PARE PROJECT NO. 22044.00
REPORT

TRAFFIC IMPACT ANALYSIS
2119 POST ROAD RESIDENTIAL DEVELOPMENT
WARWICK, RHODE ISLAND

SUBMITTED TO:
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APRIL 2022

PARE
CORPORATION

TABLE OF CONTENTS

DESCRIPTION

APPENDICES

TABLES

FIGURES

INTRODUCTION

The following report represents the traffic study completed for a proposed residential development located at 2119 Post Road in Warwick, Rhode Island. Skydra Development LLC intends to construct two four-story buildings consisting of 200 units. As part of the study, Pare has reviewed and analyzed the surrounding roadways and intersections for traffic capacity and safety.

Presented within are existing conditions in the vicinity of the project site, a safety analysis of the study area, and an analysis of the traffic based on existing, future (2027) no-build and future (2027) build conditions. A locus map of the study area is provided in Figure 1 and the proposed site layout is shown in Figure 2.

DATA COLLECTION

Three study intersections have been identified for study with regards to traffic capacity and safety as part of this study. The study intersections are as follows:

- T.F. Green Airport Connector Road Off-Ramp at Post Road
- T.F. Green Airport Connector Road On Ramp at Post Road
- Airport Road at Post Road
- Post Road at Proposed Site Driveway

On March 8, 2022 manual turning movement counts (MTMCs) were conducted at one of the study area intersections between the hours of 7:00 A.M. and 9:00 A.M. and 4:00 P.M. and 6:00 P.M. The other two study area intersections Pare performed counts on September 21, 2021 for another traffic study conducted by Pare.

Crash data for the roadway network in the vicinity of the project site was requested from the Warwick Police Department for the period of January 2017 through December 2019. While this is not the latest data available, it is the latest three-year period available that is not impacted by the Covid-19 pandemic. A crash review is included in this report to identify any potential trends that may require mitigation.

A field review of the study area was conducted on Thursday, March 17, 2022. With geometric measurements and other field observations recorded at the significant intersections in the vicinity of the project site, the information obtained was used in the analysis of the study area intersections.

The Planning Department for the City of Warwick was contacted to determine if there are currently any developments proposed whose trip generation information should be included in the study, to which three were noted. The city of Warwick provided traffic studies for the following:

- Commerce Drive – Prepared by VHB
- Wood Spring Suites – Prepared by Pare
- 1850 Post Road Apartments – Prepared by Beta

Traffic generated from these sites were dispersed to the relevant intersections throughout the study area based on current traffic patterns.

= *STUDY INTERSECTION*

PROJECT NO. 22044.00 DATE: MARCH 2022

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FIGURE 1
LOCUS MAP

2119 POST ROAD
WARWICK, RHODE ISLAND

DEVELOPMENT DATA:

TOTAL SITE AREA:	6.5± ACRES
TOTAL NUMBER OF BUILDINGS:	2
TOTAL NUMBER OF UNITS:	68 STUDIOS 71 ONE BEDS 61 TWO BEDS
	200 UNITS TOTAL

DIMENSIONAL REGULATIONS:

CURRENT ZONING:	GATEWAY UNDERLYING ZONE	IM REZONE	
	REQUIRED	REQUIRED	PROVIDED
MINIMUM LOT AREA:	30,000 SF	6,000 SF	283,625 SF
MINIMUM FRONTAGE AND LOT WIDTH:	60'*	60'*	360.8'
MINIMUM FRONT AND CORNER SIDE YARD:	10'	0	12.9'
MAXIMUM FRONT YARD:	N/A	N/A	N/A
MINIMUM SIDE YARD:	15'	0	35.8'
MINIMUM REAR YARD:	20'*	0*	88.8'
MAXIMUM STRUCTURE HEIGHT:	75'	75'	<75'
MINIMUM LANDSCAPE OPEN SPACE:	10%*	10%*	-
MAXIMUM DENSITY, DWELLING UNITS PER ACRE:	N/A	N/A	-

*MINIMUM LOT WIDTH:
(1) FOR LOTS FRONTING ON ANY STREET CUL-DE-SAC, BOTH THE MINIMUM FRONTAGE AND LOT WIDTH SHALL BE AT LEAST 80 PERCENT OF THE REQUIREMENTS.

(4) MINIMUM LOT WIDTH: ON CORNER LOTS, THE REQUIRED FRONTAGE AND WIDTH SHALL BE NECESSARY ONLY ON ONE STREET PROVIDED THAT THE SECOND STREET FRONTAGE MAINTAINS THE MINIMUM OF 80 PERCENT OF THE FRONTAGE REQUIREMENT.

*MINIMUM LANDSCAPED OPEN SPACE:
(5) ALSO SUBJECT TO THE REQUIREMENTS OF SUBSECTION 505.

*MINIMUM REAR YARD:
(6) ON CORNER LOTS, THE REAR SETBACK SHALL CONFORM TO THE SIDE SETBACK REQUIREMENTS.

505.1 MINIMUM LANDSCAPED BUFFER.
A TEN-FOOT-WIDE LANDSCAPED BORDER SHALL BE PROVIDED ACROSS THE ENTIRE FRONTAGE OF THE LOT EXCEPT FOR ANY CURB CUTS.

ZONING REQUIREMENTS ARE CALCULATED ASSUMING A REZONE TO THE WARWICK STATION INTERMODAL DISTRICT

PARKING REGULATIONS:

PARKING USE:	MULTI-FAMILY
PARKING REQUIREMENT:	1.5 SPACES PER DWELLING UNIT
ADA PARKING REQUIRED:	7 SPACES
NUMBER OF UNITS:	200 UNITS
REQUIRED PARKING CALCULATIONS:	1.5 x 200 = 300 SPACES
ADA PARKING PROVIDED:	8 SPACES
TOTAL REQUIRED PARKING:	300 SPACES
TOTAL PARKING PROVIDED:	307 SPACES

GENERAL NOTES:

1. THE SITE IS PROPOSED TO BE BUILT IN 1 PHASE
2. THE SITE IS TO BE SERVICED BY PUBLIC WATER AND PUBLIC SEWER
3. THE DRAINAGE SYSTEM IS DESIGNED WILL MEET THE CITY OF WARWICK DEVELOPMENT REVIEW REGULATIONS SUBDIVISION AND LAND DEVELOPMENT REGULATIONS WITH THE USE OF CATCH BASINS, CULVERTS, AND UNDERGROUND DRAINAGE BASINS. THE STORMWATER MANAGEMENT SYSTEM WILL MEET THE RIDEM BEST MANAGEMENT PRACTICES.
4. DETAILED SOIL EROSION AND SEDIMENT CONTROL MEASURES TO BE INCORPORATED AT THE PRELIMINARY DESIGN STAGE AND WILL CONFORM TO THE RIDEM BEST MANAGEMENT PRACTICES.

PROPOSED LEGEND

NOT ALL ITEMS SHOWN WILL APPEAR ON PLANS

- PROPERTY LINE
- BUILDING SETBACKS
- RETAINING WALL
- BUILDING FOOTPRINT
- BUILDING OVERHANG
- ASPHALT PAVEMENT
- CONCRETE

DiPrete Engineering
Two Stafford Court Cranston, RI 02920
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Boston • Providence • Newport

NO.	DATE	DESCRIPTION	DESIGN BY: B.D.C
0	XX/XX/XX	MASTER PLAN SUBMISSION	DRAWN BY: K.M.R
			CHK'R BJP

4/5/2022

DRAFT

SITE LAYOUT PLAN

POST ROAD
ASSESSOR'S PLAT 323 LOT 323
WARWICK, RHODE ISLAND

PREPARED FOR:
SKYDRA DEVELOPMENT
858 WASHINGTON STREET, SUITE #305, DEDHAM, MA 02026
TEL 781-451-3600

SHEET 4 OF 6

EXISTING CONDITIONS

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

Study Area Roadways:
- Post Road (Route 1)
- Airport Road

Study Area Intersections:
- Post Road at Airport Road
- Post Road at T.F. Green Airport Connector Off-Ramp
- Post Road at T.F. Green Airport Connector On-Ramp

Study Area Roadways

Post Road

Post Road (US-1) is classified as a principal arterial and is owned and maintained by the Rhode Island Department of Transportation (RIDOT). It runs through the study area in a north/south direction and consists of four 12-foot-wide travel lanes with a 2-foot-wide shoulder on the east side of the road and 3-foot shoulder on the west side of the road. Along Post Road, there are several two-way-left-turn lanes (TWLTL) placed in the median to assist drivers trying to take a left into the business along the roadway, typically 10 feet wide. The posted speed limit on Post Road at the site driveways is 35 miles per hour. Parking along both sides of Post Road is restricted with "NO PARKING ANY TIME" signage.

Airport Road

Airport Road is classified as a minor arterial and runs in the general east/west direction. It has a typical cross-section consisting of two, 12-foot travel lanes in each direction, with a four-foot shoulder on both sides of the road. Additionally, there is a concrete sidewalk on each side of the roadway. The posted speed limit on Airport Road is 35 miles per hour. The roadway is surrounded predominantly by commercial and industrial properties, in addition to T.F. Green Airport.

Study Area Intersections

Post Road at Airport Road

Photo 1: Post Road at Airport Road Intersection

The intersection of Post Road at Airport Road forms a three-legged, signalized intersection consisting of approach legs in the north, south, and east. Post Road makes up the northern and southern legs, while Airport Road makes up the eastern leg. Airport Road consists of two left turn lanes and one right turn lane for westbound travel approaching the intersection and has two receiving lanes for eastbound travel away from the intersection. The southern leg of Post Road consists of two through lanes and one right turn lane for northbound travel and

has two receiving lanes for southbound travel. The northern leg of Post Road consists of two through lanes and two left turn lanes for southbound travel and two receiving lanes for northbound travel. There are concrete sidewalks along both sides of all legs of the intersection. There are crosswalks painted across the Airport Road and the southern Post Road legs of the intersection.

The Post Road at Airport Road intersection is controlled by RIDOT traffic signal no. 460. The signal at the intersections operates under three phases. One phase serves southbound left-turn movements and westbound right turn movements while allowing pedestrians to cross the southern leg of the intersection if the pedestrian pushbuttons for that crossing have been activated. If not, the southbound through traffic will also be allowed to proceed during this phase. The next phase allows both northbound and southbound through movements and the northbound right turn movements to proceed as well as allowing pedestrians to cross Airport Road. The final phase serves all Airport Road movements and the northbound right turn from Post Road onto Airport Road.

Post Road at T.F. Green Airport Connector Off-Ramp

The intersection of Post Road and T.F. Green Airport Connector Off-Ramp forms a three-legged signalized intersection. Post Road forms the north and south legs of the intersection, and the Airport Connector On-Ramp forms the west leg of the intersection. The Airport Connector Off-Ramp is classified as a principal arterial and is owned and maintained by RIDOT.

Photo 2: T.F. Green Airport Connector Off-Ramp at Post Road

The Post Road approaches to the intersection consists of two through lanes each. The eastbound approach to the intersection, the Airport Connector Off-Ramp, consists of two left turn lanes and one right turn lane. There is a "No Turn on Red" sign on this approach. There are concrete sidewalks on both sides of Post Road and a painted crosswalk across the off-ramp. There are no crosswalks across Post Road at this intersection.

Post Road at T.F. Green Airport Connector On-Ramp

The intersection of Post Road and T.F. Green Connector On-Ramp forms a three-legged signalized intersection. Post Road forms the north and south legs of the intersection, and the Airport Connector On-Ramp forms the west leg of the intersection. The Airport Connector On-Ramp is classified as a principal arterial and is owned and maintained by RIDOT.

Photo 3: T.F. Green Airport Connector On-Ramp at Post Road

The Post Road northbound approach to the intersection consists of two through lanes and a dedicated northbound left-turn lane. The southbound approach to the intersection consists of two thru lanes, and a channelized right lane that is controlled with a yield sign onto the Airport Connector. There are concrete sidewalks on both sides of Post Road and a painted crosswalk across the on-ramp. There are no crosswalks across Post Road at this intersection.

Both Airport Connector ramp intersections are controlled by RIDOT traffic signal no. 490. The

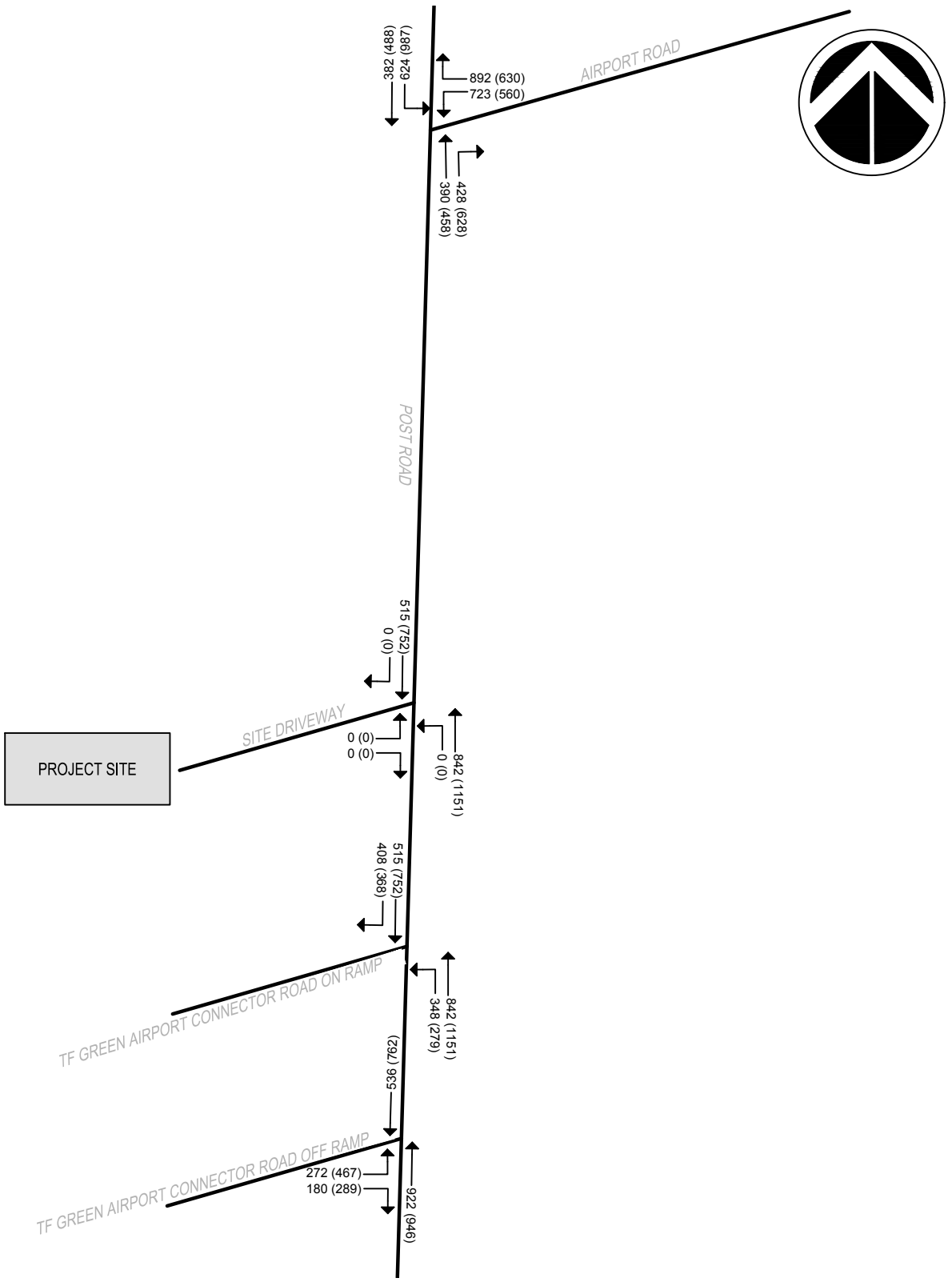
signal at the intersections operates under three phases. Phase one serves the protected northbound left-turn movement to the on-ramp as well as the northbound through movements at both intersections. Phase two serves the northbound and southbound through movements concurrently. The third phase serves all northbound movements at the on-ramp intersection and all traffic movements from the Connector off-ramp.

EXISTING TRAFFIC VOLUMES

Manual turning movement counts (MTMCs) were conducted on March 8, 2022 during the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. for the intersection of Airport Road and Post Road. From a prior traffic study performed by Pare, MTMC's were collected on September 21, 2021 for the intersections of Post Road at each of the Airport Connector intersections.

Counts taken during September, 2021 were adjusted for the impacts of the COVID-19 pandemic on travel patterns. From recent studies during that time, it was noted that traffic operated at 90% of its pre-COVID volumes, and the counts were adjusted accordingly. It is generally assumed that traffic volumes and patterns have returned to typical conditions by March 2022.

Copies of all count data, including the count station are provided in Appendix A. Existing traffic volumes for the morning peak hour and afternoon peak hour are shown in Figure 3.



AM VOLUMES (PM VOLUMES)

PROJECT NO. 22044.00 DATE: APRIL 2022

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FIGURE 3

EXISTING (2022) TRAFFIC VOLUMES MORNING AND AFTERNOON PEAK

WARWICK, RHODE ISLAND

SAFETY ANALYSIS

Crash Data

Crash data was requested from the Warwick Police Department for the most recent 3-year period prior to COVID, from January 1, 2017 through December 31, 2019 for the study area, including:

- Post Road at Airport Road
- Post Road at T.F. Green Airport Connector Off-Ramp
- Post Road at T.F. Green Airport Connector On-Ramp
- Airport Road, spanning approximately 650 feet east of the intersection with Post Road
- T.F. Green Airport Connector On-Ramp
- T.F. Green Airport Connector Off-Ramp

The table below provides a breakdown of the crashes based on type and severity. The complete crash data summary is provided in Appendix B.

Table 1: Crash Data Summary

Roadway/ Intersection	Total Crashes	Non-Fatal Injuries	Fatalities	Rear End	Sideswipe	Head On	Single Vehicle	Angle	Hit and Run
Post Road at Airport Road	99	27	0	37	14	2	1	40	5
Post Road at T.F. Green Airport Connector Off-Ramp	25	12	0	7	1	1	4	11	1
Post Road at T.F. Green Airport Connector On-Ramp	34	9	0	21	2	1	1	9	0
Post Road at Site Driveway	0	0	0	0	0	0	0	0	0
Post Road	7	0	0	3	1	0	0	3	0
Airport Road	2	0	0	2	0	0	0	0	0
T.F. Green Airport Connector On-Ramp	2	0	0	0	0	0	2	0	0

Between the years of 2017 and 2019, a total of 169 crashes occurred within the study area. The majority of these collisions (approximately 59%) occurred at the intersection of Post Road and Airport Road. Approximately 78% of the crashes at this intersection were recorded as either angle collisions (where one vehicle is turning and one vehicle is going straight through the intersection) or rear end collisions. Signalized intersections typically produce a higher number of collisions compared to their unsignalized counterparts, and rear end collisions are the most common crash type seen at any type of intersection. The high number of angle collisions at this intersection indicates drivers are violating the traffic controls at the intersection. Of the 99 crashes at this location, 27 percent resulted in injuries, which is within the typical range seen at signalized intersections on arterials.

Similar to Post Road at Airport Road, a higher frequency of angle collisions have been observed at the intersection of Post Road and the Airport Connector Off-Ramp. Again, this indicates drivers are occasionally violating the traffic control at this location and/or making right turns on red when there is not a large enough gap in Post Road traffic to do so. For the intersection of Post Road at T.F. Green Airport Connector On-Ramp, the largest proportion of collisions are rear ends, which is to be expected at an intersection of this type. The remainder of the crashes can be attributed to those occurring on the roadways, either mid-block or at various driveways, and comprised only about six percent of the crashes. These remaining collisions did not present any substantially unusual trends that would lend themselves to mitigation.

Crash rates at the study intersections were calculated to normalize the number of crashes relative to the volume of traffic each intersection handles. Typical crash rates for signalized intersections are generally in the range of 0.75-0.80 crashes per million entering vehicles. The calculated crash rates for the study intersections can be found below in Table 2.

Table 2: Crash Rate Summary

Intersection:	Crash Rate:
Post Road at Airport Road	2.17
Post Road at T.F. Green Airport Connector Off-Ramp	0.93
Post Road at T.F. Green Airport Connector On-Ramp	1.23

As shown, the two ramp intersections show a slightly elevated crash rate, and the intersection of Post Road and Airport Road has a significantly elevated crash rate. None of the intersections analyzed have geometric or physical hindrances that would impede drivers' sight lines and the layouts of the intersections are relatively typical which do not present any unique challenges to drivers. While such an elevated crash rate at Post Road and Airport Road is worthy of additional attention, the slight increase in traffic volumes from the proposed development relative to the current traffic volumes at this intersection are unlikely to change the pattern of crashes or driver behavior at this intersection.

Sight Distance

On March 17, 2022, a spot speed study was conducted on Post Road near the site driveway to assess driving speeds along the roadway. A summary of the speed data results is shown in Table 3 below. The complete data log can be found in Appendix C. The most notable metric presented in the table is the 85th percentile speed, which was utilized for the sight distance analysis. The largest 85th percentile speed of 38 miles per hour is rounded up to a design speed of 40 miles per hour to provide a more conservative analysis.

Table 3: Post Road Speed Study Summary

	Posted Speed	**Average Speed**	**True Median (50th Percentile)**	**85th Percentile**	**10 MPH Pace**	**% over Posted**
Northbound	35	33	34	38	29-38	37%
Southbound	35	32	32	36	26-35	17%

In conjunction with the spot speed study conducted, the available sight distance for the proposed site driveway was assessed. The driveway is intended to allow vehicles to both enter and exit the site. Vehicles looking to the left have their view partially obstructed by a small, brick staircase for a local business on Post Road, shown in Photo 4. Sight lines when looking to the right are unobstructed and drivers can see clearly.

Photo 4: Partially Obstructed Sight Line (to the north)

According to the latest edition of the American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy on the Geometric Design of Highways and Streets*, the minimum safe stopping sight distances (SSD) for 40 miles per hour is 305 feet. The required intersection sight distance to avoid a collision is equal to the stopping sight distance. In addition, AASHTO gives guidance for a more desirable intersection sight distance (ISD) for these speeds, which will not only avoid collisions, but maintain vehicular flow of at least 70 percent of the original operating speed. Meeting the desirable criteria for sight distance is more applicable to heavily traveled, higher-speed facilities such as arterial streets like Post Road, where maintaining steady traffic flow is important. A summary of the sight distance available for the driveway can be seen in Table 3 below.

Table 4: Sight Distance Summary

		Required SSD (ft)	Desirable ISD (ft)	Measured ISD (ft)
Post Road at Site Driveway	To the North (Left)	305	385	195
	To the South (Right)	305	445	>500

SSD = Stopping Sight Distance; ISD = Intersection Sight Distance

Due to the presence of the existing staircase to the left, sight lines looking to the left are intermittently interrupted, and oncoming vehicles are consistently in view at 195 feet. It should be noted that this measurement, per AASHTO standard, was taken from 15 feet back from the edge of Post Road. This allows a driver to stop far enough back to not obstruct the pathway of pedestrians looking to cross the driveway as they walk along Post Road. Upon drivers pulling up to a distance of approximately 10 feet from the edge of Post Road, the stairs are no longer obstructing view and sight distance exceeds both the minimum and desirable standards. It should be noted that the proposed site access geometry will be unchanged from the existing site access as an airport shuttle parking lot.

NO-BUILD CONDITIONS

Future no-build traffic volumes are determined by projecting the existing traffic volumes based on a determined annual growth rate and including known potential developments within the study area. The Warwick Planning Department was contacted to determine if there are currently any developments proposed within the vicinity of the site whose trip generation information should be included in this study. The city of Warwick provided traffic studies for:

- Commerce Drive – Prepared by VHB
- Wood Spring Suites – Prepared by Pare
- 1850 Post Road Apartments – Prepared by Beta

These studies reference two proposed residential developments and one warehouse/distribution center that would impact at least a portion of the study area. Traffic was distributed through the entirety of the study area in instances where the traffic study referenced did not project the trips through the study area.

To account for background growth along the roadways within the vicinity of the project site, the existing traffic volumes were projected over a five-year horizon from 2022 to 2027. Recent census data was reviewed to determine the appropriate growth rate. The census data showed a population increase of approximately 0.02% per year from 2010 to 2020 for the city of Warwick. To provide a conservative analysis of the project area, a growth rate of 0.5 % per year was used for the five-year projection.

A copy of the available census data is provided in Appendix D. Figure 4 provides the 2027 no-build volumes for the morning and afternoon peak hours.

BUILD CONDITIONS

The future 2027 build condition represents the future 2027 no-build condition plus the anticipated trips due to the construction of the mixed-use development.

Trip Generation

The expected trips for the proposed residential development were determined through the use of the 11th edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE). Land Use Code (LUC) 221 for a Mid-Rise Multifamily Housing Development consisting of 200 dwelling units near a rail transit. Table 4 below summarizes the expected trips for this facility throughout the day, during the morning peak, and afternoon peak hour.

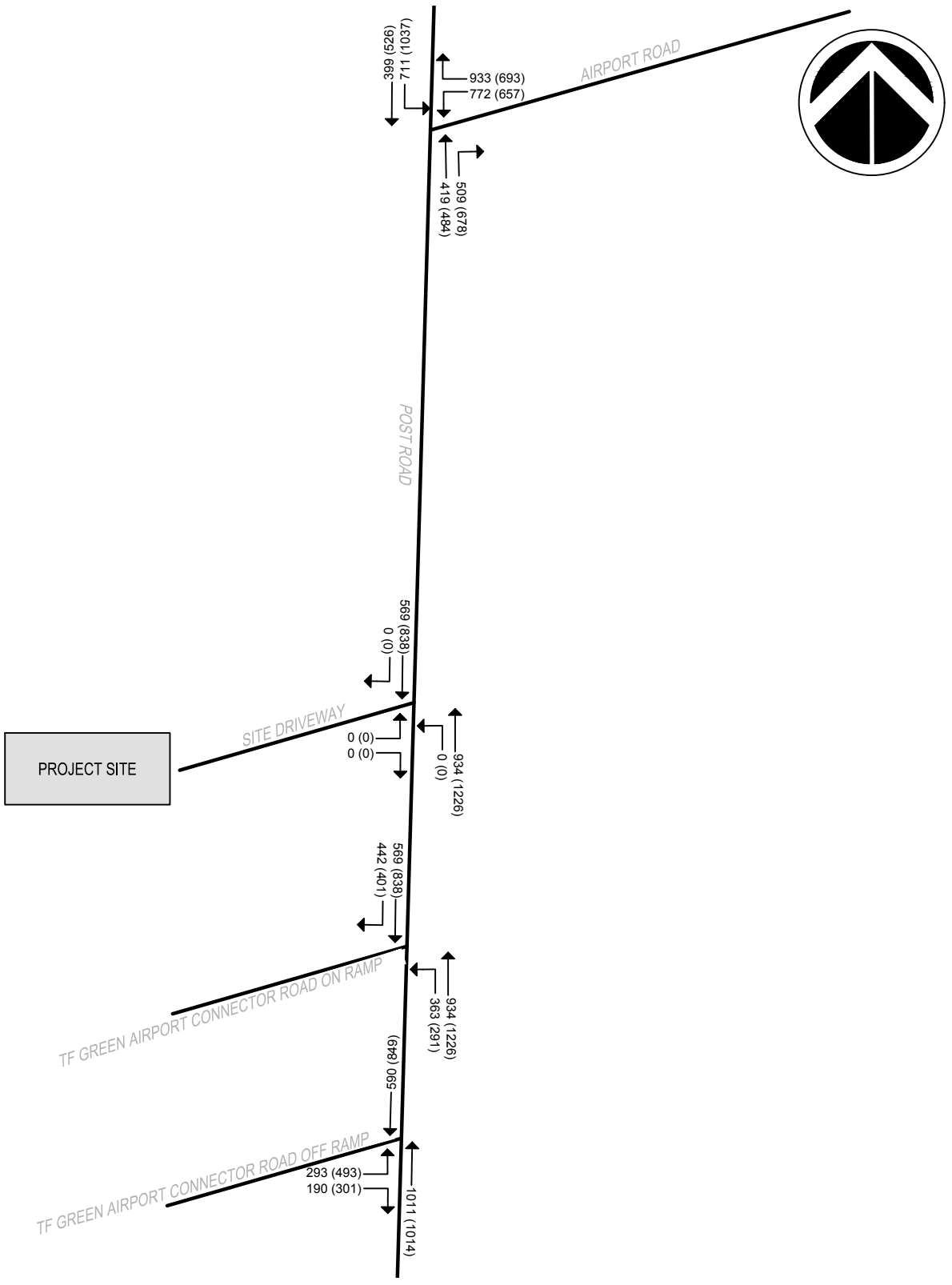
Table 5: Trip Generation Summary

		Weekday	AM Peak	PM Peak
LUC 221 – Multifamily Housing (Mid Rise)– 200 Units	Entering	475	36	25
	Exiting	475	28	33
	Total	950	64	58

Trip Distribution

In order to present a conservative analysis, all site-generated trips were anticipated to enter and exit the site through the main driveway just north of the Airport Connector on-ramp. It should be noted that the development will have a connection to the Radisson site to the north of the site, and therefore access to the multiple exits from that site.

Once off-site, it is anticipated that trip distribution for traffic associated with the residential development will be consistent with the existing traffic patterns within the study area network. Site-generated traffic volumes are shown in Figure 5 for new traffic to the facility, while Figure 6 displays the future (2027) build volumes.



AM VOLUMES (PM VOLUMES)

PROJECT NO. 22044.00 DATE: APRIL 2022

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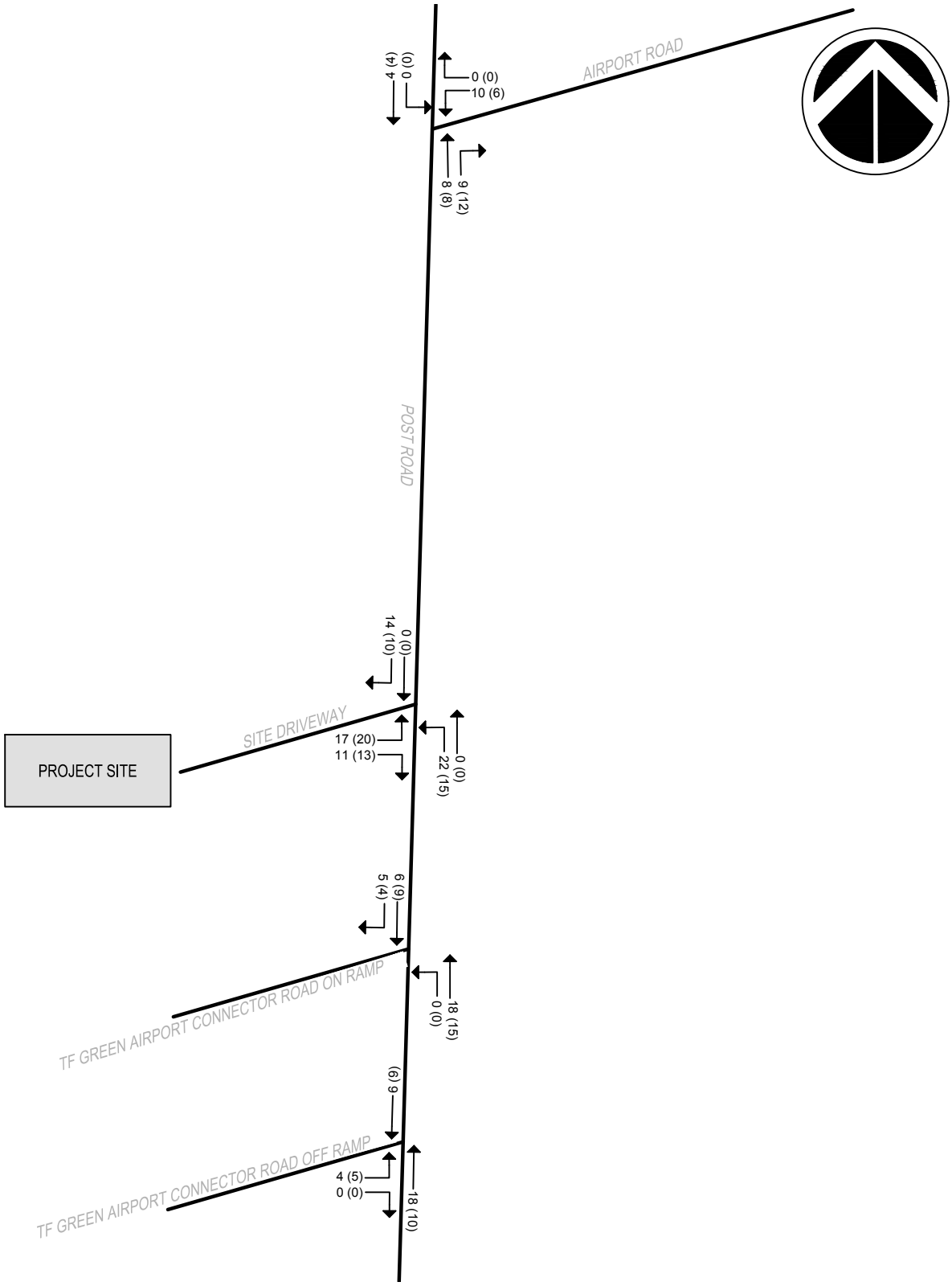
FIGURE 4

FUTURE (2027) NO-BUILD TRAFFIC VOLUMES MORNING AND AFTERNOON PEAK

WARWICK, RHODE ISLAND



AM VOLUMES (PM VOLUMES)

PROJECT NO. 22044.00 DATE: APRIL 2022

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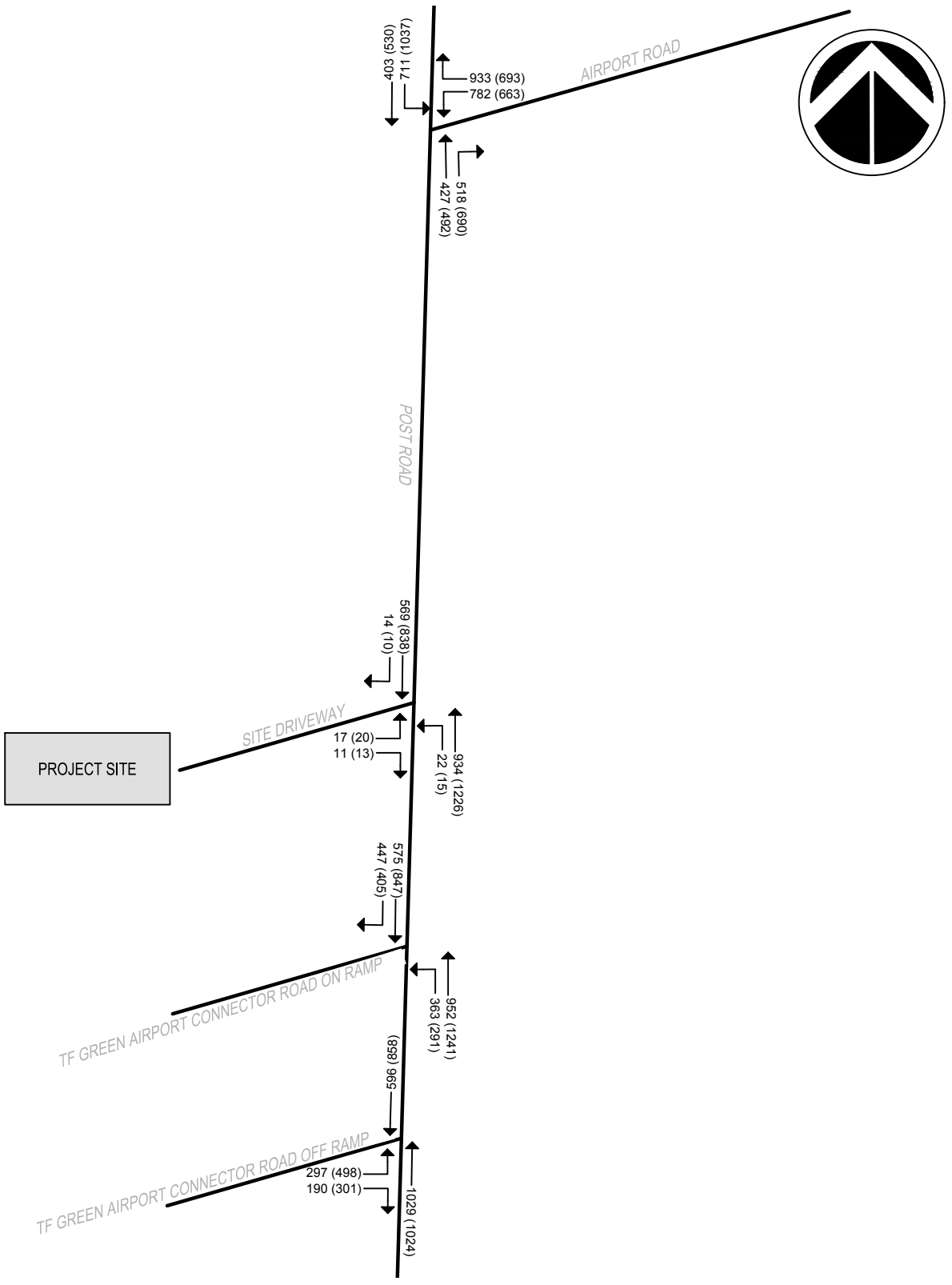
FIGURE 5

SITE GENERATED TRAFFIC VOLUMES MORNING AND AFTERNOON PEAK

WARWICK, RHODE ISLAND



AM VOLUMES (PM VOLUMES)

PROJECT NO. 22044.00 DATE: APRIL 2022

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FIGURE 6

FUTURE (2027) BUILD TRAFFIC VOLUMES MORNING AND AFTERNOON PEAK

WARWICK, RHODE ISLAND

CAPACITY ANALYSES

Capacity analyses were completed for all study area intersections for existing, future no-build, and future build conditions. Capacity analyses characterize intersections based on their level of service (LOS). LOS is a quality measure describing operational conditions within a traffic stream, generally in terms of service measures such as speed, travel times, traffic interruptions, etc. Six LOS values, from A to F, are defined for each type of facility, with A representing the best operating conditions and F representing the worst operating conditions. For this analysis, the two site driveways were analyzed as one driveway with all site trips to present a conservative analysis. The LOS criteria for signalized and unsignalized intersections is provided in Table 5 below. Tables 6 and 7 summarize the capacity analysis results for the morning and afternoon peak hours, respectively.

Table 6: LOS Criteria for Signalized and Unsignalized Intersections

	Signalized Intersection	**Unsignalized Intersection**
LOS	Delay Time (sec/veh)	Delay Time (sec/veh)
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Table 7: Morning Peak Hour LOS Summary

Intersection	Movement		Existing (2022)		Future (2027) No-Build		Future (2027) Build	
			LOS (Delay[1])	Queue Length[2]	LOS (Delay[1])	Queue Length[2]	LOS (Delay[1])	Queue Length[2]
Post Road at Airport Road	NB	T	C (33.5)	153	C (34.7)	163	C (34.8)	167
		R	B (13.8)	206	B (18.6)	275	B (19.0)	283
		App	C (23.2)	-	C (25.9)	-	C (26.2)	-
	SB	L	C (29.8)	257	C (32.1)	301	C (32.3)	301
		T	C (33.5)	148	C (34.3)	155	C (34.2)	157
		App	C (31.2)	-	C (32.9)	-	C (33.0)	-
	WB	L	C (32.1)	#329	D (36.1)	#367	D (36.9)	#374
		R	B (19.2)	#778	C (23.4)	#849	C (23.9)	#851
		App	C (25.0)	-	C (29.2)	-	C (29.8)	-
	Intersection		C (26.5)	-	C (29.5)	-	C (29.9)	-
T.F. Green Airport Connector Road Off-Ramp at Post Road	NB	T	A (5.3)	104	A (5.7)	118	A (5.8)	122
	SB	T	A (4.7)	19	A (4.9)	21	A (4.9)	21
	EB	L	C (30.5)	87	C (31.9)	92	C (32.3)	94
		R	B (12.0)	81	B (12.1)	85	B (12.1)	85
		App	C (23.1)	-	C (24.2)	-	C (24.4)	-
	Intersection		A (9.5)	-	A (9.9)	-	A (10.0)	
T.F. Green Airport Connector Road On-Ramp at Post Road	NB	L	B (17.0)	128	B (18.9)	137	B (19.1)	139
		T	A (0.2)	0	A (0.2)	0	A (0.2)	0
		App	A (5.1)	-	A (5.4)	-	A (5.4)	-
	SB	T	B (15.7)	118	B (16.3)	132	B (16.4)	133
		R	A (0.5)	0	A (0.5)	0	A (0.5)	0
		App	A (9.0)	-	A (9.4)	-	A (9.5)	-
	Intersection		A (6.8)	-	A (7.2)	-	A (7.2)	-
Site Driveway at Post Road	NB	L	-	-	-	-	A (0.4)	3
	EB	L,R	-	-	-	-	C (21.9)	10

1. Delay shown in seconds per vehicle.
2. Queue Length shown in feet, assuming 25 feet per vehicle at unsignalized intersections.

Table 8: Afternoon Peak Hour LOS Summary

Intersection	Movement		Existing (2022)		Future (2027) No-Build		Future (2027) Build	
			LOS (Delay[1])	Queue Length[2]	LOS (Delay[1])	Queue Length[2]	LOS (Delay[1])	Queue Length[2]
Post Road at Airport Road	NB	T	C (33.5)	179	C (34.4)	190	C (34.7)	193
		R	C (29.6)	393	C (34.6)	#478	D (36.5)	#516
		App	C (31.2)	-	C (34.6)	-	D (35.8)	-
	SB	L	D (41.8)	#488	E (56.1)	#524	E (57.2)	#524
		T	C (33.7)	183	C (34.9)	198	D (35.1)	201
		App	D (39.1)	-	D (49.0)	-	D (49.7)	-
	WB	L	C (31.3)	227	C (33.8)	273	C (33.9)	276
		R	B (10.4)	338	B (12.7)	423	B (12.8)	425
		App	C (20.2)	-	C (23.0)	-	C (23.1)	-
	Intersection		C (30.8)	-	D (36.1)	-	D (36.8)	-
T.F. Green Airport Connector Road Off-Ramp at Post Road	NB	T	A (5.2)	98	A (5.4)	107	A (5.5)	109
	SB	T	A (5.1)	22	A (6.3)	38	A (6.4)	41
	EB	L	D (54.9)	#174	E (66.6)	#186	E (69.6)	#189
		R	B (13.4)	126	B (13.7)	132	B (13.7)	132
		App	D (39.0)	-	D (46.5)	-	D (48.5)	-
	Intersection		B (15.6)	-	B (18.0)	-	B (18.6)	-
T.F. Green Airport Connector Road On-Ramp at Post Road	NB	L	B (11.9)	77	B (12.8)	81	B (12.8)	81
		T	A (0.2)	0	A (0.2)	0	A (0.2)	0
		App	A (2.5)	-	A (2.6)	-	A (2.6)	-
	SB	T	B (17.9)	171	B (19.1)	194	B (19.3)	197
		R	A (0.4)	0	A (0.4)	0	A (0.4)	0
		App	B (12.1)	-	B (13.1)	-	B (13.2)	-
	Intersection		A (6.8)	-	A (7.4)	-	A (7.4)	-
Site Driveway at Post Road	NB	L	-	-	-	-	A (0.5)	3
	EB	L,R	-	-	-	-	E (43.3)	28

1. Delay shown in seconds per vehicle.
2. Queue Length shown in feet, assuming 25 feet per vehicle at unsignalized intersections.
- 95th percentile volume exceeds capacity, value shown is queue after two 95th percentile cycles.

As shown in the tables above, there is not expected to be any changes in overall LOS between no-build and build conditions at any of the three signalized study intersections during either the morning or afternoon peak hours. Further, all three of the intersections are anticipated to operate at LOS D or better during both peak hours. The movements with the highest expected delay occurs during the afternoon peak hour, including the southbound left turn movement from Post Road onto Airport Road, and the eastbound left turn from the Airport Connector off-ramp onto Post Road. Both of these movements are expected to experience LOS E conditions during the afternoon peak hour under both no-build and build conditions.

At the intersection of Post Road with the proposed site driveway, the stop-controlled driveway approach is expected to operate at LOS C during the morning peak hour and LOS E during the afternoon peak hour. This approach is expected to have a 95th percentile queue length of only 28 feet, which is only between one and two vehicles, indicating that there is enough capacity to serve this movement, even if the delay is longer than ideal due to the traffic volumes on Post Road.

CONCLUSIONS

Pare Corporation conducted analyses of the potential impacts of the construction of a 200-unit multifamily apartment complex. The site is anticipated to utilize the existing driveway for 2119 Post Road when it operated as a parking area for a shuttle service to T.F. Green Airport.

Capacity analyses were conducted at three signalized intersections near the anticipated site and at the proposed site driveway. Analyses indicate that the multifamily apartments will have an insignificant impact to the levels of service on the surrounding roadway network.

Based on the safety analyses conducted, it is anticipated that the addition of this development's traffic to the existing access and to Post Road can be accommodated safely. There were no known safety issues with the site access under the site's previous use a s a parking lot for an airport shuttle service, and the proposed development will be utilizing the same access. From the crash data received and reviewed, there is a higher than normal frequency of crashes, especially at the signalized intersection of Post Road at Airport Road. However, the proposed residential development is not anticipated to exacerbate these conditions.

In summary, Pare Corporation is of the opinion that the proposed development will have minimal impacts on the traffic capacity and safety operations for the roadways and intersections within the study area.

APPENDIX A

Traffic Count Data

Transportation Data Corporation

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

N/S: Post Road (Route 1)
E: Airport Road
City, State: Warwick, RI
Client: Pare/Eric Beaudry

File Name : 05530A
Site Code : 05530
Start Date : 3/8/2022
Page No : 1

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

	Post Road (Route 1) From North			Airport Road From East			Post Road (Route 1) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
07:00 AM	66	85	0	212	136	0	59	67	2	627
07:15 AM	62	151	0	274	151	0	72	97	0	807
07:30 AM	99	189	0	197	142	0	91	96	0	814
07:45 AM	89	205	0	240	196	0	123	100	0	953
Total	316	630	0	923	625	0	345	360	2	3201
08:00 AM	86	152	0	212	176	0	67	105	0	798
08:15 AM	98	126	0	248	166	0	123	97	8	866
08:30 AM	109	141	0	192	185	1	115	88	1	832
08:45 AM	110	146	0	165	142	1	99	113	0	776
Total	403	565	0	817	669	2	404	403	9	3272
Grand Total	719	1195	0	1740	1294	2	749	763	11	6473
Apprch %	37.6	62.4	0	57.3	42.6	0.1	49.2	50.1	0.7	
Total %	11.1	18.5	0	26.9	20	0	11.6	11.8	0.2	
Cars & Peds	702	1188	0	1732	1275	2	723	737	11	6370
% Cars & Peds	97.6	99.4	0	99.5	98.5	100	96.5	96.6	100	98.4
Trucks & Buses	17	7	0	8	18	0	26	26	0	102
% Trucks & Buses	2.4	0.6	0	0.5	1.4	0	3.5	3.4	0	1.6
Bikes by Direction	0	0	0	0	1	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0.1	0	0	0	0	0

	Post Road (Route 1) From North				Airport Road From East				Post Road (Route 1) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	89	**205**	0	**294**	240	**196**	0	**436**	**123**	100	0	223	**953**
08:00 AM	86	152	0	238	212	176	0	388	67	**105**	0	172	798
08:15 AM	98	126	0	224	**248**	166	0	414	123	97	**8**	**228**	866
08:30 AM	**109**	141	0	250	192	185	**1**	378	115	88	1	204	832
Total Volume	382	624	0	1006	892	723	1	1616	428	390	9	827	3449
% App. Total	38	62	0		55.2	44.7	0.1		51.8	47.2	1.1		
PHF	.876	.761	.000	.855	.899	.922	.250	.927	.870	.929	.281	.907	.905
Cars & Peds	373	624	0	997	886	714	1	1601	416	378	9	803	3401
% Cars & Peds	97.6	100	0	99.1	99.3	98.8	100	99.1	97.2	96.9	100	97.1	98.6
Trucks & Buses	9	0	0	9	6	9	0	15	12	12	0	24	48
% Trucks & Buses	2.4	0	0	0.9	0.7	1.2	0	0.9	2.8	3.1	0	2.9	1.4
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

Transportation Data Corporation

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

N/S: Post Road (Route 1)
E: Airport Road
City, State: Warwick, RI
Client: Pare/Eric Beaudry

File Name : 05530A
Site Code : 05530
Start Date : 3/8/2022

Groups Printed- Cars & Peds

	Post Road (Route 1) From North			Airport Road From East			Post Road (Route 1) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
07:00 AM	63	84	0	212	133	0	57	62	2	613
07:15 AM	61	149	0	273	150	0	70	95	0	798
07:30 AM	98	185	0	196	139	0	89	93	0	800
07:45 AM	88	205	0	239	194	0	119	98	0	943
Total	310	623	0	920	616	0	335	348	2	3154
08:00 AM	85	152	0	211	174	0	65	101	0	788
08:15 AM	97	126	0	247	164	0	120	92	8	854
08:30 AM	103	141	0	189	182	1	112	87	1	816
08:45 AM	107	146	0	165	139	1	91	109	0	758
Total	392	565	0	812	659	2	388	389	9	3216
Grand Total	702	1188	0	1732	1275	2	723	737	11	6370
Apprch %	37.1	62.9	0	57.6	42.4	0.1	49.2	50.1	0.7	
Total %	11	18.6	0	27.2	20	0	11.4	11.6	0.2	

	Post Road (Route 1) From North				Airport Road From East				Post Road (Route 1) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	88	**205**	0	**293**	239	**194**	0	**433**	119	98	0	217	**943**
08:00 AM	85	152	0	237	211	174	0	385	65	**101**	0	166	788
08:15 AM	97	126	0	223	**247**	164	0	411	**120**	92	**8**	**220**	854
08:30 AM	**103**	141	0	244	189	182	**1**	372	112	87	1	200	816
Total Volume	373	624	0	997	886	714	1	1601	416	378	9	803	3401
% App. Total	37.4	62.6	0		55.3	44.6	0.1		51.8	47.1	1.1		
PHF	.905	.761	.000	.851	.897	.920	.250	.924	.867	.936	.281	.913	.902

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N/S: Post Road (Route 1)
E: Airport Road
City, State: Warwick, RI
Client: Pare/Eric Beaudry

File Name : 05530A
Site Code : 05530
Start Date : 3/8/2022

Groups Printed- Trucks & Buses

	Post Road (Route 1) From North			Airport Road From East			Post Road (Route 1) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
07:00 AM	3	1	0	0	2	0	2	5	0	13
07:15 AM	1	2	0	1	1	0	2	2	0	9
07:30 AM	1	4	0	1	3	0	2	3	0	14
07:45 AM	1	0	0	1	2	0	4	2	0	10
Total	6	7	0	3	8	0	10	12	0	46
08:00 AM	1	0	0	1	2	0	2	4	0	10
08:15 AM	1	0	0	1	2	0	3	5	0	12
08:30 AM	6	0	0	3	3	0	3	1	0	16
08:45 AM	3	0	0	0	3	0	8	4	0	18
Total	11	0	0	5	10	0	16	14	0	56
Grand Total	17	7	0	8	18	0	26	26	0	102
Apprch %	70.8	29.2	0	30.8	69.2	0	50	50	0	
Total %	16.7	6.9	0	7.8	17.6	0	25.5	25.5	0	

	Post Road (Route 1) From North				Airport Road From East				Post Road (Route 1) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	1	0	0	1	1	2	0	3	2	4	0	6	10
08:15 AM	1	0	0	1	1	2	0	3	3	**5**	0	8	12
08:30 AM	**6**	0	0	**6**	**3**	**3**	0	**6**	3	1	0	4	16
08:45 AM	3	0	0	3	0	3	0	3	**8**	4	0	**12**	**18**
Total Volume	11	0	0	11	5	10	0	15	16	14	0	30	56
% App. Total	100	0	0		33.3	66.7	0		53.3	46.7	0		
PHF	.458	.000	.000	.458	.417	.833	.000	.625	.500	.700	.000	.625	.778

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City, State: Warwick, RI
Client: Pare/Eric Beaudry

File Name : 05530A
Site Code : 05530
Start Date : 3/8/2022

Groups Printed- Bikes by Direction

	Post Road (Route 1) From North			Airport Road From East			Post Road (Route 1) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
07:00 AM	0	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	0	0	0	1
Apprch %	0	0	0	0	100	0	0	0	0	
Total %	0	0	0	0	100	0	0	0	0	

	Post Road (Route 1) From North				Airport Road From East				Post Road (Route 1) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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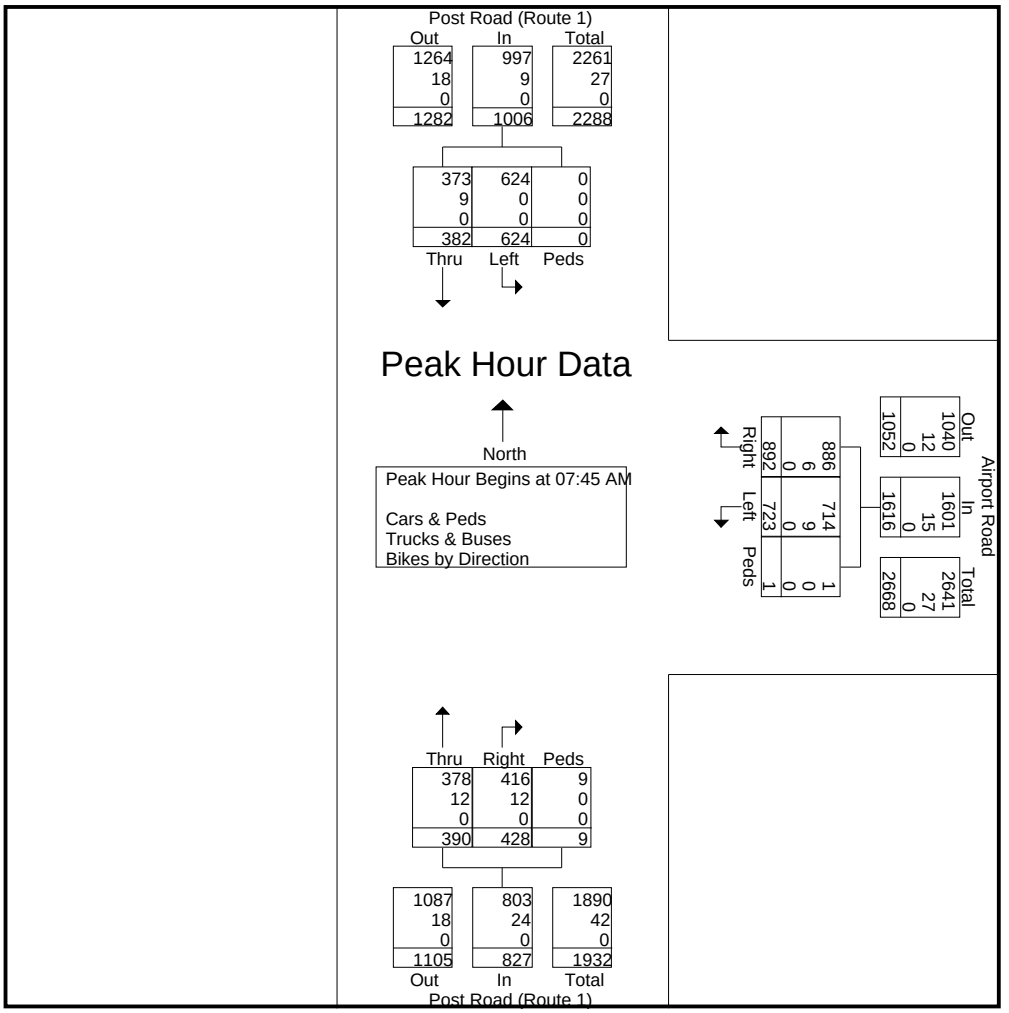
City, State: Warwick, RI
Client: Pare/Eric Beaudry

File Name : 05530A
Site Code : 05530
Start Date : 3/8/2022
Page No : 1

	Post Road (Route 1) From North				Airport Road From East				Post Road (Route 1) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	89	**205**	0	**294**	240	**196**	0	**436**	**123**	100	0	223	**953**
08:00 AM	86	152	0	238	212	176	0	388	67	**105**	0	172	798
08:15 AM	98	126	0	224	**248**	166	0	414	123	97	**8**	**228**	866
08:30 AM	**109**	141	0	250	192	185	**1**	378	115	88	1	204	832
Total Volume	382	624	0	1006	892	723	1	1616	428	390	9	827	3449
% App. Total	38	62	0		55.2	44.7	0.1		51.8	47.2	1.1		
PHF	.876	.761	.000	.855	.899	.922	.250	.927	.870	.929	.281	.907	.905
Cars & Peds	373	624	0	997	886	714	1	1601	416	378	9	803	3401
% Cars & Peds	97.6	100	0	99.1	99.3	98.8	100	99.1	97.2	96.9	100	97.1	98.6
Trucks & Buses	9	0	0	9	6	9	0	15	12	12	0	24	48
% Trucks & Buses	2.4	0	0	0.9	0.7	1.2	0	0.9	2.8	3.1	0	2.9	1.4
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



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File Name : 05530AA
Site Code : 05530
Start Date : 3/8/2022
Page No : 1

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

	Post Road (Route 1) From North			Airport Road From East			Post Road (Route 1) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
04:00 PM	108	188	0	130	121	0	166	154	0	867
04:15 PM	101	243	0	168	144	0	161	115	0	932
04:30 PM	122	267	0	147	128	0	145	117	1	927
04:45 PM	129	224	0	168	152	1	174	124	0	972
Total	460	922	0	613	545	1	646	510	1	3698
05:00 PM	136	253	0	147	136	0	148	102	0	922
05:15 PM	106	262	0	136	117	0	164	121	0	906
05:30 PM	112	234	0	143	145	0	166	124	0	924
05:45 PM	94	236	0	152	115	0	139	109	0	845
Total	448	985	0	578	513	0	617	456	0	3597
Grand Total	908	1907	0	1191	1058	1	1263	966	1	7295
Apprch %	32.3	67.7	0	52.9	47	0	56.6	43.3	0	
Total %	12.4	26.1	0	16.3	14.5	0	17.3	13.2	0	
Cars & Peds	890	1896	0	1189	1053	1	1254	952	1	7236
% Cars & Peds	98	99.4	0	99.8	99.5	100	99.3	98.6	100	99.2
Trucks & Buses	17	11	0	2	5	0	9	14	0	58
% Trucks & Buses	1.9	0.6	0	0.2	0.5	0	0.7	1.4	0	0.8
Bikes by Direction	1	0	0	0	0	0	0	0	0	1
% Bikes by Direction	0.1	0	0	0	0	0	0	0	0	0

	Post Road (Route 1) From North				Airport Road From East				Post Road (Route 1) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	101	243	0	344	**168**	144	0	312	161	115	0	276	932
04:30 PM	122	**267**	0	**389**	147	128	0	275	145	117	**1**	263	927
04:45 PM	129	224	0	353	168	**152**	**1**	**321**	**174**	**124**	0	**298**	**972**
05:00 PM	**136**	253	0	389	147	136	0	283	148	102	0	250	922
Total Volume	488	987	0	1475	630	560	1	1191	628	458	1	1087	3753
% App. Total	33.1	66.9	0		52.9	47	0.1		57.8	42.1	0.1		
PHF	.897	.924	.000	.948	.938	.921	.250	.928	.902	.923	.250	.912	.965
Cars & Peds	481	980	0	1461	629	555	1	1185	626	450	1	1077	3723
% Cars & Peds	98.6	99.3	0	99.1	99.8	99.1	100	99.5	99.7	98.3	100	99.1	99.2
Trucks & Buses	7	7	0	14	1	5	0	6	2	8	0	10	30
% Trucks & Buses	1.4	0.7	0	0.9	0.2	0.9	0	0.5	0.3	1.7	0	0.9	0.8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

Transportation Data Corporation

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E: Airport Road
City, State: Warwick, RI
Client: Pare/Eric Beaudry

File Name : 05530AA
Site Code : 05530
Start Date : 3/8/2022
Page No : 1

Groups Printed- Cars & Peds

	Post Road (Route 1) From North			Airport Road From East			Post Road (Route 1) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
04:00 PM	105	187	0	130	121	0	164	152	0	859
04:15 PM	100	241	0	168	144	0	160	114	0	927
04:30 PM	119	264	0	147	126	0	145	114	1	916
04:45 PM	127	223	0	168	150	1	173	124	0	966
Total	451	915	0	613	541	1	642	504	1	3668
05:00 PM	135	252	0	146	135	0	148	98	0	914
05:15 PM	103	260	0	136	117	0	163	120	0	899
05:30 PM	110	233	0	143	145	0	165	123	0	919
05:45 PM	91	236	0	151	115	0	136	107	0	836
Total	439	981	0	576	512	0	612	448	0	3568
Grand Total	890	1896	0	1189	1053	1	1254	952	1	7236
Apprch %	31.9	68.1	0	53	46.9	0	56.8	43.1	0	
Total %	12.3	26.2	0	16.4	14.6	0	17.3	13.2	0	

	Post Road (Route 1) From North				Airport Road From East				Post Road (Route 1) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	100	241	0	341	**168**	144	0	312	160	114	0	274	927
04:30 PM	119	**264**	0	383	147	126	0	273	145	114	**1**	260	916
04:45 PM	127	223	0	350	168	**150**	**1**	**319**	**173**	**124**	0	**297**	**966**
05:00 PM	**135**	252	0	**387**	146	135	0	281	148	98	0	246	914
Total Volume	481	980	0	1461	629	555	1	1185	626	450	1	1077	3723
% App. Total	32.9	67.1	0		53.1	46.8	0.1		58.1	41.8	0.1		
PHF	.891	.928	.000	.944	.936	.925	.250	.929	.905	.907	.250	.907	.964

Transportation Data Corporation

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

N/S: Post Road (Route 1)
E: Airport Road
City, State: Warwick, RI
Client: Pare/Eric Beaudry

File Name : 05530AA
Site Code : 05530
Start Date : 3/8/2022
Page No : 1

Groups Printed- Trucks & Buses

	Post Road (Route 1) From North			Airport Road From East			Post Road (Route 1) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
04:00 PM	3	1	0	0	0	0	2	2	0	8
04:15 PM	1	2	0	0	0	0	1	1	0	5
04:30 PM	3	3	0	0	2	0	0	3	0	11
04:45 PM	2	1	0	0	2	0	1	0	0	6
Total	9	7	0	0	4	0	4	6	0	30
05:00 PM	1	1	0	1	1	0	0	4	0	8
05:15 PM	3	2	0	0	0	0	1	1	0	7
05:30 PM	2	1	0	0	0	0	1	1	0	5
05:45 PM	2	0	0	1	0	0	3	2	0	8
Total	8	4	0	2	1	0	5	8	0	28
Grand Total	17	11	0	2	5	0	9	14	0	58
Apprch %	60.7	39.3	0	28.6	71.4	0	39.1	60.9	0	
Total %	29.3	19	0	3.4	8.6	0	15.5	24.1	0	

	Post Road (Route 1) From North				Airport Road From East				Post Road (Route 1) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	**3**	**3**	0	**6**	0	**2**	0	**2**	0	3	0	3	**11**
04:45 PM	2	1	0	3	0	2	0	2	**1**	0	0	1	6
05:00 PM	1	1	0	2	**1**	1	0	2	0	**4**	0	**4**	8
05:15 PM	3	2	0	5	0	0	0	0	1	1	0	2	7
Total Volume	9	7	0	16	1	5	0	6	2	8	0	10	32
% App. Total	56.2	43.8	0		16.7	83.3	0		20	80	0		
PHF	.750	.583	.000	.667	.250	.625	.000	.750	.500	.500	.000	.625	.727

Transportation Data Corporation

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N/S: Post Road (Route 1)
E: Airport Road
City, State: Warwick, RI
Client: Pare/Eric Beaudry

File Name : 05530AA
Site Code : 05530
Start Date : 3/8/2022
Page No : 1

Groups Printed- Bikes by Direction

	Post Road (Route 1) From North			Airport Road From East			Post Road (Route 1) From South			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	0	0	0	0	0	1
Apprch %	100	0	0	0	0	0	0	0	0	
Total %	100	0	0	0	0	0	0	0	0	

	Post Road (Route 1) From North				Airport Road From East				Post Road (Route 1) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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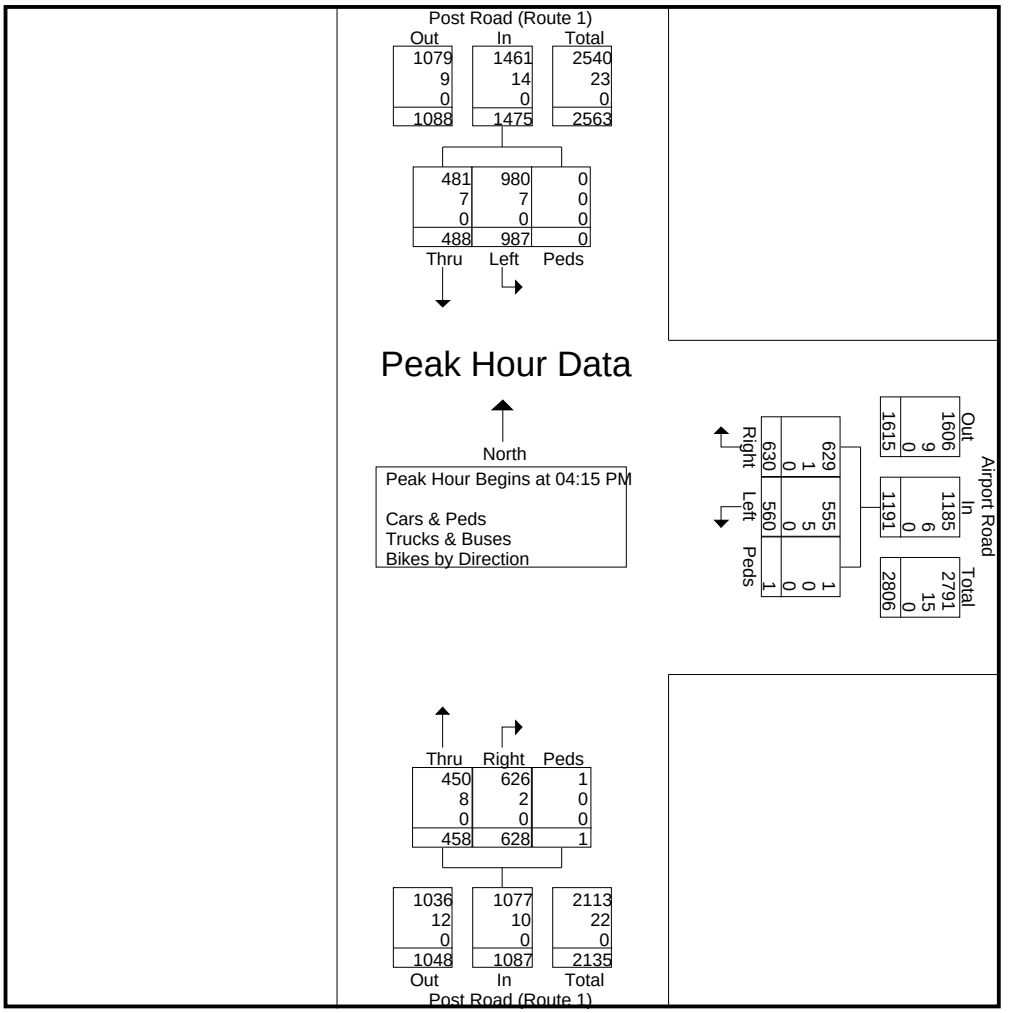
N/S: Post Road (Route 1)
E: Airport Road
City, State: Warwick, RI
Client: Pare/Eric Beaudry

File Name : 05530AA
Site Code : 05530
Start Date : 3/8/2022
Page No : 1

	Post Road (Route 1) From North				Airport Road From East				Post Road (Route 1) From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	101	243	0	344	**168**	144	0	312	161	115	0	276	932
04:30 PM	122	**267**	0	**389**	147	128	0	275	145	117	**1**	263	927
04:45 PM	129	224	0	353	168	**152**	**1**	**321**	**174**	**124**	0	**298**	**972**
05:00 PM	**136**	253	0	389	147	136	0	283	148	102	0	250	922
Total Volume	488	987	0	1475	630	560	1	1191	628	458	1	1087	3753
% App. Total	33.1	66.9	0		52.9	47	0.1		57.8	42.1	0.1		
PHF	.897	.924	.000	.948	.938	.921	.250	.928	.902	.923	.250	.912	.965
Cars & Peds	481	980	0	1461	629	555	1	1185	626	450	1	1077	3723
% Cars & Peds	98.6	99.3	0	99.1	99.8	99.1	100	99.5	99.7	98.3	100	99.1	99.2
Trucks & Buses	7	7	0	14	1	5	0	6	2	8	0	10	30
% Trucks & Buses	1.4	0.7	0	0.9	0.2	0.9	0	0.5	0.3	1.7	0	0.9	0.8
Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



Transportation Data Corporation
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N/S: Post Road (Route 1)
W: T.F. Green Connector Road Off-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462A
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

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

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road Off-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	0	68	0	152	0	0	27	46	0	293
07:15 AM	0	96	0	171	0	0	25	56	0	348
07:30 AM	0	133	0	223	0	0	34	56	0	446
07:45 AM	0	127	0	230	0	0	47	65	0	469
Total	0	424	0	776	0	0	133	223	0	1556
08:00 AM	0	109	0	215	0	0	33	51	0	408
08:15 AM	0	111	0	157	0	0	47	71	0	386
08:30 AM	0	133	0	198	0	0	43	52	1	427
08:45 AM	0	137	0	192	0	0	40	74	0	443
Total	0	490	0	762	0	0	163	248	1	1664
Grand Total	0	914	0	1538	0	0	296	471	1	3220
Apprch %	0	100	0	100	0	0	38.5	61.3	0.1	
Total %	0	28.4	0	47.8	0	0	9.2	14.6	0	
Cars & Peds	0	875	0	1498	0	0	286	461	1	3121
% Cars & Peds	0	95.7	0	97.4	0	0	96.6	97.9	100	96.9
Trucks & Buses	0	38	0	39	0	0	10	10	0	97
% Trucks & Buses	0	4.2	0	2.5	0	0	3.4	2.1	0	3
Bikes by Direction	0	1	0	1	0	0	0	0	0	2
% Bikes by Direction	0	0.1	0	0.1	0	0	0	0	0	0.1

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road Off-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	**133**	0	**133**	223	0	0	223	34	56	0	90	446
07:45 AM	0	127	0	127	**230**	0	0	**230**	**47**	65	0	112	**469**
08:00 AM	0	109	0	109	215	0	0	215	33	51	0	84	408
08:15 AM	0	111	0	111	157	0	0	157	47	**71**	0	**118**	386
Total Volume	0	480	0	480	825	0	0	825	161	243	0	404	1709
% App. Total	0	100	0		100	0	0		39.9	60.1	0		
PHF	.000	.902	.000	.902	.897	.000	.000	.897	.856	.856	.000	.856	.911
Cars & Peds	0	463	0	463	800	0	0	800	158	240	0	398	1661
% Cars & Peds	0	96.5	0	96.5	97.0	0	0	97.0	98.1	98.8	0	98.5	97.2
Trucks & Buses	0	17	0	17	24	0	0	24	3	3	0	6	47
% Trucks & Buses	0	3.5	0	3.5	2.9	0	0	2.9	1.9	1.2	0	1.5	2.8
Bikes by Direction	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0.1

Transportation Data Corporation
Mario Perone, mperone1@verizon.net
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N/S: Post Road (Route 1)
W: T.F. Green Connector Road Off-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462A
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

Groups Printed- Cars & Peds

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road Off-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	0	62	0	146	0	0	25	46	0	279
07:15 AM	0	91	0	170	0	0	23	54	0	338
07:30 AM	0	126	0	217	0	0	34	56	0	433
07:45 AM	0	123	0	222	0	0	45	65	0	455
Total	0	402	0	755	0	0	127	221	0	1505
08:00 AM	0	107	0	210	0	0	32	51	0	400
08:15 AM	0	107	0	151	0	0	47	68	0	373
08:30 AM	0	126	0	197	0	0	40	49	1	413
08:45 AM	0	133	0	185	0	0	40	72	0	430
Total	0	473	0	743	0	0	159	240	1	1616
Grand Total	0	875	0	1498	0	0	286	461	1	3121
Apprch %	0	100	0	100	0	0	38.2	61.6	0.1	
Total %	0	28	0	48	0	0	9.2	14.8	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road Off-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	**126**	0	**126**	217	0	0	217	34	56	0	90	433
07:45 AM	0	123	0	123	**222**	0	0	**222**	45	65	0	110	**455**
08:00 AM	0	107	0	107	210	0	0	210	32	51	0	83	400
08:15 AM	0	107	0	107	151	0	0	151	**47**	**68**	0	**115**	373
Total Volume	0	463	0	463	800	0	0	800	158	240	0	398	1661
% App. Total	0	100	0		100	0	0		39.7	60.3	0		
PHF	.000	.919	.000	.919	.901	.000	.000	.901	.840	.882	.000	.865	.913

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N/S: Post Road (Route 1)
W: T.F. Green Connector Road Off-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462A
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

Groups Printed- Trucks & Buses

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road Off-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	0	5	0	6	0	0	2	0	0	13
07:15 AM	0	5	0	1	0	0	2	2	0	10
07:30 AM	0	7	0	5	0	0	0	0	0	12
07:45 AM	0	4	0	8	0	0	2	0	0	14
Total	0	21	0	20	0	0	6	2	0	49
08:00 AM	0	2	0	5	0	0	1	0	0	8
08:15 AM	0	4	0	6	0	0	0	3	0	13
08:30 AM	0	7	0	1	0	0	3	3	0	14
08:45 AM	0	4	0	7	0	0	0	2	0	13
Total	0	17	0	19	0	0	4	8	0	48
Grand Total	0	38	0	39	0	0	10	10	0	97
Apprch %	0	100	0	100	0	0	50	50	0	
Total %	0	39.2	0	40.2	0	0	10.3	10.3	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road Off-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	5	0	5	6	0	0	6	**2**	0	0	2	13
07:15 AM	0	5	0	5	1	0	0	1	2	**2**	0	**4**	10
07:30 AM	0	**7**	0	**7**	5	0	0	5	0	0	0	0	12
07:45 AM	0	4	0	4	**8**	0	0	**8**	2	0	0	2	**14**
Total Volume	0	21	0	21	20	0	0	20	6	2	0	8	49
% App. Total	0	100	0		100	0	0		75	25	0		
PHF	.000	.750	.000	.750	.625	.000	.000	.625	.750	.250	.000	.500	.875

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N/S: Post Road (Route 1)
W: T.F. Green Connector Road Off-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462A
Site Code : 05462
Start Date : 9/21/2021

Groups Printed- Bikes by Direction

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road Off-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	2
Apprch %	0	100	0	100	0	0	0	0	0	
Total %	0	50	0	50	0	0	0	0	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road Off-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	2
% App. Total	0	100	0		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.500

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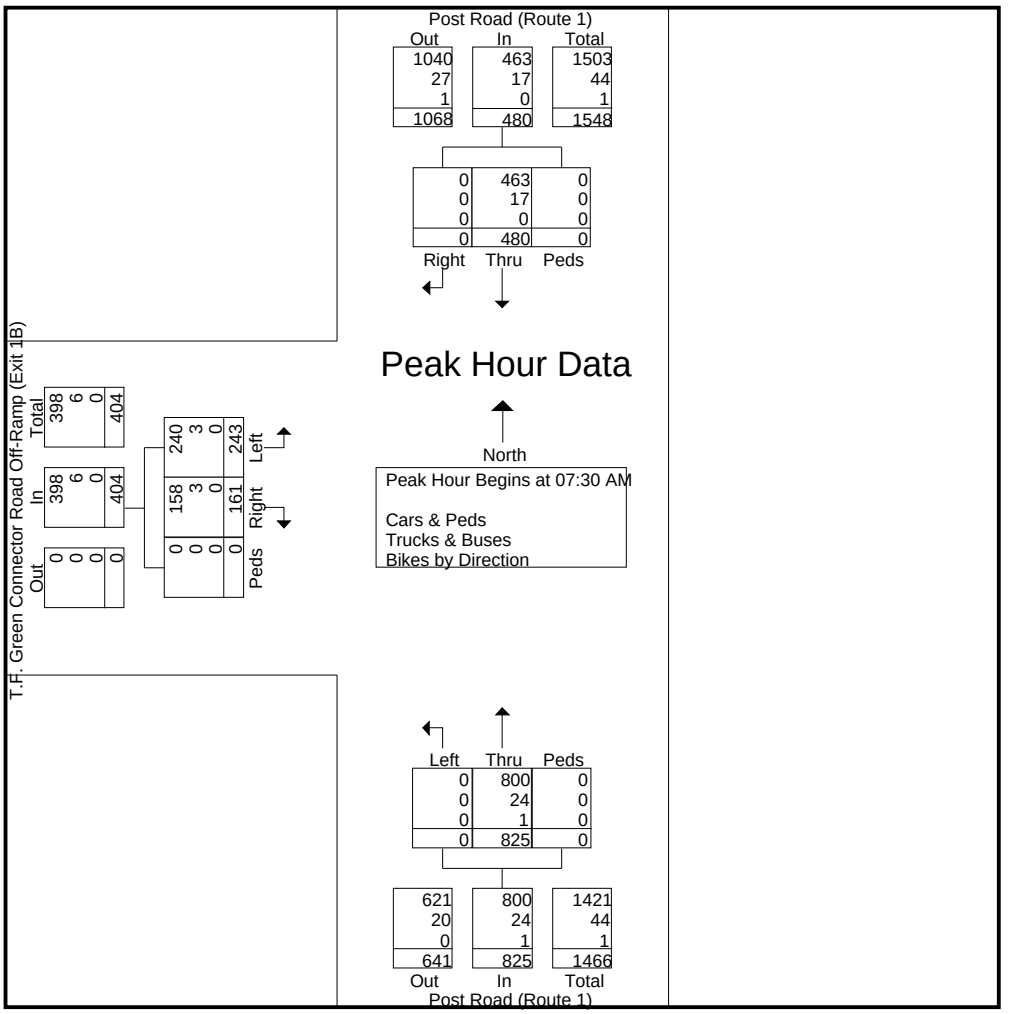
N/S: Post Road (Route 1)
W: T.F. Green Connector Road Off-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462A
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road Off-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	**133**	0	**133**	223	0	0	223	34	56	0	90	446
07:45 AM	0	127	0	127	**230**	0	0	**230**	**47**	65	0	112	**469**
08:00 AM	0	109	0	109	215	0	0	215	33	51	0	84	408
08:15 AM	0	111	0	111	157	0	0	157	47	**71**	0	**118**	386
Total Volume	0	480	0	480	825	0	0	825	161	243	0	404	1709
% App. Total	0	100	0		100	0	0		39.9	60.1	0		
PHF	.000	.902	.000	.902	.897	.000	.000	.897	.856	.856	.000	.856	.911
Cars & Peds	0	463	0	463	800	0	0	800	158	240	0	398	1661
% Cars & Peds	0	96.5	0	96.5	97.0	0	0	97.0	98.1	98.8	0	98.5	97.2
Trucks & Buses	0	17	0	17	24	0	0	24	3	3	0	6	47
% Trucks & Buses	0	3.5	0	3.5	2.9	0	0	2.9	1.9	1.2	0	1.5	2.8
Bikes by Direction	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0.1



Transportation Data Corporation
Mario Perone, mperone1@verizon.net
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N/S: Post Road (Route 1)
W: T.F. Green Connector Road Off-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462AA
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

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

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road Off-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	0	180	0	208	0	0	65	101	0	554
04:15 PM	0	181	0	219	0	0	69	97	0	566
04:30 PM	0	160	0	221	0	0	57	109	0	547
04:45 PM	0	161	0	199	0	0	67	111	0	538
Total	0	682	0	847	0	0	258	418	0	2205
05:00 PM	0	170	0	232	0	0	55	93	1	551
05:15 PM	0	173	0	182	0	0	58	107	0	520
05:30 PM	0	133	0	187	0	0	45	94	1	460
05:45 PM	0	146	0	180	0	0	43	94	0	463
Total	0	622	0	781	0	0	201	388	2	1994
Grand Total	0	1304	0	1628	0	0	459	806	2	4199
Apprch %	0	100	0	100	0	0	36.2	63.6	0.2	
Total %	0	31.1	0	38.8	0	0	10.9	19.2	0	
Cars & Peds	0	1292	0	1612	0	0	458	801	2	4165
% Cars & Peds	0	99.1	0	99	0	0	99.8	99.4	100	99.2
Trucks & Buses	0	11	0	15	0	0	1	5	0	32
% Trucks & Buses	0	0.8	0	0.9	0	0	0.2	0.6	0	0.8
Bikes by Direction	0	1	0	1	0	0	0	0	0	2
% Bikes by Direction	0	0.1	0	0.1	0	0	0	0	0	0

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road Off-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	180	0	180	208	0	0	208	65	101	0	166	554
04:15 PM	0	**181**	0	**181**	219	0	0	219	**69**	97	0	166	**566**
04:30 PM	0	160	0	160	**221**	0	0	**221**	57	109	0	166	547
04:45 PM	0	161	0	161	199	0	0	199	67	**111**	0	**178**	538
Total Volume	0	682	0	682	847	0	0	847	258	418	0	676	2205
% App. Total	0	100	0		100	0	0		38.2	61.8	0		
PHF	.000	.942	.000	.942	.958	.000	.000	.958	.935	.941	.000	.949	.974
Cars & Peds	0	674	0	674	840	0	0	840	257	417	0	674	2188
% Cars & Peds	0	98.8	0	98.8	99.2	0	0	99.2	99.6	99.8	0	99.7	99.2
Trucks & Buses	0	7	0	7	6	0	0	6	1	1	0	2	15
% Trucks & Buses	0	1.0	0	1.0	0.7	0	0	0.7	0.4	0.2	0	0.3	0.7
Bikes by Direction	0	1	0	1	1	0	0	1	0	0	0	0	2
% Bikes by Direction	0	0.1	0	0.1	0.1	0	0	0.1	0	0	0	0	0.1

Transportation Data Corporation
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N/S: Post Road (Route 1)
W: T.F. Green Connector Road Off-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462AA
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

Groups Printed- Cars & Peds

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road Off-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	0	177	0	206	0	0	65	100	0	548
04:15 PM	0	179	0	216	0	0	69	97	0	561
04:30 PM	0	158	0	221	0	0	56	109	0	544
04:45 PM	0	160	0	197	0	0	67	111	0	535
Total	0	674	0	840	0	0	257	417	0	2188
05:00 PM	0	168	0	230	0	0	55	93	1	547
05:15 PM	0	173	0	180	0	0	58	104	0	515
05:30 PM	0	132	0	186	0	0	45	93	1	457
05:45 PM	0	145	0	176	0	0	43	94	0	458
Total	0	618	0	772	0	0	201	384	2	1977
Grand Total	0	1292	0	1612	0	0	458	801	2	4165
Apprch %	0	100	0	100	0	0	36.3	63.5	0.2	
Total %	0	31	0	38.7	0	0	11	19.2	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road Off-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	177	0	177	206	0	0	206	65	100	0	165	548
04:15 PM	0	**179**	0	**179**	216	0	0	216	**69**	97	0	166	**561**
04:30 PM	0	158	0	158	**221**	0	0	**221**	56	109	0	165	544
04:45 PM	0	160	0	160	197	0	0	197	67	**111**	0	**178**	535
Total Volume	0	674	0	674	840	0	0	840	257	417	0	674	2188
% App. Total	0	100	0		100	0	0		38.1	61.9	0		
PHF	.000	.941	.000	.941	.950	.000	.000	.950	.931	.939	.000	.947	.975

Transportation Data Corporation
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N/S: Post Road (Route 1)
W: T.F. Green Connector Road Off-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462AA
Site Code : 05462
Start Date : 9/21/2021

Groups Printed- Trucks & Buses

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road Off-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	0	3	0	2	0	0	0	1	0	6
04:15 PM	0	2	0	2	0	0	0	0	0	4
04:30 PM	0	1	0	0	0	0	1	0	0	2
04:45 PM	0	1	0	2	0	0	0	0	0	3
Total	0	7	0	6	0	0	1	1	0	15
05:00 PM	0	2	0	2	0	0	0	0	0	4
05:15 PM	0	0	0	2	0	0	0	3	0	5
05:30 PM	0	1	0	1	0	0	0	1	0	3
05:45 PM	0	1	0	4	0	0	0	0	0	5
Total	0	4	0	9	0	0	0	4	0	17
Grand Total	0	11	0	15	0	0	1	5	0	32
Apprch %	0	100	0	100	0	0	16.7	83.3	0	
Total %	0	34.4	0	46.9	0	0	3.1	15.6	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road Off-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	**2**	0	**2**	2	0	0	2	0	0	0	0	4
05:15 PM	0	0	0	0	2	0	0	2	0	**3**	0	**3**	**5**
05:30 PM	0	1	0	1	1	0	0	1	0	1	0	1	3
05:45 PM	0	1	0	1	**4**	0	0	**4**	0	0	0	0	5
Total Volume	0	4	0	4	9	0	0	9	0	4	0	4	17
% App. Total	0	100	0		100	0	0		0	100	0		
PHF	.000	.500	.000	.500	.563	.000	.000	.563	.000	.333	.000	.333	.850

Transportation Data Corporation
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N/S: Post Road (Route 1)
W: T.F. Green Connector Road Off-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462AA
Site Code : 05462
Start Date : 9/21/2021

Groups Printed- Bikes by Direction

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road Off-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	2
Apprch %	0	100	0	100	0	0	0	0	0	
Total %	0	50	0	50	0	0	0	0	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road Off-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	2
% App. Total	0	100	0		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.500

Transportation Data Corporation

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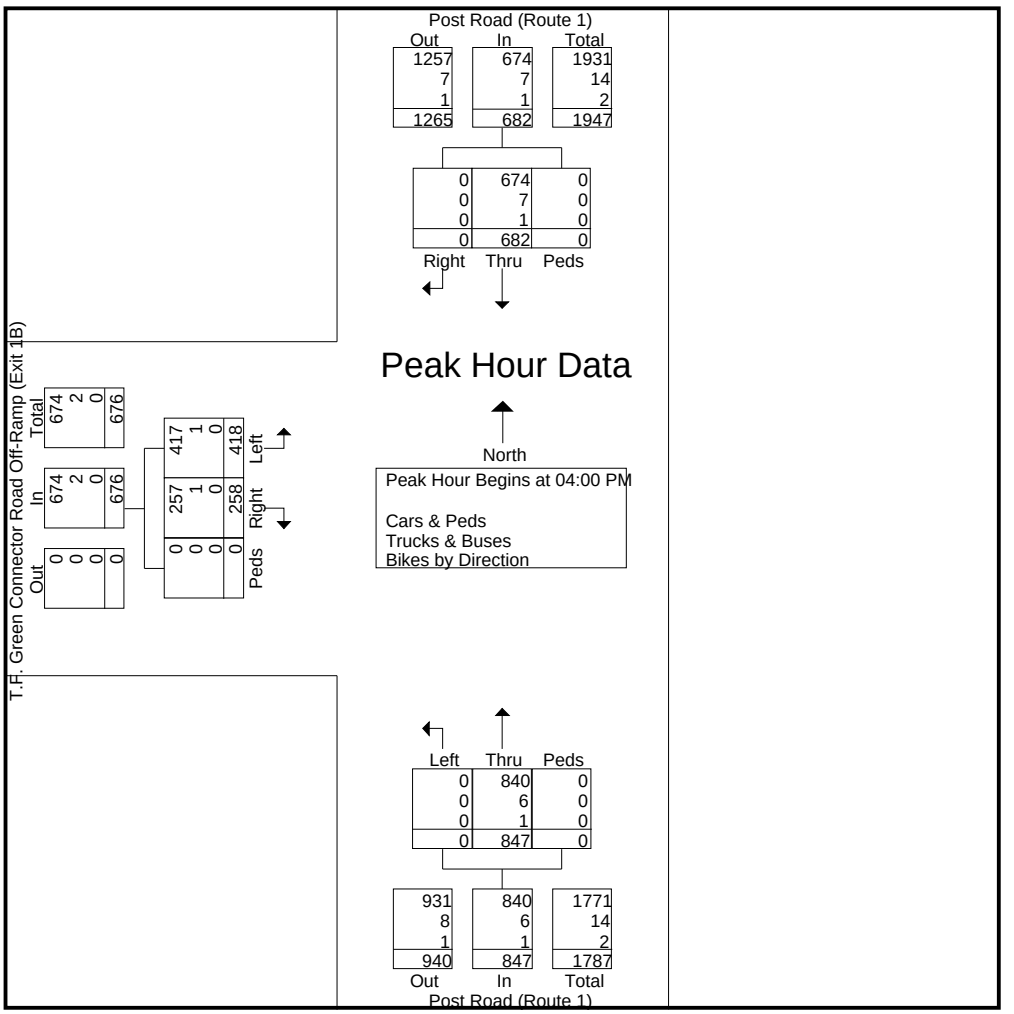
N/S: Post Road (Route 1)
W: T.F. Green Connector Road Off-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462AA
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road Off-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	180	0	180	208	0	0	208	65	101	0	166	554
04:15 PM	0	**181**	0	**181**	219	0	0	219	**69**	97	0	166	**566**
04:30 PM	0	160	0	160	**221**	0	0	**221**	57	109	0	166	547
04:45 PM	0	161	0	161	199	0	0	199	67	**111**	0	**178**	538
Total Volume	0	682	0	682	847	0	0	847	258	418	0	676	2205
% App. Total	0	100	0		100	0	0		38.2	61.8	0		
PHF	.000	.942	.000	.942	.958	.000	.000	.958	.935	.941	.000	.949	.974
Cars & Peds	0	674	0	674	840	0	0	840	257	417	0	674	2188
% Cars & Peds	0	98.8	0	98.8	99.2	0	0	99.2	99.6	99.8	0	99.7	99.2
Trucks & Buses	0	7	0	7	6	0	0	6	1	1	0	2	15
% Trucks & Buses	0	1.0	0	1.0	0.7	0	0	0.7	0.4	0.2	0	0.3	0.7
Bikes by Direction	0	1	0	1	1	0	0	1	0	0	0	0	2
% Bikes by Direction	0	0.1	0	0.1	0.1	0	0	0.1	0	0	0	0	0.1



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N/S: Post Road (Route 1)
W: T.F. Green Connector Road On-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462B
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

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

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road On-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	99	67	0	147	53	0	0	0	0	366
07:15 AM	101	95	0	159	69	0	0	0	0	424
07:30 AM	96	131	0	197	81	0	0	0	0	505
07:45 AM	87	125	0	211	84	0	0	0	0	507
Total	383	418	0	714	287	0	0	0	0	1802
08:00 AM	81	110	0	187	77	0	0	0	0	455
08:15 AM	82	114	0	176	51	0	0	0	0	423
08:30 AM	68	130	0	189	61	0	0	0	1	449
08:45 AM	60	138	0	195	69	0	0	0	0	462
Total	291	492	0	747	258	0	0	0	1	1789
Grand Total	674	910	0	1461	545	0	0	0	1	3591
Apprch %	42.6	57.4	0	72.8	27.2	0	0	0	100	
Total %	18.8	25.3	0	40.7	15.2	0	0	0	0	
Cars & Peds	647	873	0	1420	536	0	0	0	1	3477
% Cars & Peds	96	95.9	0	97.2	98.3	0	0	0	100	96.8
Trucks & Buses	27	36	0	40	9	0	0	0	0	112
% Trucks & Buses	4	4	0	2.7	1.7	0	0	0	0	3.1
Bikes by Direction	0	1	0	1	0	0	0	0	0	2
% Bikes by Direction	0	0.1	0	0.1	0	0	0	0	0	0.1

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road On-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	**101**	95	0	196	159	69	0	228	0	0	0	0	424
07:30 AM	96	**131**	0	**227**	197	81	0	278	0	0	0	0	505
07:45 AM	87	125	0	212	**211**	**84**	0	**295**	0	0	0	0	**507**
08:00 AM	81	110	0	191	187	77	0	264	0	0	0	0	455
Total Volume	365	461	0	826	754	311	0	1065	0	0	0	0	1891
% App. Total	44.2	55.8	0		70.8	29.2	0		0	0	0		
PHF	.903	.880	.000	.910	.893	.926	.000	.903	.000	.000	.000	.000	.932
Cars & Peds	348	444	0	792	736	307	0	1043	0	0	0	0	1835
% Cars & Peds	95.3	96.3	0	95.9	97.6	98.7	0	97.9	0	0	0	0	97.0
Trucks & Buses	17	17	0	34	17	4	0	21	0	0	0	0	55
% Trucks & Buses	4.7	3.7	0	4.1	2.3	1.3	0	2.0	0	0	0	0	2.9
Bikes by Direction	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0.1

Transportation Data Corporation
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N/S: Post Road (Route 1)
W: T.F. Green Connector Road On-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462B
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

Groups Printed- Cars & Peds

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road On-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	97	61	0	141	53	0	0	0	0	352
07:15 AM	93	90	0	157	68	0	0	0	0	408
07:30 AM	93	125	0	192	80	0	0	0	0	490
07:45 AM	84	121	0	204	83	0	0	0	0	492
Total	367	397	0	694	284	0	0	0	0	1742
08:00 AM	78	108	0	183	76	0	0	0	0	445
08:15 AM	80	111	0	170	49	0	0	0	0	410
08:30 AM	66	123	0	185	60	0	0	0	1	435
08:45 AM	56	134	0	188	67	0	0	0	0	445
Total	280	476	0	726	252	0	0	0	1	1735
Grand Total	647	873	0	1420	536	0	0	0	1	3477
Apprch %	42.6	57.4	0	72.6	27.4	0	0	0	100	
Total %	18.6	25.1	0	40.8	15.4	0	0	0	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road On-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	**93**	**125**	0	**218**	192	80	0	272	0	0	0	0	490
07:45 AM	84	121	0	205	**204**	**83**	0	**287**	0	0	0	0	**492**
08:00 AM	78	108	0	186	183	76	0	259	0	0	0	0	445
08:15 AM	80	111	0	191	170	49	0	219	0	0	0	0	410
Total Volume	335	465	0	800	749	288	0	1037	0	0	0	0	1837
% App. Total	41.9	58.1	0		72.2	27.8	0		0	0	0		
PHF	.901	.930	.000	.917	.918	.867	.000	.903	.000	.000	.000	.000	.933

Transportation Data Corporation
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N/S: Post Road (Route 1)
W: T.F. Green Connector Road On-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462B
Site Code : 05462
Start Date : 9/21/2021

Groups Printed- Trucks & Buses

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road On-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	2	5	0	6	0	0	0	0	0	13
07:15 AM	8	5	0	2	1	0	0	0	0	16
07:30 AM	3	6	0	4	1	0	0	0	0	14
07:45 AM	3	4	0	7	1	0	0	0	0	15
Total	16	20	0	19	3	0	0	0	0	58
08:00 AM	3	2	0	4	1	0	0	0	0	10
08:15 AM	2	3	0	6	2	0	0	0	0	13
08:30 AM	2	7	0	4	1	0	0	0	0	14
08:45 AM	4	4	0	7	2	0	0	0	0	17
Total	11	16	0	21	6	0	0	0	0	54
Grand Total	27	36	0	40	9	0	0	0	0	112
Apprch %	42.9	57.1	0	81.6	18.4	0	0	0	0	
Total %	24.1	32.1	0	35.7	8	0	0	0	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road On-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	2	5	0	7	6	0	0	6	0	0	0	0	13
07:15 AM	**8**	5	0	**13**	2	**1**	0	3	0	0	0	0	**16**
07:30 AM	3	**6**	0	9	4	1	0	5	0	0	0	0	14
07:45 AM	3	4	0	7	**7**	1	0	**8**	0	0	0	0	15
Total Volume	16	20	0	36	19	3	0	22	0	0	0	0	58
% App. Total	44.4	55.6	0		86.4	13.6	0		0	0	0		
PHF	.500	.833	.000	.692	.679	.750	.000	.688	.000	.000	.000	.000	.906

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

N/S: Post Road (Route 1)
W: T.F. Green Connector Road On-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462B
Site Code : 05462
Start Date : 9/21/2021

Groups Printed- Bikes by Direction

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road On-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
07:00 AM	0	1	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	2
Apprch %	0	100	0	100	0	0	0	0	0	
Total %	0	50	0	50	0	0	0	0	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road On-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	2
% App. Total	0	100	0		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.500

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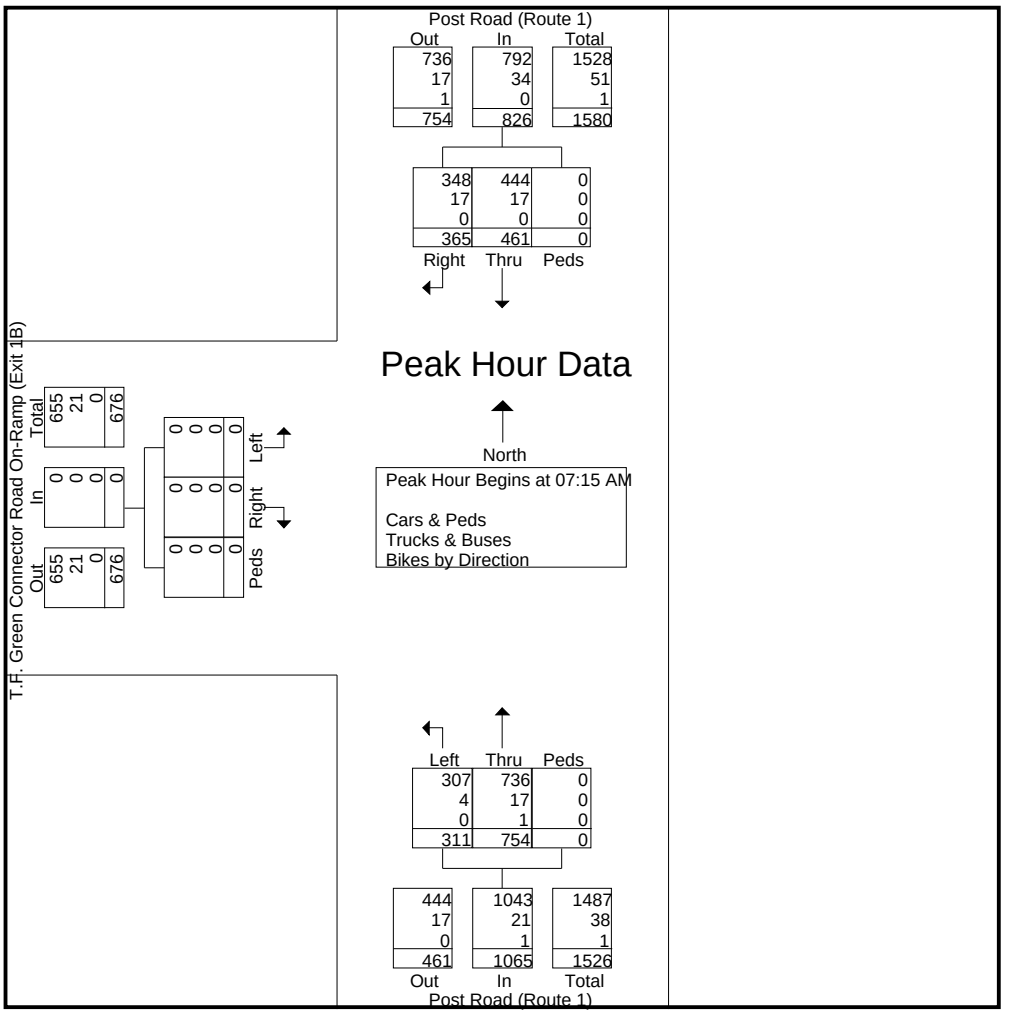
N/S: Post Road (Route 1)
W: T.F. Green Connector Road On-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462B
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road On-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	**101**	95	0	196	159	69	0	228	0	0	0	0	424
07:30 AM	96	**131**	0	**227**	197	81	0	278	0	0	0	0	505
07:45 AM	87	125	0	212	**211**	**84**	0	**295**	0	0	0	0	**507**
08:00 AM	81	110	0	191	187	77	0	264	0	0	0	0	455
Total Volume	365	461	0	826	754	311	0	1065	0	0	0	0	1891
% App. Total	44.2	55.8	0		70.8	29.2	0		0	0	0		
PHF	.903	.880	.000	.910	.893	.926	.000	.903	.000	.000	.000	.000	.932
Cars & Peds	348	444	0	792	736	307	0	1043	0	0	0	0	1835
% Cars & Peds	95.3	96.3	0	95.9	97.6	98.7	0	97.9	0	0	0	0	97.0
Trucks & Buses	17	17	0	34	17	4	0	21	0	0	0	0	55
% Trucks & Buses	4.7	3.7	0	4.1	2.3	1.3	0	2.0	0	0	0	0	2.9
Bikes by Direction	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bikes by Direction	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0.1



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N/S: Post Road (Route 1)
W: T.F. Green Connector Road On-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462BB
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

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

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road On-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	85	182	0	240	70	0	0	0	0	577
04:15 PM	84	181	0	254	61	0	0	0	0	580
04:30 PM	75	161	0	279	50	0	0	0	1	566
04:45 PM	84	160	0	244	67	0	0	0	0	555
Total	328	684	0	1017	248	0	0	0	1	2278
05:00 PM	86	171	0	253	71	0	0	0	1	582
05:15 PM	78	174	0	235	55	0	0	0	0	542
05:30 PM	89	132	1	230	53	0	0	0	1	506
05:45 PM	88	147	0	213	58	0	0	0	0	506
Total	341	624	1	931	237	0	0	0	2	2136
Grand Total	669	1308	1	1948	485	0	0	0	3	4414
Apprch %	33.8	66.1	0.1	80.1	19.9	0	0	0	100	
Total %	15.2	29.6	0	44.1	11	0	0	0	0.1	
Cars & Peds	654	1296	1	1933	479	0	0	0	3	4366
% Cars & Peds	97.8	99.1	100	99.2	98.8	0	0	0	100	98.9
Trucks & Buses	15	11	0	14	6	0	0	0	0	46
% Trucks & Buses	2.2	0.8	0	0.7	1.2	0	0	0	0	1
Bikes by Direction	0	1	0	1	0	0	0	0	0	2
% Bikes by Direction	0	0.1	0	0.1	0	0	0	0	0	0

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road On-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	84	**181**	0	**265**	254	61	0	315	0	0	0	0	580
04:30 PM	75	161	0	236	**279**	50	0	**329**	0	0	**1**	**1**	566
04:45 PM	84	160	0	244	244	67	0	311	0	0	0	0	555
05:00 PM	**86**	171	0	257	253	**71**	0	324	0	0	1	1	**582**
Total Volume	329	673	0	1002	1030	249	0	1279	0	0	2	2	2283
% App. Total	32.8	67.2	0		80.5	19.5	0		0	0	100		
PHF	.956	.930	.000	.945	.923	.877	.000	.972	.000	.000	.500	.500	.981
Cars & Peds	322	666	0	988	1026	246	0	1272	0	0	2	2	2262
% Cars & Peds	97.9	99.0	0	98.6	99.6	98.8	0	99.5	0	0	100	100	99.1
Trucks & Buses	7	6	0	13	3	3	0	6	0	0	0	0	19
% Trucks & Buses	2.1	0.9	0	1.3	0.3	1.2	0	0.5	0	0	0	0	0.8
Bikes by Direction	0	1	0	1	1	0	0	1	0	0	0	0	2
% Bikes by Direction	0	0.1	0	0.1	0.1	0	0	0.1	0	0	0	0	0.1

Transportation Data Corporation
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N/S: Post Road (Route 1)
W: T.F. Green Connector Road On-Ramp
City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462BB
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

Groups Printed- Cars & Peds

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road On-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	84	179	0	238	69	0	0	0	0	570
04:15 PM	81	179	0	252	60	0	0	0	0	572
04:30 PM	74	159	0	279	50	0	0	0	1	563
04:45 PM	81	159	0	244	65	0	0	0	0	549
Total	320	676	0	1013	244	0	0	0	1	2254
05:00 PM	86	169	0	251	71	0	0	0	1	578
05:15 PM	75	174	0	232	54	0	0	0	0	535
05:30 PM	87	131	1	228	52	0	0	0	1	500
05:45 PM	86	146	0	209	58	0	0	0	0	499
Total	334	620	1	920	235	0	0	0	2	2112
Grand Total	654	1296	1	1933	479	0	0	0	3	4366
Apprch %	33.5	66.4	0.1	80.1	19.9	0	0	0	100	
Total %	15	29.7	0	44.3	11	0	0	0	0.1	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road On-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	81	**179**	0	**260**	252	60	0	312	0	0	0	0	572
04:30 PM	74	159	0	233	**279**	50	0	**329**	0	0	**1**	**1**	563
04:45 PM	81	159	0	240	244	65	0	309	0	0	0	0	549
05:00 PM	**86**	169	0	255	251	**71**	0	322	0	0	1	1	**578**
Total Volume	322	666	0	988	1026	246	0	1272	0	0	2	2	2262
% App. Total	32.6	67.4	0		80.7	19.3	0		0	0	100		
PHF	.936	.930	.000	.950	.919	.866	.000	.967	.000	.000	.500	.500	.978

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City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462BB
Site Code : 05462
Start Date : 9/21/2021

Groups Printed- Trucks & Buses

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road On-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	1	3	0	2	1	0	0	0	0	7
04:15 PM	3	2	0	1	1	0	0	0	0	7
04:30 PM	1	1	0	0	0	0	0	0	0	2
04:45 PM	3	1	0	0	2	0	0	0	0	6
Total	8	7	0	3	4	0	0	0	0	22
05:00 PM	0	2	0	2	0	0	0	0	0	4
05:15 PM	3	0	0	3	1	0	0	0	0	7
05:30 PM	2	1	0	2	1	0	0	0	0	6
05:45 PM	2	1	0	4	0	0	0	0	0	7
Total	7	4	0	11	2	0	0	0	0	24
Grand Total	15	11	0	14	6	0	0	0	0	46
Apprch %	57.7	42.3	0	70	30	0	0	0	0	
Total %	32.6	23.9	0	30.4	13	0	0	0	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road On-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	**2**	0	2	2	0	0	2	0	0	0	0	4
05:15 PM	**3**	0	0	**3**	3	**1**	0	**4**	0	0	0	0	**7**
05:30 PM	2	1	0	3	2	1	0	3	0	0	0	0	6
05:45 PM	2	1	0	3	**4**	0	0	4	0	0	0	0	7
Total Volume	7	4	0	11	11	2	0	13	0	0	0	0	24
% App. Total	63.6	36.4	0		84.6	15.4	0		0	0	0		
PHF	.583	.500	.000	.917	.688	.500	.000	.813	.000	.000	.000	.000	.857

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City, State: Warwick, RI
Client: Pare/J. Shevlin

File Name : 05462BB
Site Code : 05462
Start Date : 9/21/2021

Groups Printed- Bikes by Direction

	Post Road (Route 1) From North			Post Road (Route 1) From South			T.F. Green Connector Road On-Ramp (Exit 1B) From West			
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	2
Apprch %	0	100	0	100	0	0	0	0	0	
Total %	0	50	0	50	0	0	0	0	0	

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road On-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	2
% App. Total	0	100	0		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.500

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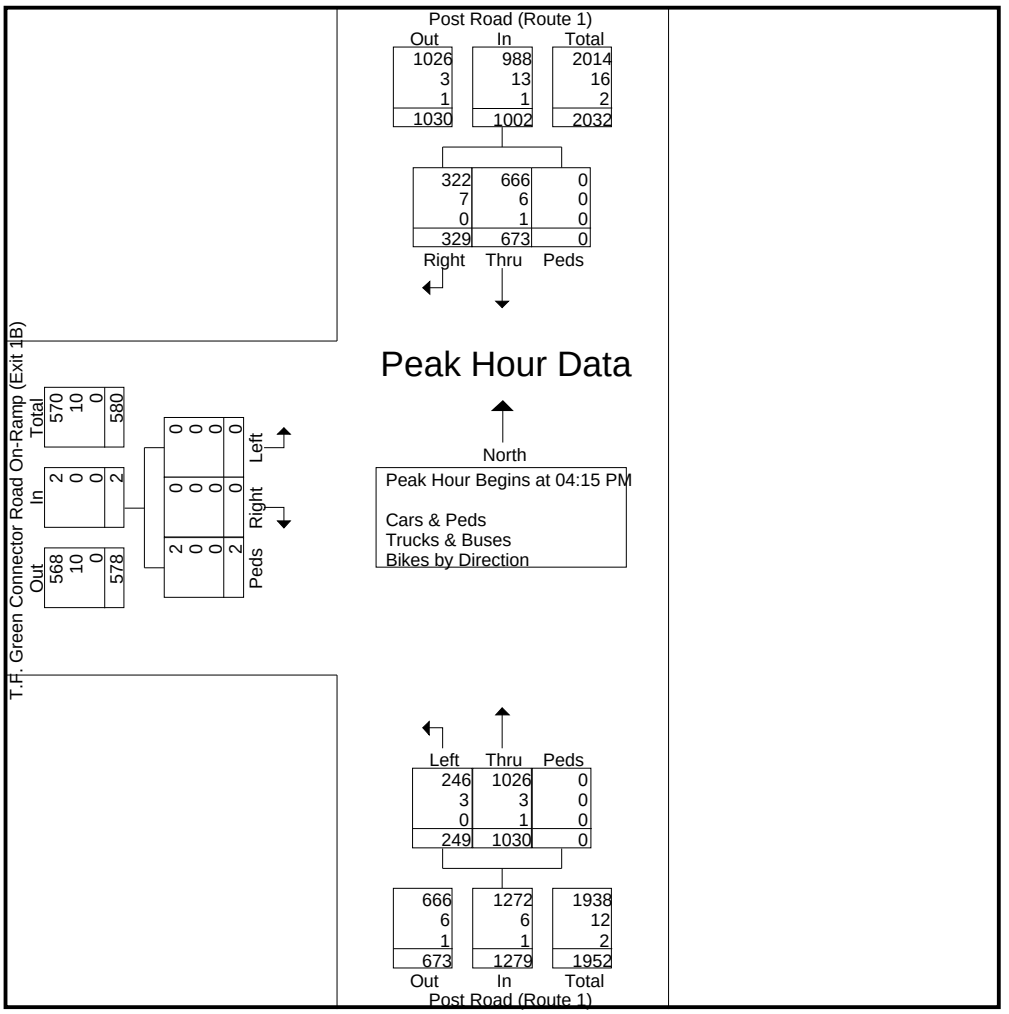
File Name : 05462BB
Site Code : 05462
Start Date : 9/21/2021
Page No : 1

	Post Road (Route 1) From North				Post Road (Route 1) From South				T.F. Green Connector Road On-Ramp (Exit 1B) From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	84	**181**	0	**265**	254	61	0	315	0	0	0	0	580
04:30 PM	75	161	0	236	**279**	50	0	**329**	0	0	**1**	**1**	566
04:45 PM	84	160	0	244	244	67	0	311	0	0	0	0	555
05:00 PM	**86**	171	0	257	253	**71**	0	324	0	0	1	1	**582**
Total Volume	329	673	0	1002	1030	249	0	1279	0	0	2	2	2283
% App. Total	32.8	67.2	0		80.5	19.5	0		0	0	100		
PHF	.956	.930	.000	.945	.923	.877	.000	.972	.000	.000	.500	.500	.981
Cars & Peds	322	666	0	988	1026	246	0	1272	0	0	2	2	2262
% Cars & Peds	97.9	99.0	0	98.6	99.6	98.8	0	99.5	0	0	100	100	99.1
Trucks & Buses	7	6	0	13	3	3	0	6	0	0	0	0	19
% Trucks & Buses	2.1	0.9	0	1.3	0.3	1.2	0	0.5	0	0	0	0	0.8
Bikes by Direction	0	1	0	1	1	0	0	1	0	0	0	0	2
% Bikes by Direction	0	0.1	0	0.1	0.1	0	0	0.1	0	0	0	0	0.1



APPENDIX B

Crash Data

2119 Post Road

Warwick, RI

Crash Data Summary

Pare Project No. 22044.00

April, 2022

PARE CORPORATION

Crash Ref. No.	Report No.	Date	Time	On Street	Intersecting Street	Directions of Travel	No. of Vehicles	Injuries	Fatalities	Weather Condition	Road Condition	Lighting	Crash Type
1	17-39-AC	1/1/2017	1:19 AM	Post Road	TF Green Airport Connector Road On Ramp	North/North	2	0	0	Rain	Wet	Dark - Lighted	Rear End
2	17-45-AC	1/1/2017	10:13 AM	Post Road	TF Green Airport Connector Road On Ramp	North/North	2	0	0	Clear	Wet	Daylight	Rear End
3	17-77-AC	1/6/2017	4:28 PM	Post Road	TF Green Airport Connector Road Off Ramp	East/East	2	0	0	Clear	Dry	Dark - Lighted	Rear End
4	17-433-AC	2/7/2017	4:48 AM	Post Road	TF Green Airport Connector Road Off Ramp	East/East	2	0	0	Clear	Dry	Dark - Lighted	Sideswipe
5	17-578-AC	2/18/2017	10:01 AM	Post Road	TF Green Airport Connector Road Off Ramp	North/Unknown	2	0	0	Clear	Dry	Daylight	Hit and Run
6	17-896-AC	3/20/2017	10:10 AM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	2	0	Clear	Dry	Daylight	Rear End
7	17-1086-AC	4/8/2017	2:14 PM	Post Road	TF Green Airport Connector Road Off Ramp	East/South	2	0	0	Clear	Dry	Daylight	Angle
8	17-1213-AC	4/20/2017	8:03 AM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	0	0	Clear	Wet	Daylight	Rear End
9	17-1269-AC	4/26/2017	12:39 AM	TF Green Airport Connector Road On Ramp		South	1	0	0	Rain	Wet	Dark - Lighted	Single Vehicle
10	17-1453-AC	5/12/2017	8:31 AM	Post Road	TF Green Airport Connector Road Off Ramp	South/South	2	0	0	Clear	Dry	Daylight	Rear End
11	17-1626-AC	5/25/2017	2:59 PM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	0	0	Rain	Wet	Daylight	Rear End
12	17-1951-AC	6/21/2017	4:37 PM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	0	0	Clear	Dry	Daylight	Rear End
13	17-2020-AC	6/27/2017	7:49 AM	Post Road	TF Green Airport Connector Road Off Ramp	East	1	0	0	Clear	Dry	Daylight	Single Vehicle
14	17-2377-AC	7/31/2017	2:15 PM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	0	0	Clear	Dry	Daylight	Sideswipe
15	17-2525-AC	8/11/2017	9:59 PM	Post Road	TF Green Airport Connector Road On Ramp	South/North	2	0	0	Clear	Dry	Dark - Lighted	Angle
16	17-2571-AC	8/17/2017	3:22 PM	Post Road	TF Green Airport Connector Road Off Ramp	North/North	2	0	0	Clear	Dry	Daylight	Angle
17	17-2714-AC	9/2/2017	8:26 PM	Post Road	TF Green Airport Connector Road On Ramp	North/South	2	0	0	Clear	Dry	Dark - Lighted	Head On
18	17-2903-AC	9/20/2017	1:45 PM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	0	0	Clear	Dry	Daylight	Rear End
19	17-2905-AC	9/20/2017	4:42 PM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	0	0	Rain	Wet	Daylight	Rear End
20	17-3296-AC	10/25/2017	1:59 PM	Post Road	TF Green Airport Connector Road Off Ramp	East/East	2	1	0	Clear	Wet	Daylight	Angle
21	17-3425-AC	11/5/2017	6:14 PM	Post Road	TF Green Airport Connector Road Off Ramp	East	1	0	0	Rain	Wet	Dark - Unknown Lighting	Single Vehicle
22	17-3572-AC	11/17/2017	5:17 PM	Post Road	TF Green Airport Connector Road On Ramp	West/West	2	1	0	Clear	Dry	Dark - Lighted	Rear End
23	17-3638-AC	11/23/2017	10:40 PM	Post Road	TF Green Airport Connector Road Off Ramp	South/West	2	1	0	Clear	Dry	Dark - Lighted	Head On
24	17-3810-AC	12/9/2017	1:43 AM	Post Road	TF Green Airport Connector Road Off Ramp	North	1	0	0	Clear	Dry	Dark - Lighted	Single Vehicle
25	17-3926-AC	12/17/2017	1:05 PM	Post Road	TF Green Airport Connector Road Off Ramp	East/East	2	3	0	Cloudy	Dry	Daylight	Rear End
26	18-3-AC	1/1/2018	11:26 AM	Post Road	TF Green Airport Connector Road Off Ramp	North/East	2	0	0	Clear	Dry	Daylight	Angle
27	18-83-AC	1/7/2018	8:54 PM	Post Road	TF Green Airport Connector Road Off Ramp	South/North	2	0	0	Clear	Dry	Dark - Lighted	Angle
28	18-160-AC	1/14/2018	1:11 PM	Post Road	TF Green Airport Connector Road Off Ramp	South/West	2	1	0	Clear	Dry	Daylight	Angle
29	18-209-AC	1/20/2018	12:42 AM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	0	0	Clear	Dry	Dark - Lighted	Rear End
30	18-222-AC	1/22/2018	7:07 AM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	0	0	Clear	Dry	Daylight	Rear End
31	18-333-AC	1/31/2018	5:31 PM	Post Road	TF Green Airport Connector Road On Ramp	North/South	2	2	0	Clear	Dry	Dark - Lighted	Angle
32	18-460-AC	2/12/2018	9:01 PM	Post Road	TF Green Airport Connector Road On Ramp	North/South	2	0	0	Clear	Dry	Dark - Lighted	Angle
33	18-469-AC	2/13/2018	3:06 PM	Post Road	TF Green Airport Connector Road On Ramp	South/West	2	0	0	Clear	Dry	Daylight	Angle
34	18-556-AC	2/23/2018	7:34 PM	Post Road	TF Green Airport Connector Road Off Ramp	North/North	2	0	0	Rain	Wet	Dusk	Angle
35	18-652-AC	3/5/2018	5:22 PM	Post Road	TF Green Airport Connector Road Off Ramp	North/North	2	0	0	Clear	Dry	Daylight	Angle
36	18-709-AC	3/12/2018	7:05 AM	Post Road	TF Green Airport Connector Road On Ramp	North/North/North/North	4	0	0	Clear	Dry	Daylight	Rear End
37	18-729-AC	3/14/2018	4:23 PM	Post Road	TF Green Airport Connector Road On Ramp	North/North	2	0	0	Clear	Dry	Daylight	Rear End

2119 Post Road

Warwick, RI

Crash Data Summary

Pare Project No. 22044.00

April, 2022

PARE CORPORATION

Crash Ref. No.	Report No.	Date	Time	On Street	Intersecting Street	Directions of Travel	No. of Vehicles	Injuries	Fatalities	Weather Condition	Road Condition	Lighting	Crash Type
38	18-864-AC	3/30/2018	5:18 PM	Post Road	TF Green Airport Connector Road Off Ramp	North/North	2	1	0	Cloudy	Dry	Daylight	Rear End
39	18-1320-AC	5/17/2018	9:19 AM	Post Road	TF Green Airport Connector Road On Ramp	East/East	2	0	0	Clear	Dry	Daylight	Rear End
40	18-1770-AC	6/28/2018	3:21 PM	Post Road	TF Green Airport Connector Road Off Ramp	East	1	0	0	Rain	Wet	Daylight	Single Vehicle
41	18-2225-AC	8/9/2018	8:51 PM	Post Road	TF Green Airport Connector Road On Ramp	North/South	2	0	0	Clear	Dry	Daylight	Angle
42	18-2543-AC	9/13/2018	5:57 AM	Post Road	TF Green Airport Connector Road On Ramp	West/West	2	1	0	Rain	Wet	Dawn	Rear End
43	18-2795-AC	10/9/2018	2:38 PM	Post Road	TF Green Airport Connector Road Off Ramp	North/East	2	3	0	Clear	Wet	Daylight	Angle
44	18-2797-AC	10/9/2018	2:49 PM	Post Road	TF Green Airport Connector Road On Ramp	North/North	2	0	0	Cloudy	Wet	Daylight	Angle
45	18-2853-AC	10/14/2018	11:12 AM	Post Road	TF Green Airport Connector Road On Ramp	North/South	2	2	0	Clear	Wet	Daylight	Angle
46	18-2895-AC	10/18/2018	9:30 AM	Post Road	TF Green Airport Connector Road On Ramp	South/West	2	0	0	Clear	Wet	Daylight	Angle
47	18-2908-AC	10/18/2018	4:01 PM	Post Road	TF Green Airport Connector Road On Ramp	West/West	2	0	0	Clear	Wet	Daylight	Rear End
48	18-3008-AC	10/28/2018	10:54 AM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	0	0	Cloudy	Wet	Daylight	Rear End
49	18-3043-AC	10/31/2018	1:08 PM	Post Road		North/North	2	0	0	Clear	Wet	Daylight	Rear End
50	18-3334-AC	11/25/2018	9:36 PM	Post Road		South/West	2	0	0	Clear	Dry	Dark - Lighted	Angle
51	18-3497-AC	12/10/2018	1:35 PM	Post Road	TF Green Airport Connector Road On Ramp	West/West	2	0	0	Clear	Dry	Daylight	Rear End
52	18-3625-AC	12/21/2018	6:50 AM	Post Road	TF Green Airport Connector Road On Ramp	West/West	2	1	0	Rain	Wet	Dawn	Rear End
53	19-2584-AC	10/2/2019	10:38 AM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Sideswipe
54	19-3066-AC	11/20/2019	12:10 PM	Post Road	TF Green Airport Connector Road On Ramp	South/South	2	0	0	Rain	Wet	Daylight	Rear End
55	19-3345-AC	12/16/2019	6:51 AM	Post Road	TF Green Airport Connector Road Off Ramp	North/East	2	0	0	Clear	Dry	Daylight	Rear End
56	19-3454-AC	12/23/2019	4:02 PM	Post Road	TF Green Airport Connector Road Off Ramp	North/East	2	2	0	Clear	Dry	Dusk	Angle
57	19-3519-AC	12/31/2019	10:05 AM	Post Road	TF Green Airport Connector Road On Ramp	West/West	2	0	0	Clear	Dry	Daylight	Sideswipe
58	19-43-AC	1/6/2019	4:42 AM	TF Green Airport Connector Road On Ramp		West	1	0	0	Clear	Ice/Frost	Dawn	Single Vehicle
59	19-136-AC	1/16/2019	3:47 PM	Post Road	TF Green Airport Connector Road On Ramp	North/North	2	0	0	Clear	Dry	Daylight	Rear End
60	19-414-AC	2/14/2019	3:03 PM	Post Road		West/West	2	0	0	Clear	Dry	Daylight	Rear End
61	19-452-AC	2/20/2019	8:28 AM	Post Road	TF Green Airport Connector Road Off Ramp	West/West	2	0	0	Clear	Dry	Daylight	Rear End
62	19-1007-AC	4/24/2019	2:13 PM	Post Road	TF Green Airport Connector Road Off Ramp	North/East	2	0	0	Clear	Dry	Daylight	Angle
63	19-1213-AC	5/15/2019	9:52 PM	Post Road	TF Green Airport Connector Road On Ramp	North/South	2	0	0	Clear	Dry	Dark - Lighted	Angle
64	19-1796-AC	7/12/2019	7:35 AM	Post Road	TF Green Airport Connector Road Off Ramp	North/North	2	0	0	Cloudy	Wet	Daylight	Rear End
65	19-2516-AC	9/25/2019	1:56 PM	Post Road	TF Green Airport Connector Road On Ramp	West	1	0	0	Clear	Dry	Daylight	Single Vehicle
66	17-612-AC	2/20/2017	6:39 PM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Sideswipe
67	17-874-AC	3/17/2017	4:00 PM	Post Road	Airport Road	East/East	2	0	0	Clear	Dry	Daylight	Rear End
68	17-990-AC	3/30/2017	5:47 PM	Post Road	Airport Road	North/North	2	1	0	Clear	Dry	Daylight	Rear End
69	17-1382-AC	5/5/2017	12:11 PM	Post Road	Airport Road	North/East	2	0	0	Rain	Wet	Daylight	Angle
70	17-1610-AC	5/24/2017	11:11 AM	Post Road	Airport Road	South/South	2	0	0	Cloudy	Dry	Daylight	Angle
71	17-1672-AC	5/29/2017	7:15 PM	Post Road	Airport Road	North/North	2	0	0	Rain	Wet	Dark - Lighted	Rear End
72	17-1874-AC	6/15/2017	12:31 PM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Daylight	Angle
73	17-1915-AC	6/17/2017	1:43 PM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Daylight	Angle
74	17-2004-AC	6/25/2017	5:18 PM	Post Road	Airport Road	South	1	0	0	Clear	Dry	Daylight	Rear End

2119 Post Road

Warwick, RI

Crash Data Summary

Pare Project No. 22044.00

April, 2022

PARE CORPORATION

Crash Ref. No.	Report No.	Date	Time	On Street	Intersecting Street	Directions of Travel	No. of Vehicles	Injuries	Fatalities	Weather Condition	Road Condition	Lighting	Crash Type
75	17-2031-AC	6/28/2017	1:52 PM	Post Road		West/Unknown	2	0	0	Clear	Dry	Daylight	Angle
76	17-2363-AC	7/29/2017	12:01 PM	Post Road	Airport Road	North/North	2	1	0	Clear	Dry	Daylight	Rear End
77	17-2378-AC	7/31/2017	2:17 PM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Rear End
78	17-2386-AC	8/1/2017	7:36 AM	Post Road	Airport Road	North/Unknown	2	0	0	Clear	Dry	Daylight	Angle
79	17-2389-AC	8/1/2017	1:37 PM	Post Road	Airport Road	North/North	2	3	0	Clear	Dry	Daylight	Rear End
80	17-2555-AC	8/15/2017	11:31 AM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Daylight	Angle
81	17-2736-AC	9/3/2017	5:03 PM	Post Road	Airport Road	North/North	2	0	0	Sleet/Hail	Wet	Daylight	Rear End
82	17-2734-AC	9/4/2017	7:36 PM	Post Road	Airport Road	North/South	2	0	0	Clear	Dry	Dark - Lighted	Angle
83	17-2945-AC	9/23/2017	6:47 PM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Dusk	Angle
84	17-3068-AC	10/5/2017	9:44 PM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Dark - Lighted	Sideswipe
85	17-3105-AC	10/9/2017	2:30 PM	Post Road	Airport Road	West/West	2	0	0	Cloudy	Wet	Daylight	Hit and Run
86	17-3116-AC	10/10/2017	11:15 AM	Post Road	Airport Road	South/Unknown	2	0	0	Clear	Dry	Daylight	Hit and Run
87	17-3162-AC	10/14/2017	11:48 AM	Post Road		North/West	2	1	0	Rain	Wet	Daylight	Angle
88	17-3248-AC	10/22/2017	1:30 AM	Post Road		North/North	2	0	0	Clear	Dry	Dark - Lighted	Rear End
89	17-3348-AC	10/28/2017	3:16 PM	Post Road	Airport Road	North/North	2	1	0	Clear	Dry	Daylight	Sideswipe
90	17-3453-AC	11/8/2017	3:11 PM	Post Road	Airport Road	East/East	2	1	0	Clear	Dry	Daylight	Sideswipe
91	17-3719-AC	12/1/2017	10:48 AM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Daylight	Rear End
92	17-3756-AC	12/5/2017	12:24 PM	Post Road	Airport Road	North/West	2	1	0	Rain	Wet	Daylight	Angle
93	17-3905-AC	12/15/2017	5:08 PM	Post Road	Airport Road	South/North	2	0	0	Clear	Dry	Dark - Lighted	Angle
94	17-3921-AC	12/17/2017	12:17 AM	Post Road	Airport Road	West/East	2	0	0	Clear	Wet	Dark - Lighted	Angle
95	17-3937-AC	12/18/2017	4:06 PM	Post Road		North/North	2	0	0	Rain	Wet	Dusk	Sideswipe
96	17-3968-AC	12/20/2017	3:36 PM	Post Road	Airport Road	South/South	2	0	0	Clear	Wet	Daylight	Rear End
97	17-4054-AC	12/27/2017	7:42 AM	Airport Road		West/West	2	1	0	Clear	Dry	Daylight	Rear End
98	17-4057-AC	12/27/2017	1:00 PM	Post Road	Airport Road	South/South	2	0	0	Clear	Dry	Daylight	Rear End
99	18-129-AC	1/11/2018	5:40 PM	Post Road	Airport Road	North/North	2	0	0	Cloudy	Wet	Dark - Lighted	Rear End
100	18-213-AC	1/20/2018	3:17 PM	Post Road	Airport Road	North/West	2	0	0	Rain	Slush	Dark - Lighted	Angle
101	18-518-AC	2/20/2018	7:04 AM	Post Road	Airport Road	North/North/North	3	0	0	Cloudy	Wet	Daylight	Rear End
102	18-567-AC	2/24/2018	8:34 PM	Post Road	Airport Road	North/North	2	0	0	Rain	Wet	Dusk	Sideswipe
103	18-589-AC	2/27/2018	8:43 PM	Post Road	Airport Road	South/South	2	1	0	Clear	Dry	Dark - Lighted	Rear End
104	18-752-AC	3/16/2018	10:47 PM	Post Road	Airport Road	South/Unknown	2	0	0	Clear	Dry	Dark - Unknown Lighting	Hit and Run
105	18-970-AC	4/11/2018	8:27 PM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Dark - Lighted	Rear End
106	18-1001-AC	4/16/2018	8:29 AM	Post Road	Airport Road	North/North	2	0	0	Rain	Wet	Daylight	Rear End
107	18-1182-AC	5/3/2018	4:07 PM	Post Road	Airport Road	Unknown/Unknown	2	0	0	Clear	Dry	Daylight	Rear End
108	18-1253-AC	5/11/2018	6:48 AM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Rear End
109	18-1396-AC	5/25/2018	7:03 PM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Rear End
110	18-1637-AC	6/15/2018	3:54 PM	Post Road	Airport Road	North/West	2	2	0	Cloudy	Dry	Daylight	Head On

2119 Post Road

Warwick, RI

Crash Data Summary

Pare Project No. 22044.00

April, 2022

PARE CORPORATION

Crash Ref. No.	Report No.	Date	Time	On Street	Intersecting Street	Directions of Travel	No. of Vehicles	Injuries	Fatalities	Weather Condition	Road Condition	Lighting	Crash Type
111	18-1649-AC	6/16/2018	9:13 PM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Dark - Lighted	Sideswipe
112	18-1654-AC	6/17/2018	8:11 PM	Post Road	Airport Road	West/West	2	0	0	Clear	Dry	Dusk	Rear End
113	18-1669-AC	6/18/2018	5:10 PM	Post Road	Airport Road	East/East	2	0	0	Clear	Dry	Daylight	Sideswipe
114	18-1708-AC	6/22/2018	11:45 AM	Post Road	Airport Road	North/West	2	3	0	Clear	Dry	Daylight	Angle
115	18-1950-AC	7/17/2018	2:00 PM	Post Road	Airport Road	East/East	2	0	0	Clear	Dry	Daylight	Sideswipe
116	18-2063-AC	7/26/2018	6:34 PM	Post Road	Airport Road	North/South	2	0	0	Clear	Dry	Daylight	Head On
117	18-2155-AC	8/4/2018	3:09 PM	Post Road	Airport Road	West	2	0	0	Rain	Dry	Daylight	Hit and Run
118	18-2186-AC	8/7/2018	4:20 AM	Post Road	Airport Road	South/West	2	0	0	Clear	Dry	Dark - Lighted	Angle
119	18-2223-AC	8/9/2018	6:06 PM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Angle
120	18-2358-AC	8/24/2018	7:01 AM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Angle
121	18-2446-AC	9/4/2018	10:52 AM	Post Road	Airport Road	South/South	2	0	0	Clear	Dry	Daylight	Angle
122	18-2603-AC	9/20/2018	4:48 AM	Post Road	Airport Road	South	1	0	0	Clear	Dry	Dark - Lighted	Single Vehicle
123	18-2854-AC	10/14/2018	11:52 AM	Post Road	Airport Road	South/South	3	0	0	Clear	Dry	Daylight	Angle
124	18-2895-AC	10/18/2018	8:48 AM	Post Road	Airport Road	North/East	2	1	0	Clear	Dry	Daylight	Angle
125	18-2977-AC	10/25/2018	5:12 PM	Post Road	Airport Road	West/West	2	0	0	Clear	Dry	Daylight	Angle
126	18-3166-AC	11/9/2018	4:48 AM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Daylight	Angle
127	18-3093-AC	11/3/2018	12:14 PM	Post Road	Airport Road	South/South	2	0	0	Clear	Dry	Daylight	Rear End
128	18-3198-AC	11/12/2018	8:20 PM	Post Road	Airport Road	North/West	2	1	0	Clear	Dry	Daylight	Angle
129	18-3203-AC	11/12/2018	5:30 PM	Post Road	Airport Road	North/East	2	0	0	Clear	Dry	Dark - Lighted	Angle
130	18-3280-AC	11/20/2018	11:26 AM	Post Road	Airport Road	North/West	2	0	0	Rain	Wet	Daylight	Angle
131	18-3436-AC	12/4/2018	6:07 PM	Post Road	Airport Road	South/South	2	0	0	Clear	Dry	Dark - Lighted	Sideswipe
132	18-3646-AC	12/22/2018	9:54 AM	Post Road	Airport Road	North/West	2	0	0	Rain	Wet	Daylight	Angle
133	18-3679-AC	12/24/2018	10:05 AM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Rear End
134	18-3686-AC	12/25/2018	2:24 PM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Rear End
135	18-3708-AC	12/28/2018	1:55 PM	Post Road	Airport Road	North/West	2	0	0	Rain	Wet	Daylight	Angle
136	19-120-AC	1/14/2019	5:47 PM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Dark - Lighted	Angle
137	19-236-AC	1/28/2018	12:16 PM	Post Road	Airport Road	South/West	2	0	0	Clear	Dry	Daylight	Sideswipe
138	19-338-AC	2/7/2019	3:19 PM	Post Road	Airport Road	North/North	2	0	0	Cloudy	Wet	Daylight	Angle
139	18-559-AC	3/8/2019	3:16 PM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Daylight	Angle
140	19-630-AC	3/11/2019	5:16 PM	Post Road	Airport Road	North/North	3	0	0	Clear	Dry	Daylight	Rear End
141	19-790-AC	3/28/2019	2:41 PM	Post Road	Airport Road	North/West	2	2	0	Clear	Dry	Daylight	Angle
142	19-1198-AC	5/14/2019	11:21 AM	Post Road	Airport Road	West/West	2	0	0	Clear	Dry	Daylight	Rear End
143	19-1260-AC	5/20/2019	3:03 PM	Post Road	Airport Road	East/East	2	1	0	Clear	Dry	Daylight	Rear End
144	19-1287-AC	5/22/2019	6:04 PM	Post Road	Airport Road	North/South	2	0	0	Clear	Dry	Daylight	Angle
145	19-1503-AC	6/12/2019	6:27 PM	Post Road	Airport Road	East/East	2	1	0	Clear	Dry	Daylight	Sideswipe
146	19-1567-AC	6/18/2019	12:44 PM	Post Road	Airport Road	West/West	2	1	0	Clear	Wet	Daylight	Rear End

2119 Post Road

Warwick, RI

Crash Data Summary

Pare Project No. 22044.00

April, 2022

Crash Ref. No.	Report No.	Date	Time	On Street	Intersecting Street	Directions of Travel	No. of Vehicles	Injuries	Fatalities	Weather Condition	Road Condition	Lighting	Crash Type
147	19-1662-AC	6/27/2019	9:28 AM	Airport Road		East/East	2	0	0	Clear	Dry	Daylight	Rear End
148	19-1748-AC	7/5/2019	7:31 PM	Post Road	Airport Road	East/East	2	0	0	Clear	Dry	Daylight	Rear End
149	19-1859-AC	7/17/2019	9:33 PM	Post Road	Airport Road	West/Unknown	2	1	0	Cloudy	Wet	Dark - Lighted	Rear End
150	19-2045-AC	8/6/2019	10:18 AM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Angle
151	19-2111-AC	8/12/2019	5:20 PM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Daylight	Angle
152	19-2234-AC	8/26/2019	1:45 PM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Rear End
153	19-2272-AC	8/30/2019	12:34 PM	Post Road	Airport Road	West/West	2	0	0	Clear	Dry	Daylight	Rear End
154	19-2283-AC	8/31/2019	7:21 PM	Post Road	Airport Road	North/East	2	1	0	Clear	Dry	Daylight	Angle
155	19-2377-AC	9/10/2019	11:15 AM	Post Road	Airport Road	North/North	2	0	0	Clear	Dry	Daylight	Rear End
156	19-2580-AC	10/2/2019	7:56 AM	Post Road	Airport Road	North/East	2	0	0	Clear	Dry	Daylight	Angle
157	19-2628-AC	10/5/2019	1:28 PM	Post Road	Airport Road	South/West	2	0	0	Clear	Dry	Daylight	Rear End
158	19-2979-AC	11/9/2019	12:28 PM	Post Road	Airport Road	East/East	2	1	0	Clear	Dry	Daylight	Rear End
159	19-3026-AC	11/15/2019	8:57 AM	Post Road	Airport Road	West/West	2	0	0	Clear	Dry	Daylight	Rear End
160	19-3044-AC	11/17/2019	11:15 AM	Post Road	Airport Road	South/South	2	0	0	Clear	Dry	Daylight	Rear End
161	19-3048-AC	11/18/2019	12:57 PM	Post Road	Airport Road	North/North	2	0	0	Rain	Wet	Daylight	Sideswipe
162	19-3157-AC	11/29/2019	10:38 AM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Daylight	Angle
163	19-3203-AC	12/3/2019	6:19 PM	Post Road	Airport Road	West/West	2	0	0	Clear	Dry	Dark - Lighted	Angle
164	19-3249-AC	12/7/2019	2:16 PM	Post Road	Airport Road	North/West	2	0	0	Clear	Dry	Daylight	Sideswipe
165	19-3253-AC	12/7/2019	4:44 PM	Post Road	Airport Road	East/Unknown	2	0	0	Clear	Dry	Dark - Lighted	Angle
166	19-3443-AC	12/22/2019	8:11 PM	Post Road	Airport Road	East/East	2	1	0	Clear	Dry	Dark - Lighted	Rear End
167	19-3449-AC	12/23/2019	1:59 PM	Post Road	Airport Road	West/Unknown	2	0	0	Clear	Dry	Daylight	Hit and Run
168	19-3474-AC	12/25/2019	11:22 AM	Post Road	Airport Road	West/West	2	0	0	Clear	Dry	Daylight	Angle
169	19-3496-AC	12/28/2019	1:26 PM	Post Road	Airport Road	East/East	2	0	0	Clear	Dry	Daylight	Angle

APPENDIX C

Speed Study Data

Pare Corporation

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Lincoln, RI, 02865
401-334-4100
www.parecorp.com

Roadway: Post Road
City, State: Warwick, RI
Weather: 49 and Cloudy
Taken By: EB

File Name : Post Road Speed Study
Site Code : 22044___
Start Date : 3/17/2022
Page No : 1

#	NB	SB
1	22	30
2	36	21
3	38	20
4	33	34
5	40	35
6	30	31
7	34	27
8	31	28
9	29	32
10	30	33
11	35	29
12	33	35
13	35	34
14	37	50
15	35	30
16	28	39
17	30	31
18	31	37
19	32	26
20	38	34
21	31	32
22	32	34
23	37	33
24	41	37
25	39	30
26	31	26
27	33	30
28	31	35
29	21	34
30	21	35
31	29	32
32	32	33
33	30	29
34	38	34
35	40	35
36	36	36
37	34	33
38	33	26
39	21	36
40	37	29
41	34	31
42	40	33
43	39	28
44	38	30
45	37	27
46	31	25
47	41	26
48	31	27
49	34	36
50	37	41
51	36	34
52	30	31
53		29
54		40
55		35
56		29
57		37
58		33
59		28
60		25
61		

Pare Corporation

8 Blackstone Valley Place
Lincoln, RI, 02865
401-334-4100
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Class	Vehicle Count	85 Percentile	10 MPH Pace Speed	Number in Pace	Percent in Pace	Number of Vehicles Over 35 MPH	Percent of Vehicles Over 35 MPH	Average Speed	True Median (50th Percentile)
NB	52	38	29 - 38	40	77	19	37	33	34
SB	60	36	26 - 35	46	77	10	17	32	32
Summary	112	37	28 - 37	82	73	29	26	33	33

APPENDIX D

Census Data

Skydra Post Road
Warwick, RI
Background Growth Rate
PARE Project No. 22044.00
March 7, 2022

US Census Data
City of Warwick

	Population
2020	82,823
2010	82672
Years	10
ANNUAL GROWTH RATE	0.02%
SAY	**0.50%**

Computations by: EB
Checked by: DH

APPENDIX E

Trip Generation & Distribution Worksheets

Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

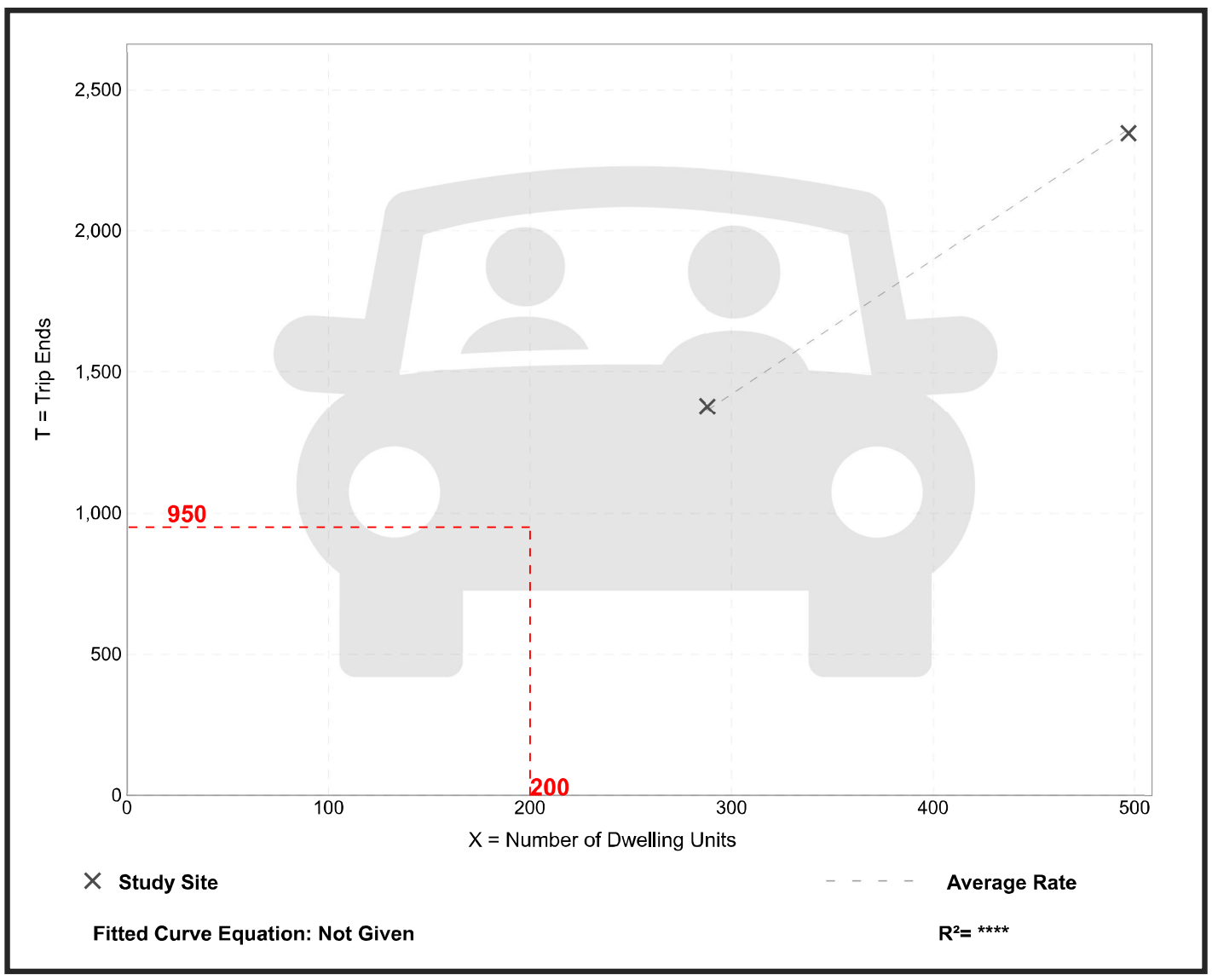
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Dwelling Units: 393
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.75	4.72 - 4.79	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

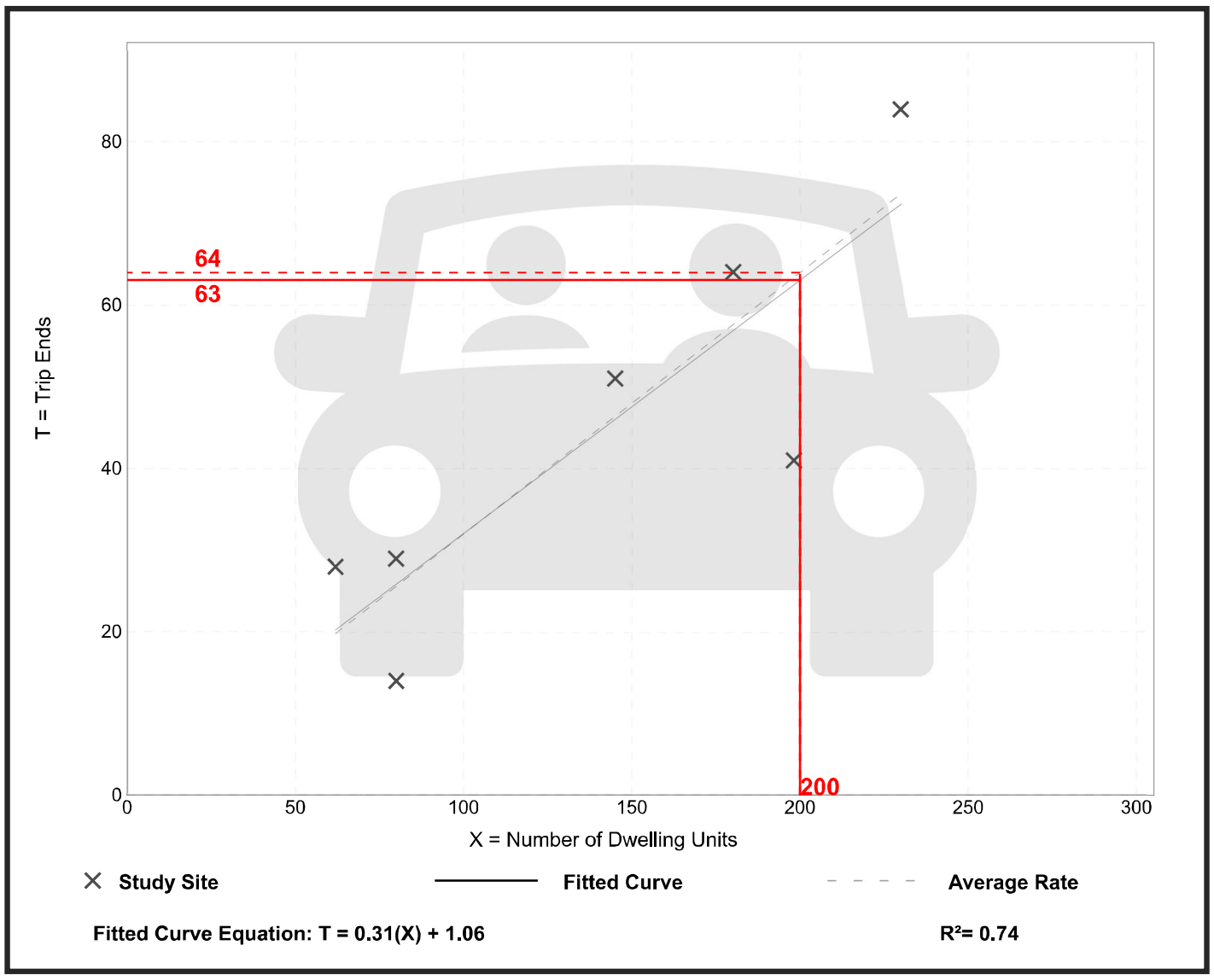
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 7 and 9 a.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	7
Avg. Num. of Dwelling Units:	139
Directional Distribution:	56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.18 - 0.45	0.09

Data Plot and Equation



Fitted Curve Equation: T = 0.31(X) + 1.06

R^2= 0.74

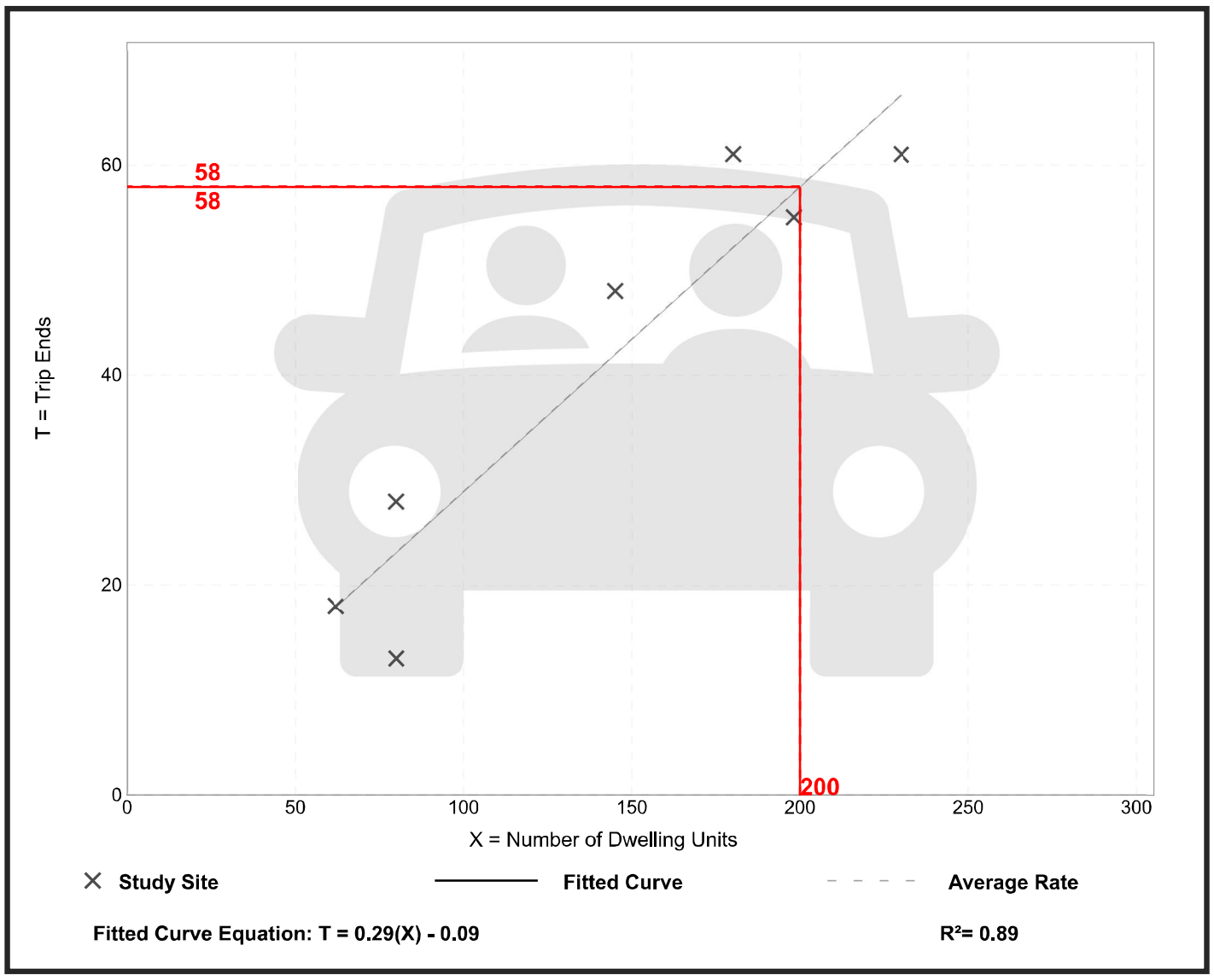
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,** **Peak Hour of Adjacent Street Traffic,** **One Hour Between 4 and 6 p.m.**
Setting/Location:	**General Urban/Suburban**
Number of Studies:	7
Avg. Num. of Dwelling Units:	139
Directional Distribution:	43% entering, 57% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.16 - 0.35	0.05

Data Plot and Equation



Fitted Curve Equation: T = 0.29(X) - 0.09

R^2= 0.89

Skydra Post Road
Warwick, RI
Trip Generation
PARE Project No. 22044.00
March 16, 2022

Proposed Residential Development
Land Use Code 221: Multifamily Housing (Mid-Rise)
Peak Hour of Generator
Dwelling Units **200.00** **Units**

On a: Weekday

Average Rate:	4.75 * 200	950
Fitted Curve Equation:	-	
Trips Entering	50% * 950	475
Trips Exiting	50% * 950	475
		950

On a: Weekday, AM
On a: Weekday Peak Hour of Generator

Average Rate:	0.32 * 200	**64**
Fitted Curve Equation:	0.31 * 200 + 1.06	63
Trips Entering	56% * 64	36
Trips Exiting	44% * 64	28
		64

On a: Weekday, PM
On a: Weekday Peak Hour of Generator

Average Rate:	0.29 * 200	**58**
Fitted Curve Equation:	0.29 * 200 - 0.09	**58**
Trips Entering	43% * 58	25
Trips Exiting	57% * 58	33
		58

Computations by: EB
Checked by: DH

Skydra Post Road
Warwick, RI
Existing and Proposed Traffic Volumes
PARE Project No. 22044.00
March 7, 2022

PARE CORPORATION

2022-2027
TRAFFIC VOLUME SUMMARY
Future No-Build Growth Factor = 0.5%

Weekday AM Peak Hour

Post Road at TF Green Airport Connector Road Off-Ramp

	2021 Existing	2022 Existing	Outside Developments	2027 Future No-Build	Site Generated	2027 Future Build
NB - T	917	922	65	1011	18	1029
SB - T	533	536	40	590	6	596
EB - L	270	272	14	293	4	297
EB - R	179	180	5	190	0	190

Weekday PM Peak Hour

Post Road at TF Green Airport Connector Road Off-Ramp

	2021 Existing	2022 Existing	Outside Developments	2027 Future No-Build	Site Generated	2027 Future Build
NB - T	941	946	44	1014	10	1024
SB - T	758	762	67	849	9	858
EB - L	464	467	14	493	5	498
EB - R	287	289	4	301	0	301

Weekday AM Peak Hour

Post Road at TF Green Airport Connector Road On Ramp

	2021 Existing	2022 Existing	Outside Developments	2027 Future No-Build	Site Generated	2027 Future Build
NB - L	346	348	6	363	0	363
NB - T	838	842	70	934	18	952
SB - T	512	515	40	569	6	575
SB - R	406	408	23	442	5	447

Weekday PM Peak Hour

Post Road at TF Green Airport Connector Road On Ramp

	2021 Existing	2022 Existing	Outside Developments	2027 Future No-Build	Site Generated	2027 Future Build
NB - L	277	279	4	291	0	291
NB - T	1144	1151	45	1226	15	1241
SB - T	748	752	67	838	9	847
SB - R	366	368	23	401	4	405

Weekday AM Peak Hour

Post Road at Airport Road

	2021 Existing	2022 Existing	Outside Developments	2027 Future No-Build	Site Generated	2027 Future Build
NB - T	N/A	390	19	419	8	427
NB - R	N/A	428	70	509	9	518
SB - L	N/A	624	71	711	0	711
SB - T	N/A	382	7	399	4	403
WB - L	N/A	723	30	772	10	782
WB - R	N/A	892	18	933	0	933

Weekday PM Peak Hour

Post Road at Airport Road

	2021 Existing	2022 Existing	Outside Developments	2027 Future No-Build	Site Generated	2027 Future Build
NB - T	N/A	458	14	484	8	492
NB - R	N/A	628	34	678	12	690
SB - L	N/A	987	25	1037	0	1037
SB - T	N/A	488	25	526	4	530
WB - L	N/A	560	82	657	6	663
WB - R	N/A	630	47	693	0	693

Weekday AM Peak Hour

Post Road at Site Driveway

	2021 Existing	2022 Existing	Outside Developments	2027 Future No-Build	Site Generated	2027 Future Build
NB - L	N/A	0	0	0	22	22
NB - T	N/A	842	70	934	0	934
SB - T	N/A	515	40	569	0	569
SB - R	N/A	0	0	0	14	14
EB - L	N/A	0	0	0	17	17
EB - R	N/A	0	0	0	11	11

Weekday PM Peak Hour

Post Road at Site Driveway

	2021 Existing	2022 Existing	Outside Developments	2027 Future No-Build	Site Generated	2027 Future Build
NB - L	N/A	0	0	0	15	15
NB - T	N/A	1151	45	1226	0	1226
SB - T	N/A	752	67	838	0	838
SB - R	N/A	0	0	0	10	10
EB - L	N/A	0	0	0	20	20
EB - R	N/A	0	0	0	13	13

Computation by: EB
Checked by: DH

APPENDIX F

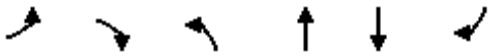
Capacity Analysis Worksheets

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	723	892	390	428	624	382
Future Volume (vph)	723	892	390	428	624	382
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		0	430	
Storage Lanes	2	1		1	2	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor	0.98			0.98	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3467	1599	3505	1568	3433	3610
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3400	1599	3505	1534	3430	3610
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		154		33		
Link Speed (mph)	30		30			30
Link Distance (ft)	0		3585			442
Travel Time (s)	0.0		81.5			10.0
Confl. Peds. (#/hr)	10	1		10	1	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.86	0.86
Heavy Vehicles (%)	1%	1%	3%	3%	2%	0%
Adj. Flow (vph)	777	959	429	470	726	444
Shared Lane Traffic (%)						
Lane Group Flow (vph)	777	959	429	470	726	444
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	6	3 6	4	6	3	8
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
Minimum Split (s)	10.0		34.0	10.0	32.0	10.0
Total Split (s)	30.0		34.0	30.0	32.0	34.0
Total Split (%)	31.3%		35.4%	31.3%	33.3%	35.4%
Maximum Green (s)	25.0		29.0	25.0	27.0	29.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	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?						
Vehicle Extension (s)	2.7		2.7	2.7	2.7	2.7
Recall Mode	None		Min	None	None	Min
Walk Time (s)			7.0		7.0	
Flash Dont Walk (s)			22.0		20.0	
Pedestrian Calls (#/hr)			5		5	
Act Effct Green (s)	25.2	55.6	16.6	41.8	25.3	16.6
Actuated g/C Ratio	0.31	0.68	0.20	0.51	0.31	0.20
v/c Ratio	0.73	0.85	0.61	0.58	0.69	0.61

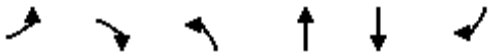
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	32.1	19.2	33.5	13.8	29.8	33.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	19.2	33.5	13.8	29.8	33.5
LOS	C	B	C	B	C	C
Approach Delay	25.0		23.2			31.2
Approach LOS	C		C			C
Queue Length 50th (ft)	182	249	108	133	161	112
Queue Length 95th (ft)	#329	#778	153	206	257	148
Internal Link Dist (ft)	1		3505			362
Turn Bay Length (ft)		450			430	
Base Capacity (vph)	1062	1164	1246	806	1136	1283
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	0.82	0.34	0.58	0.64	0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 96			
Actuated Cycle Length: 82.3			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 78.3%		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.			

Splits and Phases: 2: Post Road & Airport Road



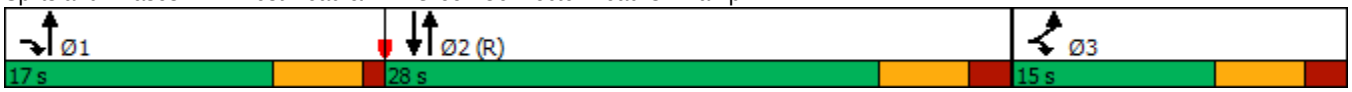
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	272	180	0	922	536	0	
Future Volume (vph)	272	180	0	922	536	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00	
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	3467	1583	0	3505	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	3467	1583	0	3505	3471	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	251			474	226		
Travel Time (s)	5.7			10.8	5.1		
Peak Hour Factor	0.86	0.86	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	1%	2%	0%	3%	4%	0%	
Adj. Flow (vph)	316	209	0	1024	596	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	316	209	0	1024	596	0	
Turn Type	Prot	custom		NA	NA		
Protected Phases	3	1 3		1 2	2		1
Permitted Phases							
Detector Phase	3	1 3		1 2	2		
Switch Phase							
Minimum Initial (s)	6.0				10.0		6.0
Minimum Split (s)	12.0				16.0		11.0
Total Split (s)	15.0				28.0		17.0
Total Split (%)	25.0%				46.7%		28%
Maximum Green (s)	9.0				22.0		12.0
Yellow Time (s)	4.0				4.0		4.0
All-Red Time (s)	2.0				2.0		1.0
Lost Time Adjust (s)	0.0				0.0		
Total Lost Time (s)	6.0				6.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0				3.0		3.0
Recall Mode	None				C-Max		None
Walk Time (s)	7.0				7.0		7.0
Flash Dont Walk (s)	11.0				11.0		11.0
Pedestrian Calls (#/hr)	0				0		0
Act Effct Green (s)	8.7	26.7		40.3	22.3		
Actuated g/C Ratio	0.14	0.44		0.67	0.37		
v/c Ratio	0.63	0.30		0.44	0.46		
Control Delay	30.1	12.0		5.3	4.7		
Queue Delay	0.4	0.0		0.0	0.1		
Total Delay	30.5	12.0		5.3	4.7		
LOS	C	B		A	A		
Approach Delay	23.1			5.3	4.7		

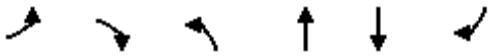


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Approach LOS	C			A	A		
Queue Length 50th (ft)	56	45		74	14		
Queue Length 95th (ft)	87	81		104	19		
Internal Link Dist (ft)	171			394	146		
Turn Bay Length (ft)							
Base Capacity (vph)	520	686		2351	1287		
Starvation Cap Reductn	0	0		0	69		
Spillback Cap Reductn	31	0		9	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.65	0.30		0.44	0.49		

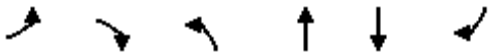
Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 74.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Post Road & T.F. Green Connector Road Off Ramp





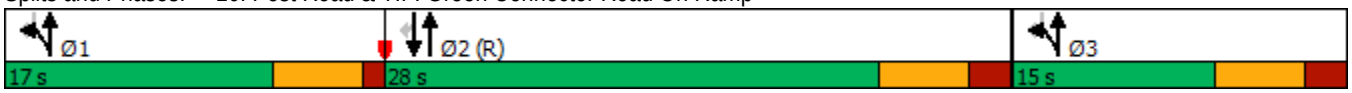
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	348	842	515	408		
Future Volume (vph)	0	0	348	842	515	408		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			200		
Storage Lanes	0	0	1			1		
Taper Length (ft)	25		25					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Frt						0.850		
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1787	3539	3471	1538		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1787	3539	3471	1538		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)								
Link Speed (mph)	30			30	30			
Link Distance (ft)	274			226	3585			
Travel Time (s)	6.2			5.1	81.5			
Peak Hour Factor	0.92	0.92	0.90	0.90	0.91	0.91		
Heavy Vehicles (%)	2%	2%	1%	2%	4%	5%		
Adj. Flow (vph)	0	0	387	936	566	448		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	387	936	566	448		
Turn Type			Prot	NA	NA	custom		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						1 2 3		
Detector Phase			1 3	1 2 3	2	1 2 3		
Switch Phase								
Minimum Initial (s)					10.0		6.0	6.0
Minimum Split (s)					16.0		11.0	12.0
Total Split (s)					28.0		17.0	15.0
Total Split (%)					46.7%		28%	25%
Maximum Green (s)					22.0		12.0	9.0
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?					Yes		Yes	
Vehicle Extension (s)					3.0		3.0	3.0
Recall Mode					C-Max		None	None
Walk Time (s)					7.0			
Flash Dont Walk (s)					11.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			26.9	60.0	22.1	60.0		
Actuated g/C Ratio			0.45	1.00	0.37	1.00		
v/c Ratio			0.48	0.26	0.44	0.29		
Control Delay			12.8	0.2	15.7	0.5		
Queue Delay			4.2	0.0	0.0	0.0		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Total Delay			17.0	0.2	15.7	0.5		
LOS			B	A	B	A		
Approach Delay				5.1	9.0			
Approach LOS				A	A			
Queue Length 50th (ft)			75	0	78	0		
Queue Length 95th (ft)			128	0	118	0		
Internal Link Dist (ft)	194			146	3505			
Turn Bay Length (ft)						200		
Base Capacity (vph)			804	3486	1278	1515		
Starvation Cap Reductn			330	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.82	0.27	0.44	0.30		

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 74.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: Post Road & T.F. Green Connector Road On Ramp

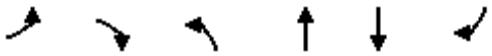


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	772	933	419	509	711	399
Future Volume (vph)	772	933	419	509	711	399
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		0	430	
Storage Lanes	2	1		1	2	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor	0.98			0.98	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3467	1599	3505	1568	3433	3610
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3400	1599	3505	1534	3430	3610
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		134		20		
Link Speed (mph)	30		30			30
Link Distance (ft)	0		3585			442
Travel Time (s)	0.0		81.5			10.0
Confl. Peds. (#/hr)	10	1		10	1	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.86	0.86
Heavy Vehicles (%)	1%	1%	3%	3%	2%	0%
Adj. Flow (vph)	830	1003	460	559	827	464
Shared Lane Traffic (%)						
Lane Group Flow (vph)	830	1003	460	559	827	464
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	6	3 6	4	6	3	8
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
Minimum Split (s)	10.0		34.0	10.0	32.0	10.0
Total Split (s)	30.0		34.0	30.0	32.0	34.0
Total Split (%)	31.3%		35.4%	31.3%	33.3%	35.4%
Maximum Green (s)	25.0		29.0	25.0	27.0	29.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	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?						
Vehicle Extension (s)	2.7		2.7	2.7	2.7	2.7
Recall Mode	None		Min	None	None	Min
Walk Time (s)			7.0		7.0	
Flash Dont Walk (s)			22.0		20.0	
Pedestrian Calls (#/hr)			5		5	
Act Effct Green (s)	25.1	57.3	17.4	42.5	27.1	17.4
Actuated g/C Ratio	0.30	0.68	0.21	0.50	0.32	0.21
v/c Ratio	0.81	0.89	0.64	0.71	0.75	0.63

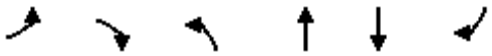
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	36.1	23.4	34.7	18.6	32.1	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	23.4	34.7	18.6	32.1	34.3
LOS	D	C	C	B	C	C
Approach Delay	29.2		25.9			32.9
Approach LOS	C		C			C
Queue Length 50th (ft)	201	304	117	179	193	118
Queue Length 95th (ft)	#367	#849	163	275	301	155
Internal Link Dist (ft)	1		3505			362
Turn Bay Length (ft)		450			430	
Base Capacity (vph)	1028	1124	1205	789	1099	1242
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	0.81	0.89	0.38	0.71	0.75	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 96			
Actuated Cycle Length: 84.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 29.5		Intersection LOS: C	
Intersection Capacity Utilization 81.4%		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.			

Splits and Phases: 2: Post Road & Airport Road



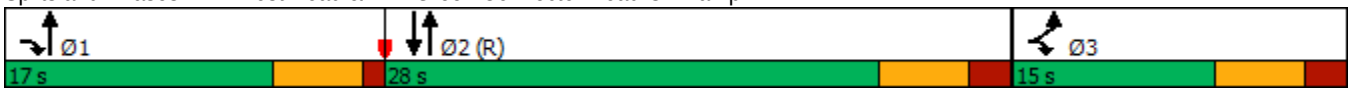
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	293	190	0	1011	590	0	
Future Volume (vph)	293	190	0	1011	590	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00	
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	3467	1583	0	3505	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	3467	1583	0	3505	3471	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	251			474	226		
Travel Time (s)	5.7			10.8	5.1		
Peak Hour Factor	0.86	0.86	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	1%	2%	0%	3%	4%	0%	
Adj. Flow (vph)	341	221	0	1123	656	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	341	221	0	1123	656	0	
Turn Type	Prot	custom		NA	NA		
Protected Phases	3	1 3		1 2	2		1
Permitted Phases							
Detector Phase	3	1 3		1 2	2		
Switch Phase							
Minimum Initial (s)	6.0				10.0		6.0
Minimum Split (s)	12.0				16.0		11.0
Total Split (s)	15.0				28.0		17.0
Total Split (%)	25.0%				46.7%		28%
Maximum Green (s)	9.0				22.0		12.0
Yellow Time (s)	4.0				4.0		4.0
All-Red Time (s)	2.0				2.0		1.0
Lost Time Adjust (s)	0.0				0.0		
Total Lost Time (s)	6.0				6.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0				3.0		3.0
Recall Mode	None				C-Max		None
Walk Time (s)	7.0				7.0		7.0
Flash Dont Walk (s)	11.0				11.0		11.0
Pedestrian Calls (#/hr)	0				0		0
Act Effct Green (s)	8.8	26.8		40.2	22.2		
Actuated g/C Ratio	0.15	0.45		0.67	0.37		
v/c Ratio	0.67	0.31		0.48	0.51		
Control Delay	31.4	12.1		5.7	4.9		
Queue Delay	0.6	0.0		0.0	0.0		
Total Delay	31.9	12.1		5.7	4.9		
LOS	C	B		A	A		
Approach Delay	24.2			5.7	4.9		

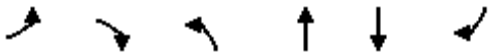


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Approach LOS	C			A	A		
Queue Length 50th (ft)	60	48		84	15		
Queue Length 95th (ft)	92	85		118	21		
Internal Link Dist (ft)	171			394	146		
Turn Bay Length (ft)							
Base Capacity (vph)	520	686		2347	1282		
Starvation Cap Reductn	0	0		0	6		
Spillback Cap Reductn	32	0		28	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.70	0.32		0.48	0.51		

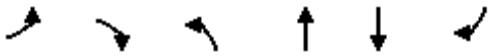
Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Post Road & T.F. Green Connector Road Off Ramp





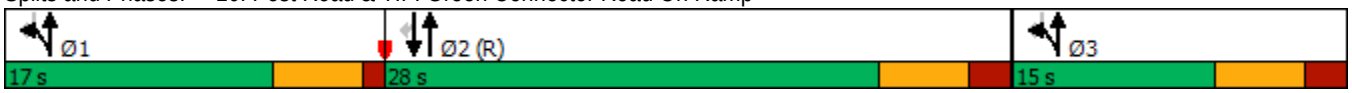
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	363	934	569	442		
Future Volume (vph)	0	0	363	934	569	442		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			200		
Storage Lanes	0	0	1			1		
Taper Length (ft)	25		25					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Frt						0.850		
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1787	3539	3471	1538		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1787	3539	3471	1538		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)								
Link Speed (mph)	30			30	30			
Link Distance (ft)	274			226	3585			
Travel Time (s)	6.2			5.1	81.5			
Peak Hour Factor	0.92	0.92	0.90	0.90	0.91	0.91		
Heavy Vehicles (%)	2%	2%	1%	2%	4%	5%		
Adj. Flow (vph)	0	0	403	1038	625	486		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	403	1038	625	486		
Turn Type			Prot	NA	NA	custom		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						1 2 3		
Detector Phase			1 3	1 2 3	2	1 2 3		
Switch Phase								
Minimum Initial (s)					10.0		6.0	6.0
Minimum Split (s)					16.0		11.0	12.0
Total Split (s)					28.0		17.0	15.0
Total Split (%)					46.7%		28%	25%
Maximum Green (s)					22.0		12.0	9.0
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?					Yes		Yes	
Vehicle Extension (s)					3.0		3.0	3.0
Recall Mode					C-Max		None	None
Walk Time (s)					7.0			
Flash Dont Walk (s)					11.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			27.0	60.0	22.0	60.0		
Actuated g/C Ratio			0.45	1.00	0.37	1.00		
v/c Ratio			0.50	0.29	0.49	0.32		
Control Delay			13.8	0.2	16.3	0.5		
Queue Delay			5.1	0.0	0.0	0.0		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Total Delay			18.9	0.2	16.3	0.5		
LOS			B	A	B	A		
Approach Delay				5.4	9.4			
Approach LOS				A	A			
Queue Length 50th (ft)			83	0	88	0		
Queue Length 95th (ft)			137	0	132	0		
Internal Link Dist (ft)	194			146	3505			
Turn Bay Length (ft)						200		
Base Capacity (vph)			804	3539	1272	1538		
Starvation Cap Reductn			328	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.85	0.29	0.49	0.32		

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: Post Road & T.F. Green Connector Road On Ramp



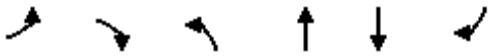
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	782	933	427	518	711	403
Future Volume (vph)	782	933	427	518	711	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		0	430	
Storage Lanes	2	1		1	2	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor	0.98			0.98	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3467	1599	3505	1568	3433	3610
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3400	1599	3505	1534	3430	3610
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		129		20		
Link Speed (mph)	30		30			30
Link Distance (ft)	0		3250			442
Travel Time (s)	0.0		73.9			10.0
Confl. Peds. (#/hr)	10	1		10	1	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.86	0.86
Heavy Vehicles (%)	1%	1%	3%	3%	2%	0%
Adj. Flow (vph)	841	1003	469	569	827	469
Shared Lane Traffic (%)						
Lane Group Flow (vph)	841	1003	469	569	827	469
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	6	3 6	4	6	3	8
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
Minimum Split (s)	10.0		34.0	10.0	32.0	10.0
Total Split (s)	30.0		34.0	30.0	32.0	34.0
Total Split (%)	31.3%		35.4%	31.3%	33.3%	35.4%
Maximum Green (s)	25.0		29.0	25.0	27.0	29.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	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?						
Vehicle Extension (s)	2.7		2.7	2.7	2.7	2.7
Recall Mode	None		Min	None	None	Min
Walk Time (s)			7.0		7.0	
Flash Dont Walk (s)			22.0		20.0	
Pedestrian Calls (#/hr)			5		5	
Act Effct Green (s)	25.1	57.3	17.6	42.7	27.1	17.6
Actuated g/C Ratio	0.30	0.67	0.21	0.50	0.32	0.21
v/c Ratio	0.82	0.90	0.65	0.72	0.75	0.63

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	36.9	23.9	34.8	19.0	32.3	34.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	23.9	34.8	19.0	32.3	34.2
LOS	D	C	C	B	C	C
Approach Delay	29.8		26.2			33.0
Approach LOS	C		C			C
Queue Length 50th (ft)	206	311	120	184	194	120
Queue Length 95th (ft)	#374	#851	167	283	301	157
Internal Link Dist (ft)	1		3170			362
Turn Bay Length (ft)		450			430	
Base Capacity (vph)	1025	1120	1203	791	1097	1239
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	0.82	0.90	0.39	0.72	0.75	0.38

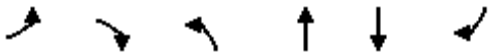
Intersection Summary			
Area Type:	Other		
Cycle Length: 96			
Actuated Cycle Length: 84.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 29.9		Intersection LOS: C	
Intersection Capacity Utilization 81.5%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Post Road & Airport Road



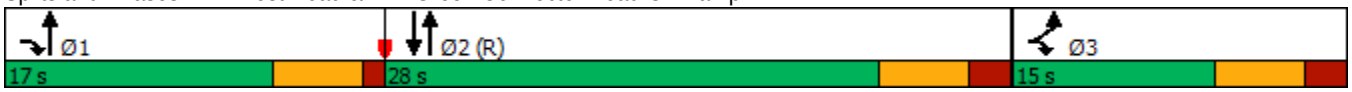
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	297	190	0	1029	596	0	
Future Volume (vph)	297	190	0	1029	596	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00	
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	3467	1583	0	3505	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	3467	1583	0	3505	3471	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	251			474	226		
Travel Time (s)	5.7			10.8	5.1		
Peak Hour Factor	0.86	0.86	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	1%	2%	0%	3%	4%	0%	
Adj. Flow (vph)	345	221	0	1143	662	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	345	221	0	1143	662	0	
Turn Type	Prot	custom		NA	NA		
Protected Phases	3	1 3		1 2	2		1
Permitted Phases							
Detector Phase	3	1 3		1 2	2		
Switch Phase							
Minimum Initial (s)	6.0				10.0		6.0
Minimum Split (s)	12.0				16.0		11.0
Total Split (s)	15.0				28.0		17.0
Total Split (%)	25.0%				46.7%		28%
Maximum Green (s)	9.0				22.0		12.0
Yellow Time (s)	4.0				4.0		4.0
All-Red Time (s)	2.0				2.0		1.0
Lost Time Adjust (s)	0.0				0.0		
Total Lost Time (s)	6.0				6.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0				3.0		3.0
Recall Mode	None				C-Max		None
Walk Time (s)	7.0				7.0		7.0
Flash Dont Walk (s)	11.0				11.0		11.0
Pedestrian Calls (#/hr)	0				0		0
Act Effct Green (s)	8.8	26.8		40.2	22.2		
Actuated g/C Ratio	0.15	0.45		0.67	0.37		
v/c Ratio	0.68	0.31		0.49	0.52		
Control Delay	31.7	12.1		5.8	4.9		
Queue Delay	0.6	0.0		0.0	0.0		
Total Delay	32.3	12.1		5.8	4.9		
LOS	C	B		A	A		
Approach Delay	24.4			5.8	4.9		



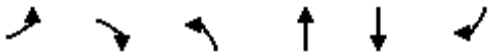
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Approach LOS	C			A	A		
Queue Length 50th (ft)	61	48		86	15		
Queue Length 95th (ft)	94	85		122	21		
Internal Link Dist (ft)	171			394	146		
Turn Bay Length (ft)							
Base Capacity (vph)	520	686		2347	1282		
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	31	0		31	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.71	0.32		0.49	0.52		

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Post Road & T.F. Green Connector Road Off Ramp



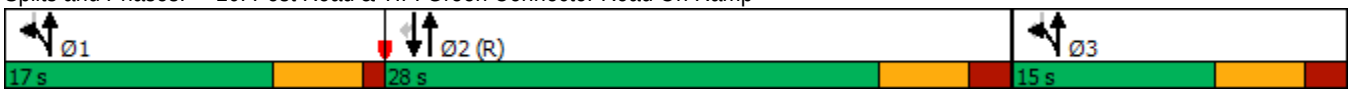
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	363	952	575	447		
Future Volume (vph)	0	0	363	952	575	447		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			200		
Storage Lanes	0	0	1			1		
Taper Length (ft)	25		25					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Frt						0.850		
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1787	3539	3471	1538		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1787	3539	3471	1538		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)								
Link Speed (mph)	30			30	30			
Link Distance (ft)	274			226	335			
Travel Time (s)	6.2			5.1	7.6			
Peak Hour Factor	0.92	0.92	0.90	0.90	0.91	0.91		
Heavy Vehicles (%)	2%	2%	1%	2%	4%	5%		
Adj. Flow (vph)	0	0	403	1058	632	491		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	403	1058	632	491		
Turn Type			Prot	NA	NA	custom		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						1 2 3		
Detector Phase			1 3	1 2 3	2	1 2 3		
Switch Phase								
Minimum Initial (s)					10.0		6.0	6.0
Minimum Split (s)					16.0		11.0	12.0
Total Split (s)					28.0		17.0	15.0
Total Split (%)					46.7%		28%	25%
Maximum Green (s)					22.0		12.0	9.0
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?					Yes		Yes	
Vehicle Extension (s)					3.0		3.0	3.0
Recall Mode					C-Max		None	None
Walk Time (s)					7.0			
Flash Dont Walk (s)					11.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			27.0	60.0	22.0	60.0		
Actuated g/C Ratio			0.45	1.00	0.37	1.00		
v/c Ratio			0.50	0.30	0.50	0.32		
Control Delay			13.9	0.2	16.4	0.5		
Queue Delay			5.2	0.0	0.0	0.0		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Total Delay			19.1	0.2	16.4	0.5		
LOS			B	A	B	A		
Approach Delay				5.4	9.5			
Approach LOS				A	A			
Queue Length 50th (ft)			84	0	90	0		
Queue Length 95th (ft)			139	0	133	0		
Internal Link Dist (ft)	194			146	255			
Turn Bay Length (ft)						200		
Base Capacity (vph)			804	3539	1272	1538		
Starvation Cap Reductn			329	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.85	0.30	0.50	0.32		

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 7.2		Intersection LOS: A	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: Post Road & T.F. Green Connector Road On Ramp



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	11	22	934	569	14
Future Vol, veh/h	17	11	22	934	569	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	12	24	1015	618	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1182	317	633	0	-	0
Stage 1	626	-	-	-	-	-
Stage 2	556	-	-	-	-	-
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	183	679	946	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	172	679	946	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.9	0.4	0
HCM LOS	C		

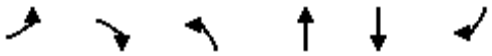
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	946	-	243	-	-
HCM Lane V/C Ratio	0.025	-	0.125	-	-
HCM Control Delay (s)	8.9	0.2	21.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	560	630	458	628	987	488
Future Volume (vph)	560	630	458	628	987	488
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		0	430	
Storage Lanes	2	1		1	2	
Taper Length (ft)	25				25	
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	1615	3539	1615	3467	3574
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3454	1615	3539	1592	3464	3574
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		119		7		
Link Speed (mph)	30		30			30
Link Distance (ft)	0		3585			442
Travel Time (s)	0.0		81.5			10.0
Confl. Peds. (#/hr)	2	1		2	1	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.95	0.95
Heavy Vehicles (%)	1%	0%	2%	0%	1%	1%
Adj. Flow (vph)	602	677	503	690	1039	514
Shared Lane Traffic (%)						
Lane Group Flow (vph)	602	677	503	690	1039	514
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	6	3 6	4	6	3	8
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
Minimum Split (s)	10.0		34.0	10.0	32.0	10.0
Total Split (s)	30.0		34.0	30.0	32.0	34.0
Total Split (%)	31.3%		35.4%	31.3%	33.3%	35.4%
Maximum Green (s)	25.0		29.0	25.0	27.0	29.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	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?						
Vehicle Extension (s)	2.7		2.7	2.7	2.7	2.7
Recall Mode	None		Min	None	None	Min
Walk Time (s)			7.0		7.0	
Flash Dont Walk (s)			22.0		20.0	
Pedestrian Calls (#/hr)			5		5	
Act Effct Green (s)	22.2	54.6	18.3	40.5	27.3	18.3
Actuated g/C Ratio	0.27	0.66	0.22	0.49	0.33	0.22
v/c Ratio	0.65	0.61	0.64	0.88	0.91	0.65

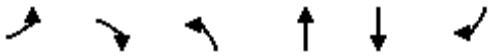
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	31.3	10.4	33.5	29.6	41.8	33.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	10.4	33.5	29.6	41.8	33.7
LOS	C	B	C	C	D	C
Approach Delay	20.2		31.2			39.1
Approach LOS	C		C			D
Queue Length 50th (ft)	140	137	131	257	275	133
Queue Length 95th (ft)	227	338	179	393	#488	183
Internal Link Dist (ft)	1		3505			362
Turn Bay Length (ft)		450			430	
Base Capacity (vph)	1055	1099	1250	846	1140	1262
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	0.57	0.62	0.40	0.82	0.91	0.41

Intersection Summary			
Area Type:	Other		
Cycle Length: 96			
Actuated Cycle Length: 83			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 30.8		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.			

Splits and Phases: 2: Post Road & Airport Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	467	289	0	946	762	0	
Future Volume (vph)	467	289	0	946	762	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
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)	3502	1615	0	3574	3574	0	
Flt Permitted	0.950						
Satd. Flow (perm)	3502	1615	0	3574	3574	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	251			474	226		
Travel Time (s)	5.7			10.8	5.1		
Peak Hour Factor	0.95	0.95	0.96	0.96	0.94	0.94	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	
Adj. Flow (vph)	492	304	0	985	811	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	492	304	0	985	811	0	
Turn Type	Prot	custom		NA	NA		
Protected Phases	3	1 3		1 2	2		1
Permitted Phases							
Detector Phase	3	1 3		1 2	2		
Switch Phase							
Minimum Initial (s)	6.0				10.0		6.0
Minimum Split (s)	12.0				16.0		11.0
Total Split (s)	15.0				28.0		17.0
Total Split (%)	25.0%				46.7%		28%
Maximum Green (s)	9.0				22.0		12.0
Yellow Time (s)	4.0				4.0		4.0
All-Red Time (s)	2.0				2.0		1.0
Lost Time Adjust (s)	0.0				0.0		
Total Lost Time (s)	6.0				6.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0				3.0		3.0
Recall Mode	None				C-Max		None
Walk Time (s)	7.0				7.0		7.0
Flash Dont Walk (s)	11.0				11.0		11.0
Pedestrian Calls (#/hr)	0				0		0
Act Effct Green (s)	9.0	27.0		40.0	22.0		
Actuated g/C Ratio	0.15	0.45		0.67	0.37		
v/c Ratio	0.94	0.42		0.41	0.62		
Control Delay	54.9	13.4		5.2	5.1		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	54.9	13.4		5.2	5.1		
LOS	D	B		A	A		
Approach Delay	39.0			5.2	5.1		

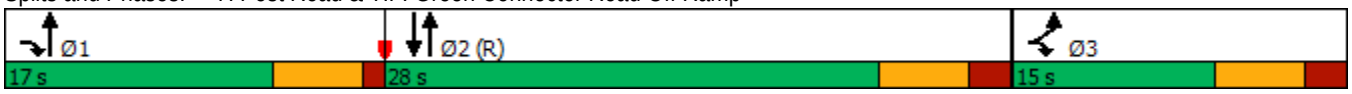


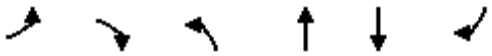
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Approach LOS	D			A	A		
Queue Length 50th (ft)	92	70		69	16		
Queue Length 95th (ft)	#174	126		98	22		
Internal Link Dist (ft)	171			394	146		
Turn Bay Length (ft)							
Base Capacity (vph)	525	726		2382	1310		
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.94	0.42		0.41	0.62		

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

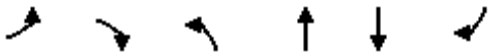
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Post Road & T.F. Green Connector Road Off Ramp





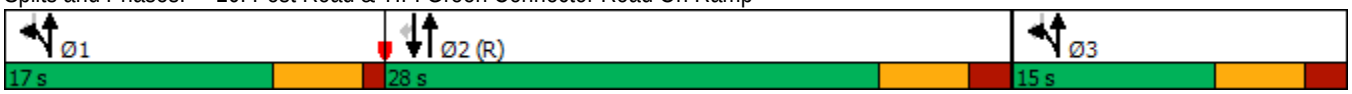
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	279	1151	752	368		
Future Volume (vph)	0	0	279	1151	752	368		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			200		
Storage Lanes	0	0	1			1		
Taper Length (ft)	25		25					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor			1.00			0.99		
Frt						0.850		
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1787	3610	3574	1583		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1786	3610	3574	1563		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)								
Link Speed (mph)	30			30	30			
Link Distance (ft)	274			226	3585			
Travel Time (s)	6.2			5.1	81.5			
Confl. Peds. (#/hr)			2			2		
Peak Hour Factor	0.92	0.92	0.97	0.97	0.95	0.95		
Heavy Vehicles (%)	2%	2%	1%	0%	1%	2%		
Adj. Flow (vph)	0	0	288	1187	792	387		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	288	1187	792	387		
Turn Type			Prot	NA	NA	custom		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						1 2 3		
Detector Phase			1 3	1 2 3	2	1 2 3		
Switch Phase								
Minimum Initial (s)					10.0		6.0	6.0
Minimum Split (s)					16.0		11.0	12.0
Total Split (s)					28.0		17.0	15.0
Total Split (%)					46.7%		28%	25%
Maximum Green (s)					22.0		12.0	9.0
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?					Yes		Yes	
Vehicle Extension (s)					3.0		3.0	3.0
Recall Mode					C-Max		None	None
Walk Time (s)					7.0			
Flash Dont Walk (s)					11.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			27.0	60.0	22.0	60.0		
Actuated g/C Ratio			0.45	1.00	0.37	1.00		
v/c Ratio			0.36	0.33	0.60	0.25		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Control Delay			9.5	0.2	17.9	0.4		
Queue Delay			2.4	0.0	0.0	0.0		
Total Delay			11.9	0.2	17.9	0.4		
LOS			B	A	B	A		
Approach Delay				2.5	12.1			
Approach LOS				A	B			
Queue Length 50th (ft)			43	0	118	0		
Queue Length 95th (ft)			m77	m0	171	0		
Internal Link Dist (ft)	194			146	3505			
Turn Bay Length (ft)						200		
Base Capacity (vph)			804	3610	1310	1563		
Starvation Cap Reductn			386	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.69	0.33	0.60	0.25		

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 6.8	Intersection LOS: A
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 10: Post Road & T.F. Green Connector Road On Ramp



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	657	693	484	678	1037	526
Future Volume (vph)	657	693	484	678	1037	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		0	430	
Storage Lanes	2	1		1	2	
Taper Length (ft)	25				25	
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	1615	3539	1615	3467	3574
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3454	1615	3539	1592	3464	3574
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		104		5		
Link Speed (mph)	30		30			30
Link Distance (ft)	0		3585			442
Travel Time (s)	0.0		81.5			10.0
Confl. Peds. (#/hr)	2	1		2	1	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.95	0.95
Heavy Vehicles (%)	1%	0%	2%	0%	1%	1%
Adj. Flow (vph)	706	745	532	745	1092	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	706	745	532	745	1092	554
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	6	3 6	4	6	3	8
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
Minimum Split (s)	10.0		34.0	10.0	32.0	10.0
Total Split (s)	30.0		34.0	30.0	32.0	34.0
Total Split (%)	31.3%		35.4%	31.3%	33.3%	35.4%
Maximum Green (s)	25.0		29.0	25.0	27.0	29.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	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?						
Vehicle Extension (s)	2.7		2.7	2.7	2.7	2.7
Recall Mode	None		Min	None	None	Min
Walk Time (s)			7.0		7.0	
Flash Dont Walk (s)			22.0		20.0	
Pedestrian Calls (#/hr)			5		5	
Act Effct Green (s)	23.8	56.0	19.3	43.1	27.2	19.3
Actuated g/C Ratio	0.28	0.66	0.23	0.50	0.32	0.23
v/c Ratio	0.73	0.68	0.67	0.92	0.99	0.69

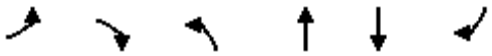
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	33.8	12.7	34.4	34.6	56.1	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	12.7	34.4	34.6	56.1	34.9
LOS	C	B	C	C	E	C
Approach Delay	23.0		34.5			49.0
Approach LOS	C		C			D
Queue Length 50th (ft)	174	181	139	295	~303	146
Queue Length 95th (ft)	273	423	190	#478	#524	198
Internal Link Dist (ft)	1		3505			362
Turn Bay Length (ft)		450			430	
Base Capacity (vph)	1022	1095	1210	837	1103	1222
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	0.69	0.68	0.44	0.89	0.99	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 96			
Actuated Cycle Length: 85.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 36.1		Intersection LOS: D	
Intersection Capacity Utilization 80.1%		ICU Level of Service D	
Analysis Period (min) 15			

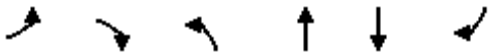
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Post Road & Airport Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	493	301	0	1014	849	0	
Future Volume (vph)	493	301	0	1014	849	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
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)	3502	1615	0	3574	3574	0	
Flt Permitted	0.950						
Satd. Flow (perm)	3502	1615	0	3574	3574	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	251			474	226		
Travel Time (s)	5.7			10.8	5.1		
Peak Hour Factor	0.95	0.95	0.96	0.96	0.94	0.94	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	
Adj. Flow (vph)	519	317	0	1056	903	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	519	317	0	1056	903	0	
Turn Type	Prot	custom		NA	NA		
Protected Phases	3	1 3		1 2	2		1
Permitted Phases							
Detector Phase	3	1 3		1 2	2		
Switch Phase							
Minimum Initial (s)	6.0				10.0		6.0
Minimum Split (s)	12.0				16.0		11.0
Total Split (s)	15.0				28.0		17.0
Total Split (%)	25.0%				46.7%		28%
Maximum Green (s)	9.0				22.0		12.0
Yellow Time (s)	4.0				4.0		4.0
All-Red Time (s)	2.0				2.0		1.0
Lost Time Adjust (s)	0.0				0.0		
Total Lost Time (s)	6.0				6.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0				3.0		3.0
Recall Mode	None				C-Max		None
Walk Time (s)	7.0				7.0		7.0
Flash Dont Walk (s)	11.0				11.0		11.0
Pedestrian Calls (#/hr)	0				0		0
Act Effct Green (s)	9.0	27.0		40.0	22.0		
Actuated g/C Ratio	0.15	0.45		0.67	0.37		
v/c Ratio	0.99	0.44		0.44	0.69		
Control Delay	65.8	13.7		5.4	6.3		
Queue Delay	0.8	0.0		0.0	0.0		
Total Delay	66.6	13.7		5.4	6.3		
LOS	E	B		A	A		
Approach Delay	46.5			5.4	6.3		

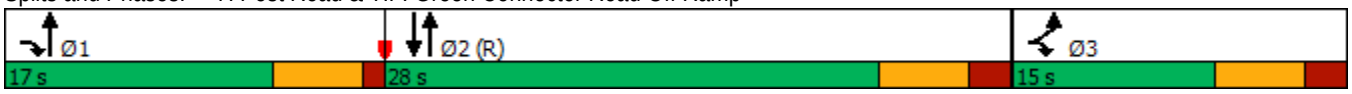


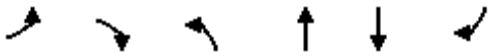
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Approach LOS	D			A	A		
Queue Length 50th (ft)	98	74		76	18		
Queue Length 95th (ft)	#186	132		107	38		
Internal Link Dist (ft)	171			394	146		
Turn Bay Length (ft)							
Base Capacity (vph)	525	726		2382	1310		
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	2	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.99	0.44		0.44	0.69		

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

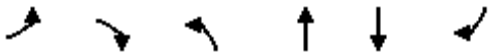
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Post Road & T.F. Green Connector Road Off Ramp





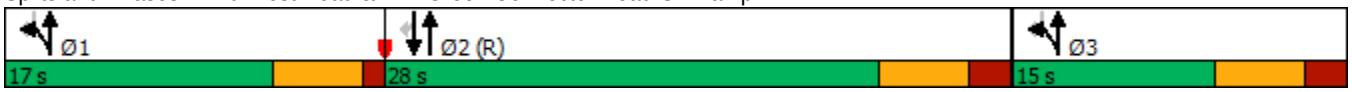
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	291	1226	838	401		
Future Volume (vph)	0	0	291	1226	838	401		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			200		
Storage Lanes	0	0	1			1		
Taper Length (ft)	25		25					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor			1.00			0.99		
Frt						0.850		
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1787	3610	3574	1583		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1786	3610	3574	1563		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)								
Link Speed (mph)	30			30	30			
Link Distance (ft)	274			226	3585			
Travel Time (s)	6.2			5.1	81.5			
Confl. Peds. (#/hr)			2			2		
Peak Hour Factor	0.92	0.92	0.97	0.97	0.95	0.95		
Heavy Vehicles (%)	2%	2%	1%	0%	1%	2%		
Adj. Flow (vph)	0	0	300	1264	882	422		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	300	1264	882	422		
Turn Type			Prot	NA	NA	custom		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						1 2 3		
Detector Phase			1 3	1 2 3	2	1 2 3		
Switch Phase								
Minimum Initial (s)					10.0		6.0	6.0
Minimum Split (s)					16.0		11.0	12.0
Total Split (s)					28.0		17.0	15.0
Total Split (%)					46.7%		28%	25%
Maximum Green (s)					22.0		12.0	9.0
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?					Yes		Yes	
Vehicle Extension (s)					3.0		3.0	3.0
Recall Mode					C-Max		None	None
Walk Time (s)					7.0			
Flash Dont Walk (s)					11.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			27.0	60.0	22.0	60.0		
Actuated g/C Ratio			0.45	1.00	0.37	1.00		
v/c Ratio			0.37	0.35	0.67	0.27		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Control Delay			10.1	0.2	19.1	0.4		
Queue Delay			2.7	0.0	0.0	0.0		
Total Delay			12.8	0.2	19.1	0.4		
LOS			B	A	B	A		
Approach Delay				2.6	13.1			
Approach LOS				A	B			
Queue Length 50th (ft)			48	0	136	0		
Queue Length 95th (ft)			m81	m0	194	0		
Internal Link Dist (ft)	194			146	3505			
Turn Bay Length (ft)						200		
Base Capacity (vph)			804	3610	1310	1563		
Starvation Cap Reductn			383	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.71	0.35	0.67	0.27		

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Post Road & T.F. Green Connector Road On Ramp



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	663	693	492	690	1037	530
Future Volume (vph)	663	693	492	690	1037	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	450		0	430	
Storage Lanes	2	1		1	2	
Taper Length (ft)	25				25	
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	1615	3539	1615	3467	3574
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3454	1615	3539	1592	3464	3574
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		100		5		
Link Speed (mph)	30		30			30
Link Distance (ft)	0		3250			442
Travel Time (s)	0.0		73.9			10.0
Confl. Peds. (#/hr)	2	1		2	1	
Peak Hour Factor	0.93	0.93	0.91	0.91	0.95	0.95
Heavy Vehicles (%)	1%	0%	2%	0%	1%	1%
Adj. Flow (vph)	713	745	541	758	1092	558
Shared Lane Traffic (%)						
Lane Group Flow (vph)	713	745	541	758	1092	558
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	6	3 6	4	6	3	8
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
Minimum Split (s)	10.0		34.0	10.0	32.0	10.0
Total Split (s)	30.0		34.0	30.0	32.0	34.0
Total Split (%)	31.3%		35.4%	31.3%	33.3%	35.4%
Maximum Green (s)	25.0		29.0	25.0	27.0	29.0
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0
All-Red Time (s)	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?						
Vehicle Extension (s)	2.7		2.7	2.7	2.7	2.7
Recall Mode	None		Min	None	None	Min
Walk Time (s)			7.0		7.0	
Flash Dont Walk (s)			22.0		20.0	
Pedestrian Calls (#/hr)			5		5	
Act Effct Green (s)	24.0	56.3	19.4	43.4	27.2	19.4
Actuated g/C Ratio	0.28	0.66	0.23	0.51	0.32	0.23
v/c Ratio	0.73	0.68	0.68	0.93	0.99	0.69

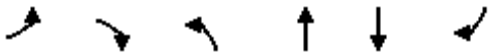
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	33.9	12.8	34.7	36.5	57.2	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	12.8	34.7	36.5	57.2	35.1
LOS	C	B	C	D	E	D
Approach Delay	23.1		35.8			49.7
Approach LOS	C		D			D
Queue Length 50th (ft)	176	184	142	305	~304	147
Queue Length 95th (ft)	276	425	193	#516	#524	199
Internal Link Dist (ft)	1		3170			362
Turn Bay Length (ft)		450			430	
Base Capacity (vph)	1017	1094	1205	836	1099	1217
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	0.70	0.68	0.45	0.91	0.99	0.46

Intersection Summary			
Area Type:	Other		
Cycle Length: 96			
Actuated Cycle Length: 85.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 36.8		Intersection LOS: D	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			

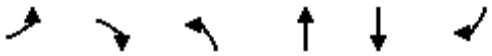
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Post Road & Airport Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Lane Configurations							
Traffic Volume (vph)	498	301	0	1024	858	0	
Future Volume (vph)	498	301	0	1024	858	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
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)	3502	1615	0	3574	3574	0	
Flt Permitted	0.950						
Satd. Flow (perm)	3502	1615	0	3574	3574	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)							
Link Speed (mph)	30			30	30		
Link Distance (ft)	251			474	226		
Travel Time (s)	5.7			10.8	5.1		
Peak Hour Factor	0.95	0.95	0.96	0.96	0.94	0.94	
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	
Adj. Flow (vph)	524	317	0	1067	913	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	524	317	0	1067	913	0	
Turn Type	Prot	custom		NA	NA		
Protected Phases	3	1 3		1 2	2		1
Permitted Phases							
Detector Phase	3	1 3		1 2	2		
Switch Phase							
Minimum Initial (s)	6.0				10.0		6.0
Minimum Split (s)	12.0				16.0		11.0
Total Split (s)	15.0				28.0		17.0
Total Split (%)	25.0%				46.7%		28%
Maximum Green (s)	9.0				22.0		12.0
Yellow Time (s)	4.0				4.0		4.0
All-Red Time (s)	2.0				2.0		1.0
Lost Time Adjust (s)	0.0				0.0		
Total Lost Time (s)	6.0				6.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0				3.0		3.0
Recall Mode	None				C-Max		None
Walk Time (s)	7.0				7.0		7.0
Flash Dont Walk (s)	11.0				11.0		11.0
Pedestrian Calls (#/hr)	0				0		0
Act Effct Green (s)	9.0	27.0		40.0	22.0		
Actuated g/C Ratio	0.15	0.45		0.67	0.37		
v/c Ratio	1.00	0.44		0.45	0.70		
Control Delay	68.1	13.7		5.5	6.4		
Queue Delay	1.4	0.0		0.0	0.0		
Total Delay	69.6	13.7		5.5	6.4		
LOS	E	B		A	A		
Approach Delay	48.5			5.5	6.4		

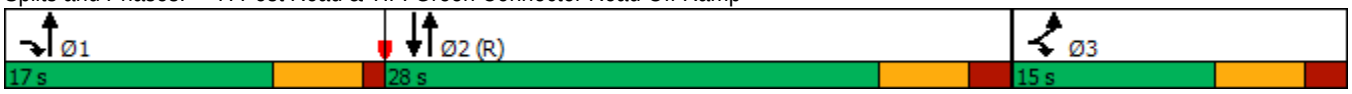


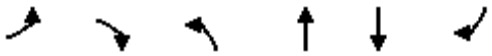
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1
Approach LOS	D			A	A		
Queue Length 50th (ft)	99	74		78	19		
Queue Length 95th (ft)	#189	132		109	41		
Internal Link Dist (ft)	171			394	146		
Turn Bay Length (ft)							
Base Capacity (vph)	525	726		2382	1310		
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	3	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	1.00	0.44		0.45	0.70		

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			

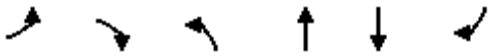
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: Post Road & T.F. Green Connector Road Off Ramp





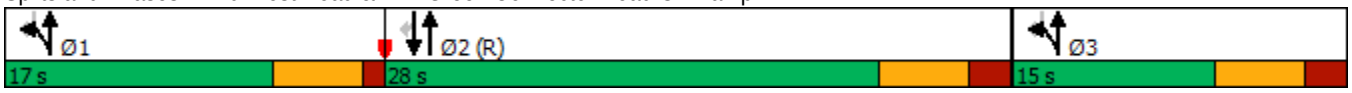
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	291	1241	847	405		
Future Volume (vph)	0	0	291	1241	847	405		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0	0			200		
Storage Lanes	0	0	1			1		
Taper Length (ft)	25		25					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00		
Ped Bike Factor			1.00			0.99		
Frt						0.850		
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1787	3610	3574	1583		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1786	3610	3574	1563		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)								
Link Speed (mph)	30			30	30			
Link Distance (ft)	274			226	335			
Travel Time (s)	6.2			5.1	7.6			
Confl. Peds. (#/hr)			2			2		
Peak Hour Factor	0.92	0.92	0.97	0.97	0.95	0.95		
Heavy Vehicles (%)	2%	2%	1%	0%	1%	2%		
Adj. Flow (vph)	0	0	300	1279	892	426		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	300	1279	892	426		
Turn Type			Prot	NA	NA	custom		
Protected Phases			1 3	1 2 3	2		1	3
Permitted Phases						1 2 3		
Detector Phase			1 3	1 2 3	2	1 2 3		
Switch Phase								
Minimum Initial (s)					10.0		6.0	6.0
Minimum Split (s)					16.0		11.0	12.0
Total Split (s)					28.0		17.0	15.0
Total Split (%)					46.7%		28%	25%
Maximum Green (s)					22.0		12.0	9.0
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?					Yes		Yes	
Vehicle Extension (s)					3.0		3.0	3.0
Recall Mode					C-Max		None	None
Walk Time (s)					7.0			
Flash Dont Walk (s)					11.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			27.0	60.0	22.0	60.0		
Actuated g/C Ratio			0.45	1.00	0.37	1.00		
v/c Ratio			0.37	0.35	0.68	0.27		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø3
Control Delay			10.1	0.2	19.3	0.4		
Queue Delay			2.7	0.0	0.0	0.0		
Total Delay			12.8	0.2	19.3	0.4		
LOS			B	A	B	A		
Approach Delay				2.6	13.2			
Approach LOS				A	B			
Queue Length 50th (ft)			48	0	138	0		
Queue Length 95th (ft)			m81	m0	197	0		
Internal Link Dist (ft)	194			146	255			
Turn Bay Length (ft)						200		
Base Capacity (vph)			804	3610	1310	1563		
Starvation Cap Reductn			383	0	0	0		
Spillback Cap Reductn			0	0	0	0		
Storage Cap Reductn			0	0	0	0		
Reduced v/c Ratio			0.71	0.35	0.68	0.27		

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Post Road & T.F. Green Connector Road On Ramp



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	13	15	1226	838	10
Future Vol, veh/h	20	13	15	1226	838	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	14	16	1333	911	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1616	461	922	0	-	0
Stage 1	917	-	-	-	-	-
Stage 2	699	-	-	-	-	-
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	94	547	736	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	547	736	-	-	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.3	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	736	-	129	-	-
HCM Lane V/C Ratio	0.022	-	0.278	-	-
HCM Control Delay (s)	10	0.4	43.3	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-