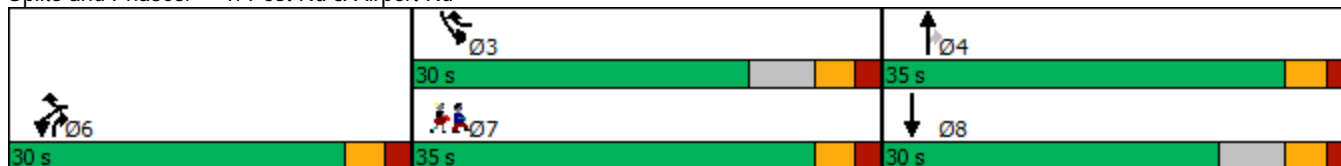
Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	92.3
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	34.2
Intersection LOS:	C
Intersection Capacity Utilization:	74.5%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

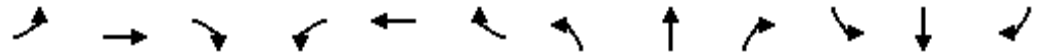
Lanes, Volumes, Timings

1: Post Rd & Airport Rd

Splits and Phases: 1: Post Rd & Airport Rd



Lanes, Volumes, Timings
 2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗	↖	↗	↗	↖	↕			↕	↗
Traffic Volume (vph)	364	0	72	38	21	80	56	1158	0	0	943	215
Future Volume (vph)	364	0	72	38	21	80	56	1158	0	0	943	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	25		25	105		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor			0.99	0.99			1.00				1.00	
Frt			0.850			0.850					0.972	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1787	0	1568	1626	1863	1553	1770	3505	0	0	3407	0
Flt Permitted	0.742			0.950			0.950					
Satd. Flow (perm)	1396	0	1547	1615	1863	1553	1766	3505	0	0	3407	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			40			99						33
Link Speed (mph)		35			35			35				35
Link Distance (ft)		697			720			1575				2011
Travel Time (s)		13.6			14.0			30.7				39.2
Confl. Peds. (#/hr)			2	2			2					2
Peak Hour Factor	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.25	0.25	0.92	0.92
Heavy Vehicles (%)	1%	0%	3%	11%	2%	4%	2%	3%	0%	0%	2%	5%
Adj. Flow (vph)	396	0	78	41	23	87	61	1259	0	0	1025	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	396	0	78	41	23	87	61	1259	0	0	1259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2	1	1	2				2
Detector Template	Left		Right	Left	Thru	Right	Left	Thru				Thru
Leading Detector (ft)	20		20	20	100	20	20	100				100
Trailing Detector (ft)	0		0	0	0	0	0	0				0
Detector 1 Position(ft)	0		0	0	0	0	0	0				0
Detector 1 Size(ft)	20		20	20	6	20	20	6				6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	D.P+P		pt+ov	Perm	NA	Perm	Prot	NA				NA
Protected Phases	3		1 3		4		1	6				2
Permitted Phases	4		4	4		4						
Detector Phase	3		1 3	4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)	6.0			6.0	6.0	6.0	6.0	10.0				10.0
Minimum Split (s)	26.0			11.0	11.0	11.0	10.0	15.0				15.0
Total Split (s)	26.0			15.0	15.0	15.0	14.0	55.0				55.0
Total Split (%)	23.6%			13.6%	13.6%	13.6%	12.7%	50.0%				50.0%
Yellow Time (s)	3.0			4.0	4.0	4.0	3.0	4.0				4.0
All-Red Time (s)	1.0			1.0	1.0	1.0	1.0	1.0				1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0	0.0	0.0				0.0
Total Lost Time (s)	4.0			5.0	5.0	5.0	4.0	5.0				5.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead					Lag
Lead-Lag Optimize?												
Recall Mode	None			None	None	None	Max	Min				Min
Act Effect Green (s)	26.9		38.6	7.6	7.6	7.6	10.5	55.8				41.2
Actuated g/C Ratio	0.28		0.41	0.08	0.08	0.08	0.11	0.59				0.43
v/c Ratio	0.83		0.12	0.32	0.15	0.40	0.31	0.61				0.84
Control Delay	45.9		9.8	53.1	48.4	13.8	50.0	15.0				29.9
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	45.9		9.8	53.1	48.4	13.8	50.0	15.0				29.9
LOS	D		A	D	D	B	D	B				C
Approach Delay		40.0			29.7			16.6				29.9
Approach LOS		D			C			B				C
Queue Length 50th (ft)	220		13	26	15	0	38	267				362
Queue Length 95th (ft)	#374		42	63	41	40	85	355				476
Internal Link Dist (ft)		617			640			1495				1931
Turn Bay Length (ft)			70	25		25	105					
Base Capacity (vph)	528		666	177	204	258	194	2445				1886
Starvation Cap Reductn	0		0	0	0	0	0	0				0
Spillback Cap Reductn	0		0	0	0	0	0	0				0
Storage Cap Reductn	0		0	0	0	0	0	0				0
Reduced v/c Ratio	0.75		0.12	0.23	0.11	0.34	0.31	0.51				0.67

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 95.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 25.9

Intersection LOS: C

Intersection Capacity Utilization 75.6%

ICU Level of Service D

Analysis Period (min) 15

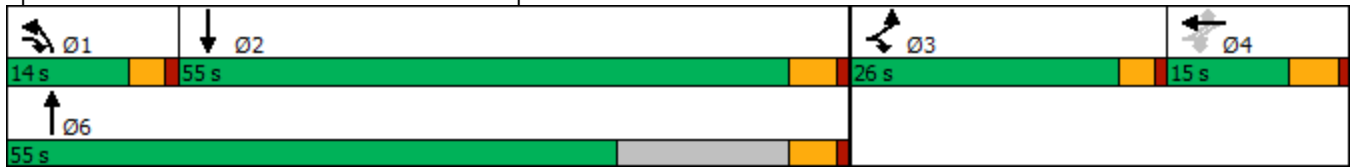
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

2: Post Rd & Coronado Rd/Airport Connector Rd

Splits and Phases: 2: Post Rd & Coronado Rd/Airport Connector Rd



Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	205	1250	709	364		
Future Volume (vph)	0	0	205	1250	709	364		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			100		
Storage Lanes	0	0	1			1		
Taper Length (ft)	100		100					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor			1.00			0.98		
Fr _t						0.850		
Fl _t Protected			0.950					
Satd. Flow (prot)	0	0	1787	3505	3539	1568		
Fl _t Permitted			0.950					
Satd. Flow (perm)	0	0	1787	3505	3539	1536		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)						219		
Link Speed (mph)	35			35	35			
Link Distance (ft)	336			198	1575			
Travel Time (s)	6.5			3.9	30.7			
Confl. Peds. (#/hr)			1			1		
Peak Hour Factor	0.25	0.25	0.92	0.92	0.92	0.92		
Heavy Vehicles (%)	0%	0%	1%	3%	2%	3%		
Adj. Flow (vph)	0	0	223	1359	771	396		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	223	1359	771	396		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2	1		
Detector Template				Thru	Thru	Right		
Leading Detector (ft)			20	100	100	20		
Trailing Detector (ft)			0	0	0	0		
Detector 1 Position(ft)			0	0	0	0		
Detector 1 Size(ft)			20	6	6	20		
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)			0.0	0.0	0.0	0.0		
Detector 1 Queue (s)			0.0	0.0	0.0	0.0		
Detector 1 Delay (s)			3.0	0.0	0.0	0.0		
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			

Lanes, Volumes, Timings

3: Post Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Turn Type			Prot	NA	NA	Free		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						Free		
Detector Phase			1	1 2 3	2			
Switch Phase			2					
Minimum Initial (s)					10.0		12.0	6.0
Minimum Split (s)					16.0		17.0	12.0
Total Split (s)					30.0		20.0	30.0
Total Split (%)					37.5%		25%	38%
Yellow Time (s)					4.0		4.0	4.0
All-Red Time (s)					2.0		1.0	2.0
Lost Time Adjust (s)					0.0			
Total Lost Time (s)					6.0			
Lead/Lag					Lag		Lead	
Lead-Lag Optimize?								
Recall Mode					C-Min		None	None
Act Effct Green (s)			45.0	80.0	24.0	80.0		
Actuated g/C Ratio			0.56	1.00	0.30	1.00		
v/c Ratio			0.22	0.39	0.73	0.26		
Control Delay			9.2	0.3	29.8	0.4		
Queue Delay			2.3	0.0	0.0	0.0		
Total Delay			11.5	0.3	29.8	0.4		
LOS			B	A	C	A		
Approach Delay				1.9	19.8			
Approach LOS				A	B			
Queue Length 50th (ft)			40	0	180	0		
Queue Length 95th (ft)			m109	0	244	0		
Internal Link Dist (ft)	256			118	1495			
Turn Bay Length (ft)						100		
Base Capacity (vph)			1005	3494	1061	1536		
Starvation Cap Reductn			646	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.62	0.39	0.73	0.26		

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 9.5
 Intersection LOS: A
 Intersection Capacity Utilization 79.0%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings

3: Post Rd

Splits and Phases: 3: Post Rd



Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷		↶↶	↶↶	
Traffic Volume (vph)	558	205	0	897	709	0
Future Volume (vph)	558	205	0	897	709	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	150	0			0
Storage Lanes	2	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3030	1425	0	3185	3154	0
Flt Permitted	0.950					
Satd. Flow (perm)	3030	1425	0	3185	3154	0
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			35	35	
Link Distance (ft)	527			235	198	
Travel Time (s)	10.3			4.6	3.9	
Peak Hour Factor	0.92	0.92	0.25	0.92	0.92	0.25
Heavy Vehicles (%)	4%	2%	0%	2%	3%	0%
Adj. Flow (vph)	607	223	0	975	771	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	607	223	0	975	771	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	custom		NA	NA	
Protected Phases	3	1		1 2	2	

Lanes, Volumes, Timings
 4: Post Rd & Airport Connector Rd Exit



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3				
Detector Phase	3	1		1 2	2	
Switch Phase						
Minimum Initial (s)	6.0	12.0			10.0	
Minimum Split (s)	12.0	17.0			16.0	
Total Split (s)	30.0	20.0			30.0	
Total Split (%)	37.5%	25.0%			37.5%	
Yellow Time (s)	4.0	4.0			4.0	
All-Red Time (s)	2.0	1.0			2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	
Total Lost Time (s)	6.0	5.0			6.0	
Lead/Lag		Lead			Lag	
Lead-Lag Optimize?						
Recall Mode	None	None			C-Min	
Act Effect Green (s)	23.3	45.0		45.7	24.0	
Actuated g/C Ratio	0.29	0.56		0.57	0.30	
v/c Ratio	0.69	0.28		0.54	0.82	
Control Delay	29.7	10.2		5.6	11.8	
Queue Delay	0.1	0.0		0.1	0.0	
Total Delay	29.8	10.2		5.6	11.8	
LOS	C	B		A	B	
Approach Delay	24.6			5.6	11.8	
Approach LOS	C			A	B	
Queue Length 50th (ft)	136	53		16	16	
Queue Length 95th (ft)	191	93		20	#58	
Internal Link Dist (ft)	447			155	118	
Turn Bay Length (ft)	150	150				
Base Capacity (vph)	909	801		1820	946	
Starvation Cap Reductn	0	0		83	0	
Spillback Cap Reductn	17	0		13	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.68	0.28		0.56	0.82	

Intersection Summary

Area Type: CBD
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 9.5 (12%), Referenced to phase 2:NBSB, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 13.6 Intersection LOS: B
 Intersection Capacity Utilization 79.0% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

4: Post Rd & Airport Connector Rd Exit

Splits and Phases: 4: Post Rd & Airport Connector Rd Exit



Lanes, Volumes, Timings

5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↗		↗	↕↗	
Traffic Volume (vph)	46	0	5	0	0	0	0	851	46	64	813	36
Future Volume (vph)	46	0	5	0	0	0	0	851	46	64	813	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	65		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												1.00
Frt		0.988						0.992				0.994
Flt Protected		0.957								0.950		
Satd. Flow (prot)	0	1761	0	0	1900	0	1863	3502	0	1641	3548	0
Flt Permitted		0.957								0.950		
Satd. Flow (perm)	0	1761	0	0	1900	0	1863	3502	0	1641	3548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164						7				7
Link Speed (mph)		35			35			35				35
Link Distance (ft)		453			122			2808				235
Travel Time (s)		8.8			2.4			54.7				4.6
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	0%	2%	2%	2%	7%	10%	1%	2%
Adj. Flow (vph)	50	0	5	0	0	0	0	925	50	70	884	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	0	0	0	975	0	70	923	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
5: Post Rd & Donald Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					Prot	NA		Prot	NA	
Protected Phases	4	4					1	6		5	2	
Permitted Phases												
Detector Phase	4	4					1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0					6.0	10.0		6.0	10.0	
Minimum Split (s)	26.0	26.0					10.5	19.0		10.5	19.0	
Total Split (s)	26.0	26.0					15.0	34.0		20.0	39.0	
Total Split (%)	32.5%	32.5%					18.8%	42.5%		25.0%	48.8%	
Yellow Time (s)	3.0	3.0					3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0					1.5	2.0		1.5	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0					4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None					None	C-Max		Min	C-Min	
Act Effct Green (s)		9.0						51.5		8.4	66.8	
Actuated g/C Ratio		0.11						0.64		0.10	0.84	
v/c Ratio		0.16						0.43		0.40	0.31	
Control Delay		1.0						10.5		34.9	3.9	
Queue Delay		0.0						0.0		0.0	0.2	
Total Delay		1.0						10.5		34.9	4.1	
LOS		A						B		C	A	
Approach Delay		1.0						10.5			6.2	
Approach LOS		A						B			A	
Queue Length 50th (ft)		0						115		36	0	
Queue Length 95th (ft)		0						275		m54	107	
Internal Link Dist (ft)		373			42			2728			155	
Turn Bay Length (ft)										75		
Base Capacity (vph)		583						2255		317	2963	
Starvation Cap Reductn		0						0		0	1149	
Spillback Cap Reductn		5						119		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.10						0.46		0.22	0.51	

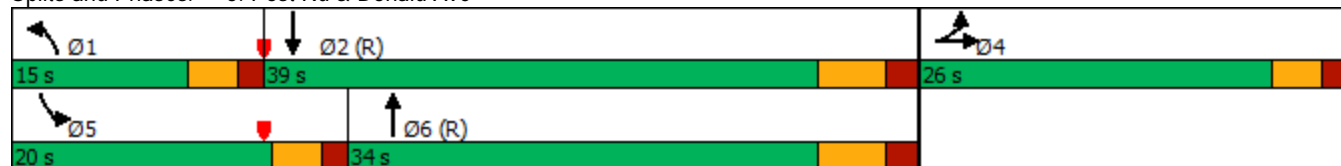
Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 8.2
 Intersection Capacity Utilization 47.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A
 m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings



















5: Post Rd & Donald Ave

Splits and Phases: 5: Post Rd & Donald Ave



Lanes, Volumes, Timings

7: Evans Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	21	410	24	0	159	0	215	14	0	0	0
Future Volume (vph)	277	21	410	24	0	159	0	215	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	60		60	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
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			0.850			0.850		0.992				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1357	1599	1719	0	1524	0	1797	0	0	0	0
Flt Permitted	0.950			0.742								
Satd. Flow (perm)	1770	1357	1599	1343	0	1524	0	1797	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	301		446			173		10				
Link Speed (mph)		35			35			35				35
Link Distance (ft)		392			355			407				418
Travel Time (s)		7.6			6.9			7.9				8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.25	0.92	0.25	0.92	0.92	0.25	0.25	0.25
Heavy Vehicles (%)	2%	40%	1%	5%	0%	6%	0%	2%	50%	0%	0%	0%
Adj. Flow (vph)	301	23	446	26	0	173	0	234	15	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	301	23	446	26	0	173	0	249	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1		1		2				
Detector Template	Left	Thru	Right	Left		Right		Thru				
Leading Detector (ft)	20	100	20	20		20		100				
Trailing Detector (ft)	0	0	0	0		0		0				
Detector 1 Position(ft)	0	0	0	0		0		0				
Detector 1 Size(ft)	20	6	20	20		20		6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Detector 2 Position(ft)		94						94				
Detector 2 Size(ft)		6						6				
Detector 2 Type		Cl+Ex						Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0				
Turn Type	Perm	NA	Perm	Perm		Perm		NA				
Protected Phases		4						2				

Lanes, Volumes, Timings

7: Evans Ave

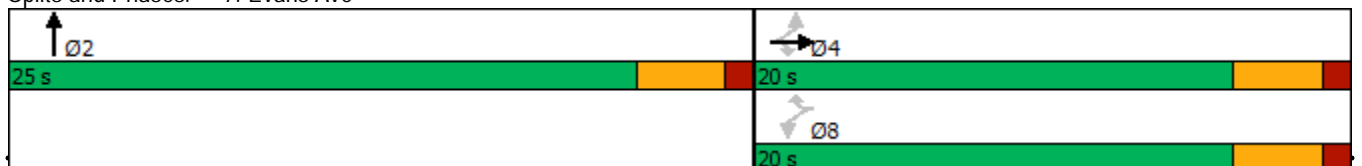


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8						
Detector Phase	4	4	4	8		8		2				
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0		10.0		10.0				
Minimum Split (s)	15.0	15.0	15.0	15.0		15.0		15.0				
Total Split (s)	20.0	20.0	20.0	20.0		20.0		25.0				
Total Split (%)	44.4%	44.4%	44.4%	44.4%		44.4%		55.6%				
Yellow Time (s)	3.0	3.0	3.0	3.0		3.0		3.0				
All-Red Time (s)	1.0	1.0	1.0	1.0		1.0		1.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0				
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0		4.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None		None		Max				
Act Effect Green (s)	11.3	11.3	11.3	11.3		11.3		21.1				
Actuated g/C Ratio	0.28	0.28	0.28	0.28		0.28		0.52				
v/c Ratio	0.42	0.06	0.58	0.07		0.31		0.26				
Control Delay	3.9	10.7	5.0	10.8		4.2		6.6				
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0				
Total Delay	3.9	10.7	5.0	10.8		4.2		6.6				
LOS	A	B	A	B		A		A				
Approach Delay		4.8				5.0		6.6				
Approach LOS		A				A		A				
Queue Length 50th (ft)	0	4	0	4		0		23				
Queue Length 95th (ft)	36	15	44	16		28		69				
Internal Link Dist (ft)		312				275		327			338	
Turn Bay Length (ft)	250			60		60						
Base Capacity (vph)	884	538	904	532		709		941				
Starvation Cap Reductn	0	0	0	0		0		0				
Spillback Cap Reductn	0	0	0	0		0		0				
Storage Cap Reductn	0	0	0	0		0		0				
Reduced v/c Ratio	0.34	0.04	0.49	0.05		0.24		0.26				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 40.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 5.2
 Intersection LOS: A
 Intersection Capacity Utilization 47.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Evans Ave



HCM 6th TWSC
6: Post Rd & Baywood St

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	5	795	10	10	759
Future Vol, veh/h	5	5	795	10	10	759
Conflicting Peds, #/hr	0	2	0	2	2	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	1
Mvmt Flow	5	5	864	11	11	825

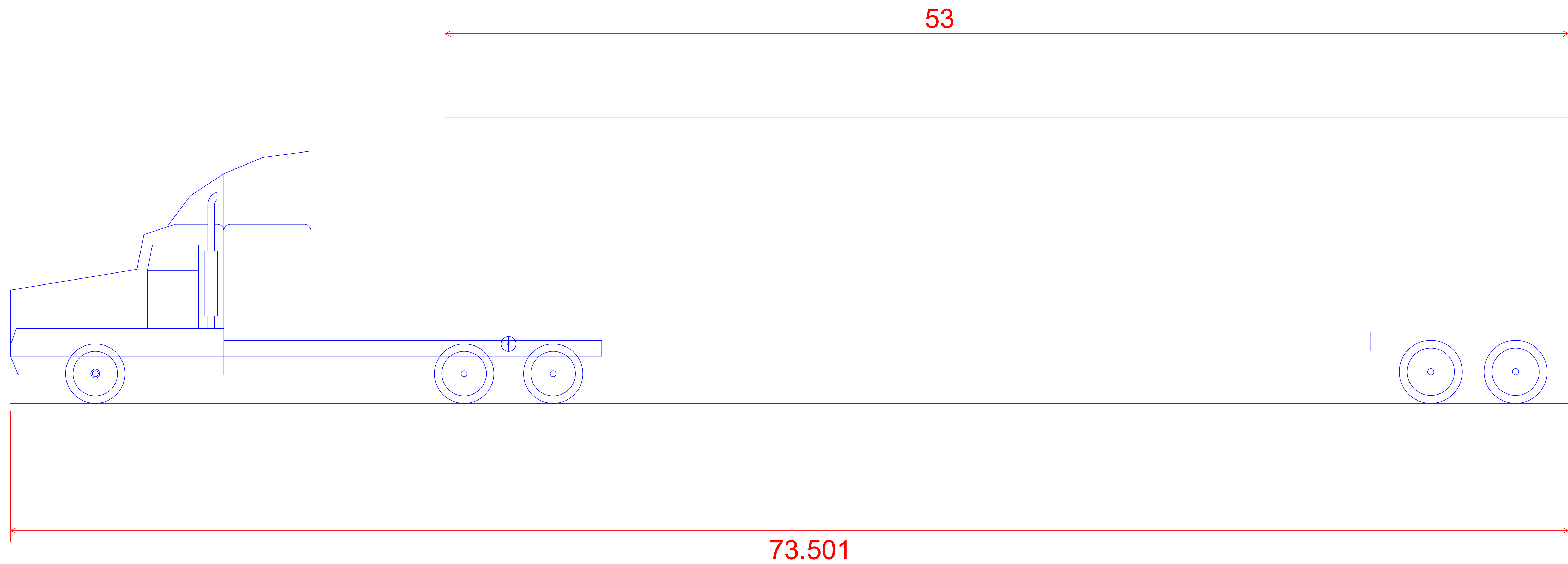
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1307	442	0	0	877
Stage 1	872	-	-	-	-
Stage 2	435	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	151	563	-	-	766
Stage 1	369	-	-	-	-
Stage 2	620	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	147	561	-	-	765
Mov Cap-2 Maneuver	147	-	-	-	-
Stage 1	368	-	-	-	-
Stage 2	603	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.2	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	233	765
HCM Lane V/C Ratio	-	-	0.047	0.014
HCM Control Delay (s)	-	-	21.2	9.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

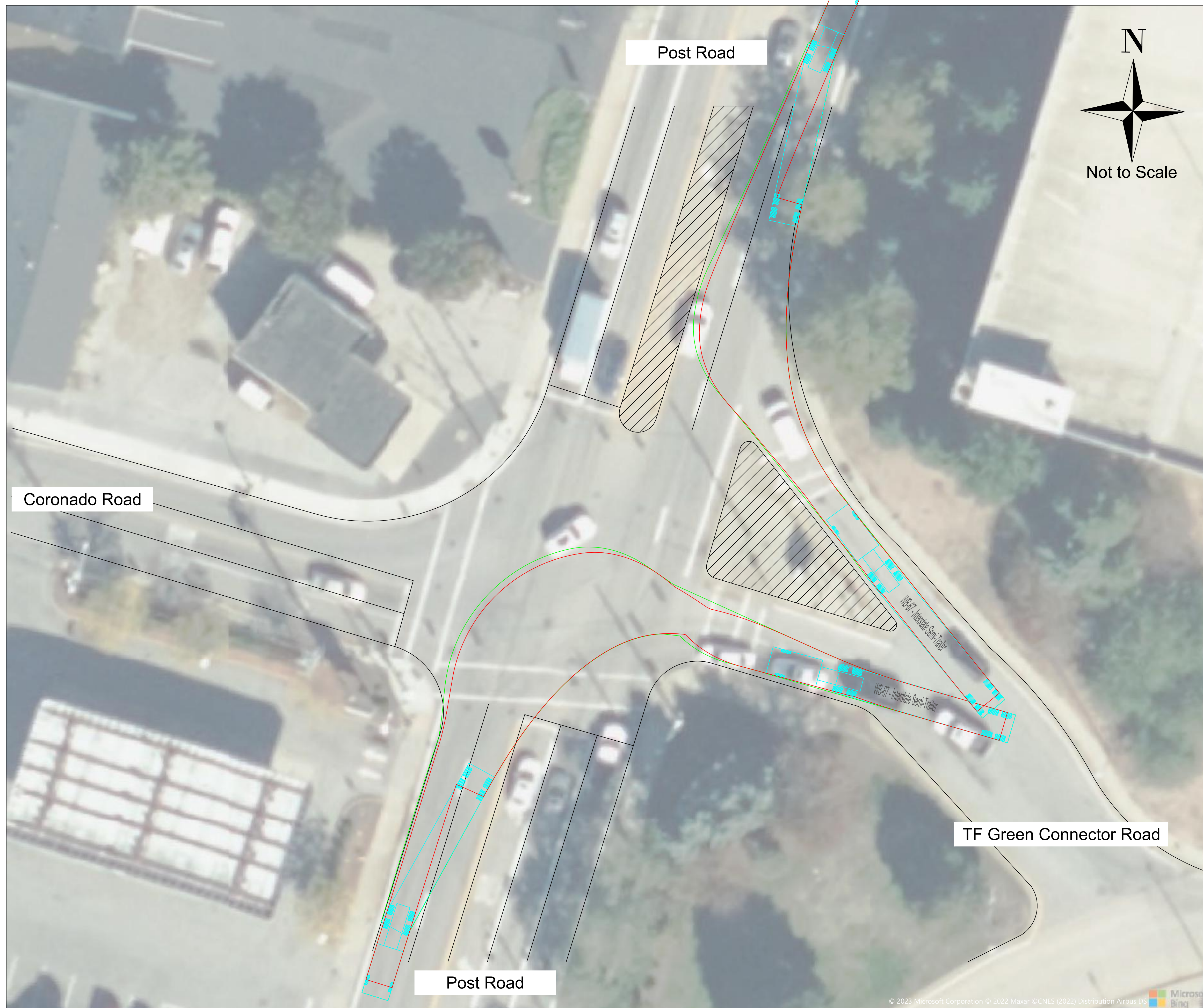
Appendix G

Truck Turning Evaluation

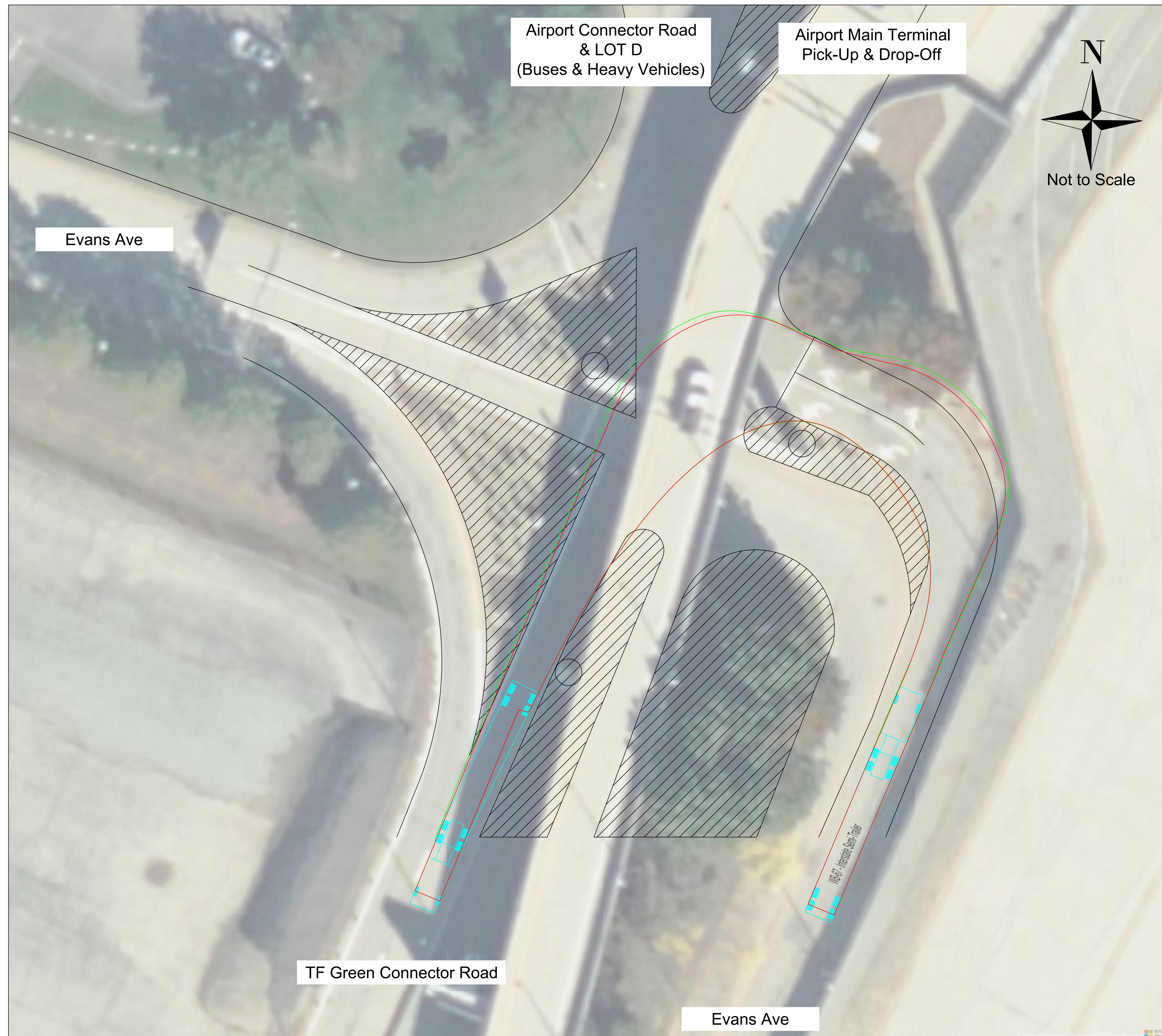


Not to scale

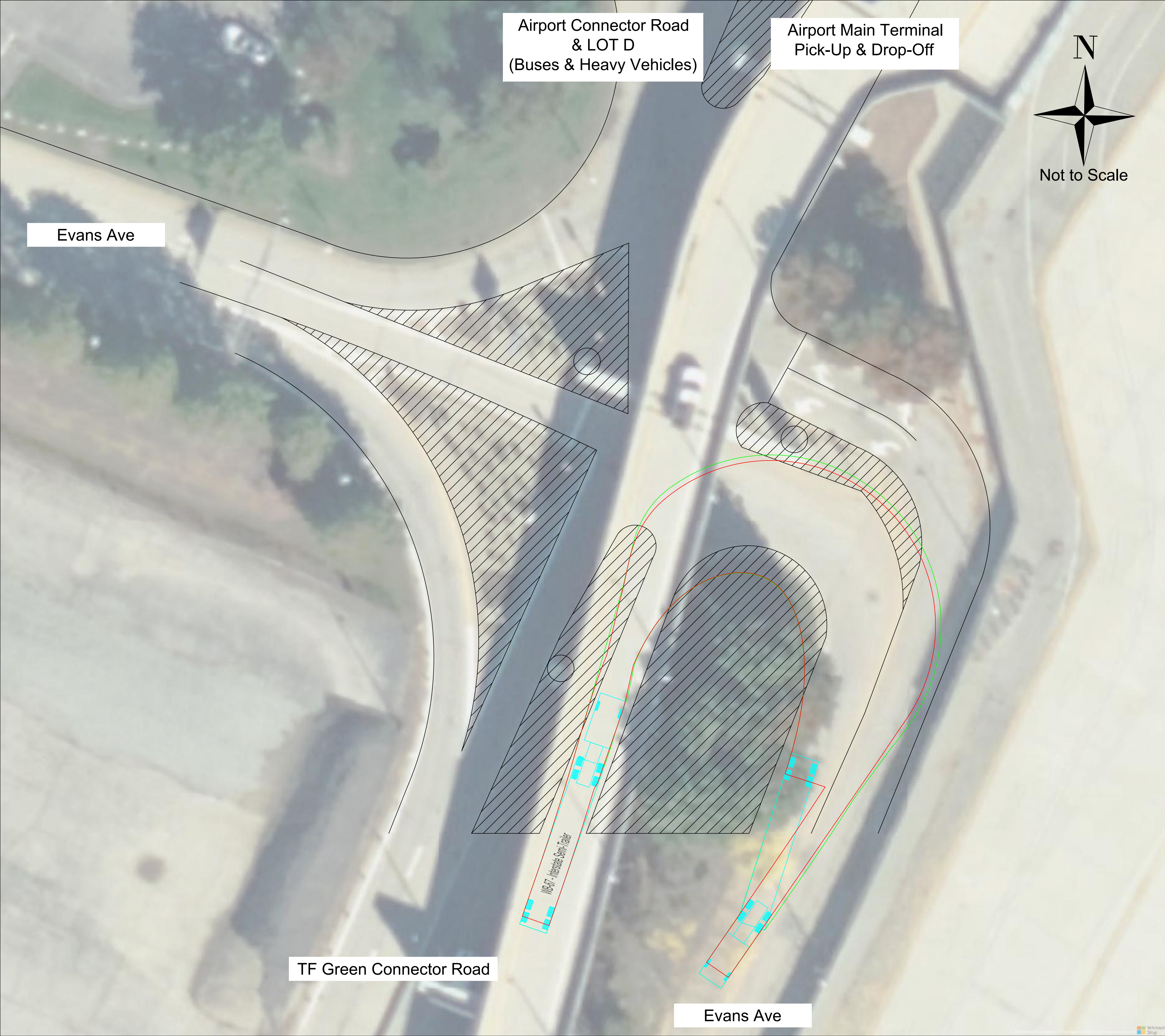
WB-67 Semi-Trailer Dimensions



Coronado Road
Westbound Left Turn and Westbound Right Turn



Evans Ave
Westbound Left Turn



Evans Ave
Northbound Right Turn



Aviation Ave

Northbound Right Turn



Aviation Ave

Westbound Right Turn



Aviation Ave
Westbound Left Turn