October 27, 2023

Mr. Frank Paolino
Holden Development, LLC
144 Metro Center Boulevard, Unit F
Warwick, RI 02886

RE: Proposed Residential Development
Assessors Plat 320, Lot 243
61 Hoxie Avenue
Warwick, Rhode Island

Dear Mr. Paolino:

Crossman Engineering., in accordance with our scope of services, has completed a traffic impact assessment to determine if a new residential redevelopment, proposed on a 4.3± acre parcel of land in the City of Warwick, has adequate and safe access to the immediate local servicing roadways. The property is located on the northerly side of Hoxie Avenue to the immediate east of Anscot Court. This study was completed for submission to the city as part of the development approval process and provides a summary of existing traffic safety and operational conditions, and an estimate of future conditions if the project was to be approved and constructed.

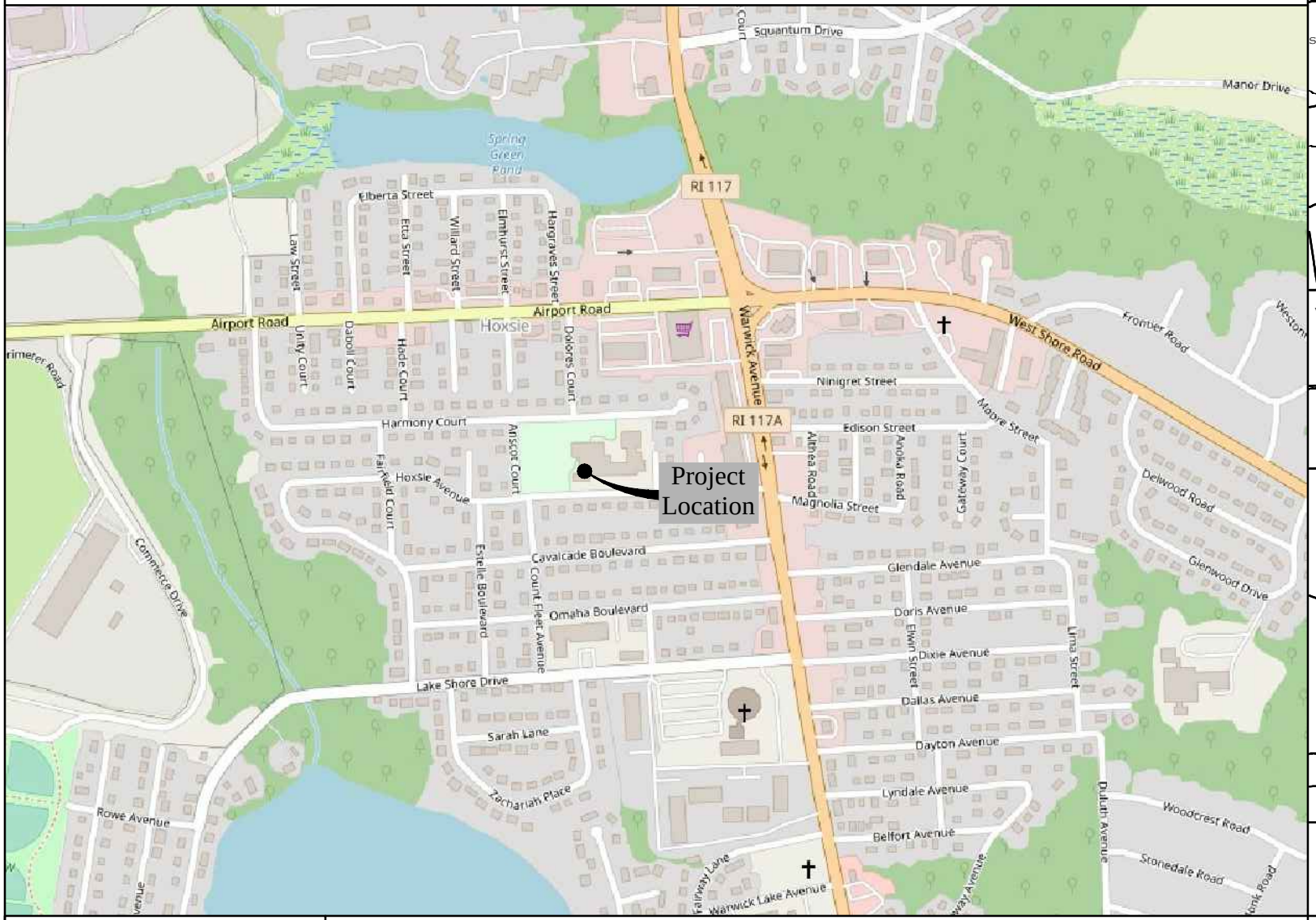
Based upon our discussions and a review of the site development plan prepared by *Ocean State Planners,* it is our understanding that the former public *Holden Elementary School* property will be redeveloped to accommodate 22 single family homes consistent with the surrounding neighborhood properties. Access to the new homes will be from individual driveways along Hoxie Avenue and Harmony Court and off a new street within the property running east/west between Anscot Court and Dean Court. Figure 1 on the following page depicts the general vicinity of the project in the City of Warwick. The following is a summary of our investigation of the potential impacts and recommendations to provide safe and adequate access to the subject property.

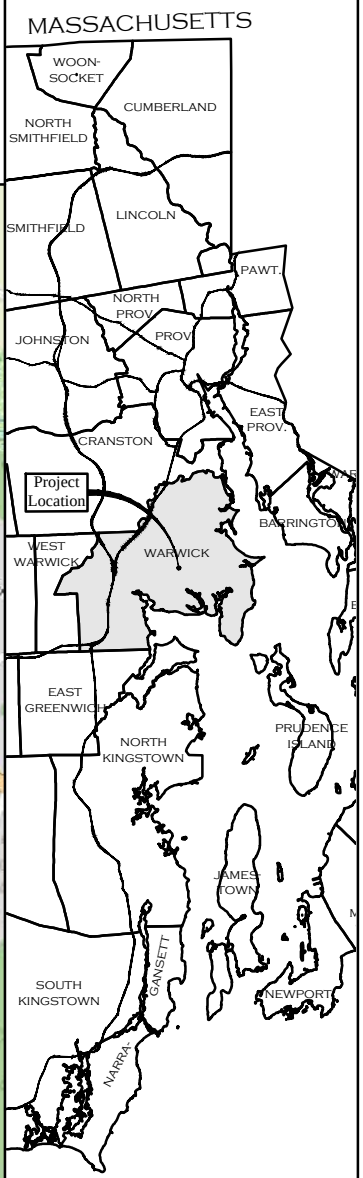
PROJECT APPROACH

The objective of this study is to determine if there are any existing operational and/or safety concerns along the servicing local streets to the proposed residential redevelopment. A review of the existing roadway features was completed to determine if any potential deficiencies presently warrant mitigation. In addition to the existing conditions analysis, the study also included the assessment of potential impacts resulting from the new roadway and site driveways, and the resultant traffic generated by the proposed redevelopment project. The study focused on these issues and makes recommendations for improvements if determined necessary, based upon the findings of the data collection and analysis phases of the study.

Holden School Redevelopment

WARWICK, RHODE ISLAND





CROSSMAN ENGINEERING
151 Centerville Road | Warwick, Rhode Island 02886

Project Location Map

Figure 1

In order to complete our analysis, the following scope of work was conducted for the project:

- Turning Movement Counts were performed to define the existing traffic patterns and operational characteristics along the servicing roadways. Counts were performed at the Anscot Court intersections with Hoxie Avenue and with Harmony Court.

- An inventory of the physical roadway characteristics of Anscot Court, Hoxie Avenue, and Harmony Court including roadway alignment, pavement width, signage, and traffic control to determine the adequacy of the existing roadway geometric features relating to access, safety, and operations.

- Field investigations including evaluation of sight distances along the adjacent streets in the vicinity of the proposed site driveway intersections.

- Crash data from the City of Warwick Police Department was requested to determine if there are any safety concerns relative to the frequency, severity, or pattern of crashes in the project area.

- A Site Plan for the proposed redevelopment project prepared by *Ocean State Planners, Inc.* was reviewed to define future roadway conditions at the access driveway intersections to the site.

- Analysis of the data collected, evaluation of the proposed design, and development of recommendations to provide a safe and efficient access to the site.

Project Area

As previously noted, the proposed residential redevelopment project is situated on a parcel of land along the easterly side of Anscot Court between Hoxie Avenue and Harmony Court. The parcel is defined by Assessor's Plat 320, Lot 243 which contains approximately 4.3 acres of undeveloped land. The site had been fully developed with the *Holden Elementary School* that included an existing building with associated parking and play areas for the school. The site is currently vacant as the building was recently razed to allow redevelopment of the former school property for residential use.

Land use in the immediate area can be defined as predominately residential in nature including single-family homes, within the large residential neighborhood bounded by Airport Road to the north, Warwick Avenue to the east, Lake Shore Drive to the south and TF Green Airport to the west. Immediately abutting the subject site are single family residential homes.

Beyond the immediate neighborhood along the major servicing roadways of Airport Road and Warwick Avenue, properties are primarily commercial including small plaza's, gasoline stations, restaurants, pharmacies and other service-oriented businesses. A large church building occupied by *Saint Timothy's* parish is located at the southern end of the neighborhood on the corner of Warwick Avenue and Lake Shore Drive. Based upon the good operating characteristics of the adjacent servicing roadways, and the minor amount of additional peak hour traffic anticipated the proposed residential redevelopment, a study impact area was defined for this project. The limits of our analysis focused on the immediate neighborhood streets of Anscot Court, Hoxie Avenue, and Harmony Court including their intersections. Refer to Figure 2 on the following page depicting the subject property and the general project area.

Holden School Redevelopment

WARWICK, RHODE ISLAND

CROSSMAN ENGINEERING
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Project Area Map

Figure 2

Existing Conditions

ROADWAYS

Hoxie Avenue and Harmony Court

The subject property has approximately 600 feet of frontage along both Harmony Court and Hoxie Avenue situated to the north and south of the lot respectively. These east/west local collector roads extend to intersect numerous north/south streets within the neighborhood grid network that provides access to either Airport Road or Warwick Avenue. Along the property frontage they have similar characteristics including a 32-foot pavement width and no delineation for centerline or shoulder markings as can be seen in the photographs with Hoxie Avenue shown in the adjacent photo and Harmony Court on the photo below. There are no parking restrictions along these roadway segments which is typical of the local streets in the neighborhood.

Concrete curbing with cement concrete sidewalk is provided on Hoxie Avenue along the property frontage, though no curbing or sidewalks are available on Harmony Court abutting the site. Curbing and sidewalk availability varies throughout the neighborhood and is generally limited to specific blocks. This condition exists along Omaha Boulevard and Hoxie Avenue, which both provided access to former elementary schools including *Saint Timothy's* and the *Holden Elementary School*. The pavement riding surface can be classified as being in good condition as a number of streets within the neighborhood were recently resurfaced by the city.

There are only a few speed limit signs within the neighborhood, though a 20-mph sign was observed along Harmony Court near its intersection with Anscot Court. Cobra-head light fixtures are located on utility poles for nighttime illumination along the neighborhood streets and at intersections adjacent to the former school property.

Anscot Court

Anscot Court is a short, approximately 300 feet north/south street extending between Harmony Court and Hoxie Avenue. This street provides access to three homes along its length but it also acts as a major north/south link within the network of neighborhood streets. Along the property frontage the roadway is approximately 22 feet wide with no delineation for centerline or shoulder markings as can be seen in the adjacent photograph looking north with the subject property on the right.

There is no curbing or sidewalk on either side of the road. The pavement condition was determined to be in fair to good condition with minor longitudinal cracking. There are no parking restrictions along the roadway which is typical of the local streets in the neighborhood. Utility poles are situated along both sides of the road, though lighting fixtures on the poles are limited to the intersections at either end.

INTERSECTIONS

Anscot Court at Hoxie Avenue and Harmony Court

Anscot Court intersects Harmony Court to form an unsignalized, three-way junction, with Anscot Court comprising the minor northbound approach. Harmony Court provides single lanes on each approach that are uncontrolled and free flowing. The Anscot Court approach contains a single all purpose lane and is yield controlled, which is atypical of this type of junction.

As noted, this short street provides a major north/south connection for through neighborhood traffic that requires turning movements at either end. It is assumed that yield, instead of stop control was placed at this intersection to reduce stops and vehicle delays and conform to actual operations of vehicles traversing the intersection. To enhance safety and enforce the yield condition operation, a raised painted crosswalk was installed across Anscot Court. This feature can be seen in the above photograph where Anscot Court yielding traffic turning onto Harmony Court must slow to manuever over the raised crosswalk positioned at the junction.

This control is also employed on the Anscot Court southbound approach at the Hoxie Avenue intersection. This southern junction is configured as an off-set, four-way intersection with Court Fleet Avenue making up the northbound approach and Hoxie Avenue, the eastbound and westbound single lane approaches. Court Fleet is controlled by a stop sign and Hoxie Avenue uncontrolled and free flowing.

TRAFFIC FLOW DATA

Existing traffic flow characteristics for this area were developed from a traffic counting program completed by Crossman specifically for this project. Turning Movement Counts (TMC) were performed at the Anscot Court intersections with Hoxie Avenue and with Harmony Court in September 2023 during the daily peak hours of traffic. Based upon the September TMC count data obtained at the Anscot Court intersection with Hoxie Avenue, it was determined that the morning peak hour occurs between 7:00 AM and 8:00 AM with traffic volumes along the Anscot Court site frontage found to be approximately 135 vehicles per hour (125 NB/10 SB) and 65 vehicles per hour (55 WB/10 EB) along the Hoxie Avenue frontage. The afternoon peak hour was determined to occur between 4:30 PM and 5:30 PM with approximately 95 vehicles per hour (45 NB/50 SB) along the Anscot Court site frontage, and 65 vehicles per hour (40 WB/25 EB) along the Hoxie Avenue frontage. Complete count information can be found in the Attachment.

Safety Analysis

The geometry of Anscot Court, Hoxie Avenue and Harmony Court adjacent to the subject property were investigated to determine if there are any limiting factors affecting safety. These limiting factors would potentially include horizontal or vertical alignment changes or roadside obstructions that limit sight distances for vehicles traveling along the road or entering the road from a side street or driveway location. In this instance, the sight distance standard is necessary to permit turning vehicles to safely enter and exit the proposed site driveways and new subdivision road.

The horizontal and vertical alignment of each of these streets along the property frontage can be described as generally straight and level. These physical roadway features will provide sufficient sight distances in excess of 300 feet for the individual driveways that will be constructed to service the single-family homes. These values are greater than AASHTO's recommended minimum sight distance of 115 feet based on the posted speed limit of 20 mph and the 155 feet for the variable observed travel speeds between 20 and 25 mph within the neighborhood. In addition, as noted previously, a new road will be constructed between Anscot Court and Dean Court that will also be designed similar to existing streets with no limiting factors impacting safe stopping sight distances. The new three-way junction with Anscot Court will also provide proper sight lines through both the Harmony Court and Hoxie Avenue intersections that experience low speeds due to the controlled junctions and raised crosswalk.

Also, as part of our analysis, crash records were requested from the City of Warwick Police Department for the latest full three (3) year period (January 2018 to December 2019, and January 2022 to December 2022) to determine if the local neighborhood streets in the study area as defined experienced a high frequency or pattern of crashes. The 2020 and 2021 data were not requested due to the atypical roadway conditions during both years due to the pandemic conditions and associated personal and business restrictions.

Through this coordination effort with the local police department, it was determined that no crashes occurred within the project area over the three-year study period. Based upon the crash history along the servicing roadways within the neighborhood, and a review of existing roadway geometry and operations, roadway or traffic related safety improvements along the local streets are currently not warranted to enhance safety within the immediate project area. A summary of the crash data request is provided in the Attachment for reference.

Trip Generation

To understand the potential traffic impact of the proposed redevelopment project, an estimate of anticipated traffic to be generated by the proposed land use has been calculated. As previously discussed, the project involves the redevelopment of the former *Holden Elementary School* property for residential use. This new use of the property should result in a substantial reduction in site generated traffic volumes within the neighborhood over the previous elementary school daily operations, where faculty, parents, buses and service vehicles were accommodated at the site on a daily basis.

The 4.3 acre property will be subdivided into 22 single family lots consistent with adjacent residential properties with the neighborhood. Access to the new homes will be provided from individual driveways along Hoxie Avenue and Harmony Court. Additionally, a new subdivision road will be constructed through the central portion of the property extending between Anscot Court and Dean Court.

For this site, projected traffic volumes for the residential project were based on use of trip generation factors. These factors are taken from the "Trip Generation" manual, an informational report published by the Institute of Transportation Engineers (ITE), a national professional organization for traffic and transportation engineers. The data provided in the ITE report are based on extensive traffic studies for various types of land uses (residential, commercial, industrial, etc.). This data has been found to be very reliable and provides a sound basis for estimating future trips to new development projects.

For the proposed residential project, Land Use Code 210 Single Family Detached Housing was reviewed for applicability in developing an estimate of site related vehicles trips. Table 1 below summarizes an estimate of the peak hour site trips for the proposed residential redevelopment utilizing the land use code data available from the ITE manual. The appropriate worksheets from the manual are included in the Attachment, along with the trip estimate calculations.

TABLE 1 - Trip Generation Estimate

	Description	Enter	Exit	Total
AM Peak Hour				
ITE Land Use Code 210	Single Family Detached Housing	4	11	15
PM Peak Hour				
ITE Land Use Code 210	Single Family Detached Housing	13	8	21

As can be seen in Table 1, the proposed residential project will generate a relatively low volume of vehicles trips during the daily peak periods of traffic on the servicing roadways. It should be noted that a trip is defined as a one-way vehicle movement, therefore driving to and from the site, for example is equivalent to two trips. In developing the intersection volumes to be analyzed under build conditions, a directional distribution of the site traffic was estimated. The distribution was based on the traffic data collected defining the current traffic patterns at the study intersections.

Traffic Capacity Analysis

The key to any traffic impact analysis is the evaluation of roadway operations during peak traffic periods on the servicing roadway system. This situation would occur when the site-generated traffic, combined with the traffic volumes on the main roadways result in the highest one-hour volume serviced along a roadway segment, or through an intersection. Review of the traffic data and proposed land use found that the weekday morning and afternoon peak hours would represent this worst-case combination of site-generated traffic with the servicing roadway peak traffic period.

The results of this procedure are expressed in terms of Level of Service (LOS). Level of Service is a qualitative measure of traffic flow efficiency based on anticipated vehicle delays. For example, LOS "A" represents the best condition with little or no delay, while LOS "F" indicates that the roadway/intersection is at full capacity resulting in extended vehicle delays and potential queuing. Table 2 outlines the Level of Service delay criteria presented in the Highway Capacity Manual for unsignalized and signalized intersections.

TABLE 2: Highway Capacity Manual Criteria

Level of Service	Unsignalized Delay Per Vehicle (sec)	Signalized Delay Per Vehicle (sec)
A	<10	<10
B	>10 and <15	>10 and <20
C	>15 and <25	>20 and <35
D	>25 and <35	>35 and <55
E	>35 and <50	>55 and <80
F	>50	>80

In order to properly assess the impacts of a development, future traffic conditions of area roadways should be estimated for the period when the development is constructed and fully occupied. Typically, the expansion of base traffic is calculated when a project is to be constructed over an extended period (+3 to 5 years). In all instances, area growth that may affect capacity results should be considered. For this project a future three-year design period was estimated for the project to be completed. It is not anticipated that base traffic volumes along the adjacent servicing roadways will discernably change from existing conditions as the neighborhood is substantially built, where little to no growth should occur along the immediate roadways servicing the property. The main study intersections of Anscot Court with Hoxie Avenue and Harmony Court were analyzed for the Existing and Future Build weekday

morning and afternoon peak hours. The capacity analysis worksheets are included in the Attachment and Tables 3 and 4 below summarize the results of the analyses.

TABLE 3 - Existing Conditions Level of Service Summary

Location / Movement	EXISTING 2023 CONDITIONS							
	AM Peak Hour				PM Peak Hour			
	LOS	Delay	95th % Queue Length (veh.)	v/c	LOS	Delay	95th % Queue Length (veh.)	v/c
Anscot Court at Hoxie Avenue (U)								
Court Fleet Ave NB All	A	10.0	1	0.11	A	9.3	1	0.04
Anscot Ct SB All	A	9.1	0	0.01	A	9.4	1	0.07
Hoxie Ave EB All	A	7.3	0	0.00	A	0.0	0	0.00
Hoxie Ave WB All	A	7.2	0	0.00	A	7.3	0	0.00
Anscot Court at Harmony Court (U)								
Harmony Court WB Left	A	7.2	0	0.00	A	7.3	1	0.01
Anscot Ct NB Left / Right	A	9.3	1	0.15	A	9.2	1	0.06

(U) – Unsignalized

TABLE 4 – Future Build Level of Service Summary

Location / Movement	Future 2026 CONDITIONS							
	AM Peak Hour				PM Peak Hour			
	LOS	Delay	95th % Queue Length (veh.)	v/c	LOS	Delay	95th % Queue Length (veh.)	v/c
Anscot Court at Hoxie Avenue (U)								
Court Fleet Ave NB All	B	10	1	0.12	A	9.3	1	0.05
Anscot Ct SB All	A	9.2	0	0.01	A	9.5	1	0.08
Hoxie Ave EB All	A	7.3	0	0.00	A	0.0	0	0.00
Hoxie Ave WB All	A	7.2	0	0.00	A	7.3	0	0.01
Anscot Court at Harmony Court (U)								
Harmony Court WB Left	A	7.2	0	0.00	A	7.4	0	0.02
Anscot Ct NB Left / Right	A	9.3	1	0.16	A	9.3	1	0.07

(U) – Unsignalized

Table 3 presents the Existing conditions analysis for the morning and afternoon peak hours. For both intersections, all critical movements are anticipated to operate at LOS A or better during the daily peak periods with minor delays. This good operational condition continues under the Future Build period as can be seen in Table 4, with only minimal increases in vehicle delay time experienced. The proposed site access road and individual site driveway intersections under the Future Build condition are also anticipated to have their critical movements to also operate at LOS B or better for both peak hours with negligible delays. The results of the analyses as presented in Tables 3 and 4 are indicative of intersections operating efficiently with little delay and no congestion.

Conclusions and Recommendations

In summary, the study has shown that the proposed site access and circulation plan has been designed to maintain a desirable level of safety and efficiency on the servicing roadway system. The safety of the intersections of Anscot Court, Hoxie Avenue and Harmony Court with the new subdivision access road and driveways to the new homes was reviewed for geometry and sight distances. The driveway intersections to the homes in combination with the roadway geometry of these local streets was determined to provide more than sufficient sight distances in accordance with AASHTO criteria for visibility and decision making of drivers attempting to enter/exit main street traffic from the proposed driveways.

The results of the operational analysis determined that the estimated volume of peak hour traffic resulting from the proposed residential redevelopment project will have a negligible effect on overall traffic operations along Anscot Court, Hoxie Avenue and Harmony Court in the project area. This new site volume should be substantially less intense than the previous school use of the property and more compatible with the residential neighborhood. The study intersections are estimated to operate efficiently with minor delays particularly during the daily morning and afternoon peak hours when the redevelopment project was estimated to generate its highest daily traffic volumes in combination with adjacent street traffic peaks.

Therefore, based upon the data collected on the servicing roadways, the analysis completed as part of this study, it can be concluded that the future traffic conditions resulting from the proposed residential redevelopment project will provide for adequate and safe access to a public street, and will not have a detrimental effect on public safety and welfare in the study area. We trust this letter sufficiently addresses the requirements of the City of Warwick to obtain your local approvals. If you should have any questions or require any additional information, please do not hesitate to contact our office.

Very truly yours,
Crossman Engineering, Inc.

Paul J. Bannon
Senior Project Director

ATTACHMENTS

A. Traffic Data

B. Traffic Crash Analysis

C. Trip Generation

D. Operational Analysis

ATTACHMENT A – Traffic Data

Intersection Turning Movement Counts

Anscot Court at Harmony Court

Anscot Court at Hoxie Avenue/Count Fleet Avenue

A

Intersection Turning Movement Counts

Anscot Court at Harmony Court

Anscot Court at Hoxie Avenue/Count Fleet Avenue

Anscot Court at Harmony Court

Transportation Data Corporation

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

S: Anscot Court
E/W: Harmony Court
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743A
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

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

	Harmony Court From East			Anscot Court From South			Harmony Court From West			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
07:00 AM	1	1	0	2	36	0	1	1	0	42
07:15 AM	3	1	0	2	25	0	0	0	0	31
07:30 AM	5	0	0	1	22	0	0	0	0	28
07:45 AM	1	1	0	3	34	0	3	1	0	43
Total	10	3	0	8	117	0	4	2	0	144
08:00 AM	2	3	0	0	7	0	2	1	0	15
08:15 AM	1	2	0	3	9	0	2	0	0	17
08:30 AM	1	2	0	1	21	0	2	0	0	27
08:45 AM	2	1	0	1	7	0	1	0	0	12
Total	6	8	0	5	44	0	7	1	0	71
Grand Total	16	11	0	13	161	0	11	3	0	215
Apprch %	59.3	40.7	0	7.5	92.5	0	78.6	21.4	0	
Total %	7.4	5.1	0	6	74.9	0	5.1	1.4	0	
Cars & Peds	15	11	0	13	160	0	11	3	0	213
% Cars & Peds	93.8	100	0	100	99.4	0	100	100	0	99.1
Trucks & Buses	1	0	0	0	1	0	0	0	0	2
% Trucks & Buses	6.2	0	0	0	0.6	0	0	0	0	0.9
Bikes by Direction	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0

	Harmony Court From East				Anscot Court From South				Harmony Court From West				
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	1	**1**	0	2	2	**36**	0	**38**	1	**1**	0	2	42
07:15 AM	3	1	0	4	2	25	0	27	0	0	0	0	31
07:30 AM	**5**	0	0	**5**	1	22	0	23	0	0	0	0	28
07:45 AM	1	1	0	2	**3**	34	0	37	**3**	1	0	**4**	**43**
Total Volume	10	3	0	13	8	117	0	125	4	2	0	6	144
% App. Total	76.9	23.1	0		6.4	93.6	0		66.7	33.3	0		
PHF	.500	.750	.000	.650	.667	.813	.000	.822	.333	.500	.000	.375	.837
Cars & Peds	9	3	0	12	8	116	0	124	4	2	0	6	142
% Cars & Peds	90.0	100	0	92.3	100	99.1	0	99.2	100	100	0	100	98.6
Trucks & Buses	1	0	0	1	0	1	0	1	0	0	0	0	2
% Trucks & Buses	10.0	0	0	7.7	0	0.9	0	0.8	0	0	0	0	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

S: Anscot Court
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07:00 AM	1	1	0	2	36	0	1	1	0	42
07:15 AM	3	1	0	2	25	0	0	0	0	31
07:30 AM	5	0	0	1	22	0	0	0	0	28
07:45 AM	0	1	0	3	33	0	3	1	0	41
Total	9	3	0	8	116	0	4	2	0	142
08:00 AM	2	3	0	0	7	0	2	1	0	15
08:15 AM	1	2	0	3	9	0	2	0	0	17
08:30 AM	1	2	0	1	21	0	2	0	0	27
08:45 AM	2	1	0	1	7	0	1	0	0	12
Total	6	8	0	5	44	0	7	1	0	71
Grand Total	15	11	0	13	160	0	11	3	0	213
Apprch %	57.7	42.3	0	7.5	92.5	0	78.6	21.4	0	
Total %	7	5.2	0	6.1	75.1	0	5.2	1.4	0	

	Harmony Court From East				Anscot Court From South				Harmony Court From West				
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	1	**1**	0	2	2	**36**	0	**38**	1	**1**	0	2	**42**
07:15 AM	3	1	0	4	2	25	0	27	0	0	0	0	31
07:30 AM	**5**	0	0	**5**	1	22	0	23	0	0	0	0	28
07:45 AM	0	1	0	1	**3**	33	0	36	**3**	1	0	**4**	41
Total Volume	9	3	0	12	8	116	0	124	4	2	0	6	142
% App. Total	75	25	0		6.5	93.5	0		66.7	33.3	0		
PHF	.450	.750	.000	.600	.667	.806	.000	.816	.333	.500	.000	.375	.845

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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	1	0	0	0	1	0	0	0	0	2
Total	1	0	0	0	1	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	1	0	0	0	1	0	0	0	0	2
Apprch %	100	0	0	0	100	0	0	0	0	
Total %	50	0	0	0	50	0	0	0	0	

	Harmony Court From East				Anscot Court From South				Harmony Court From West				
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	0	0	0	0	0	0	0	0
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	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	**2**
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	2
% App. Total	100	0	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250

Transportation Data Corporation

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S: Anscot Court
E/W: Harmony Court
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743A
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

Groups Printed- Bikes by Direction

	Harmony Court From East			Anscot Court From South			Harmony Court From West			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0
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	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	
Total %										

	Harmony Court From East				Anscot Court From South				Harmony Court From West				
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	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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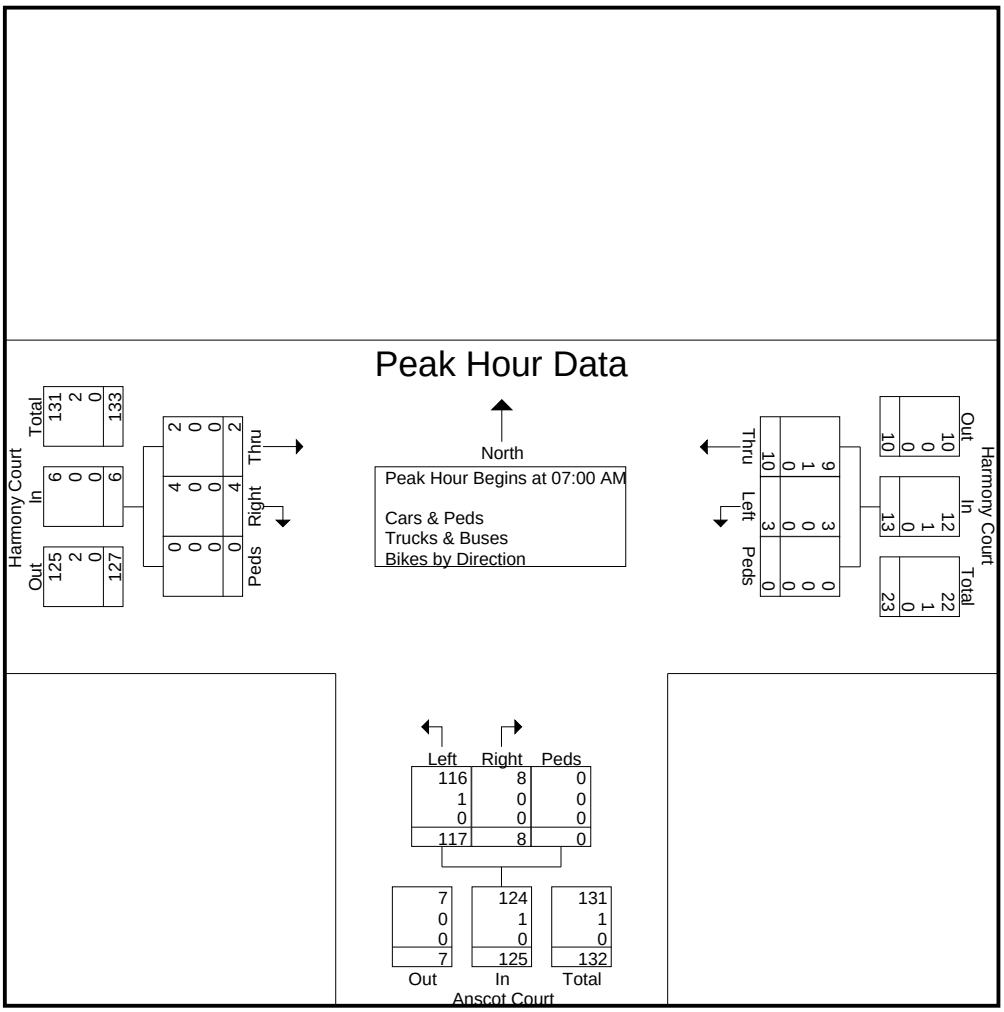
S: Anscot Court
E/W: Harmony Court
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743A
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

	Harmony Court From East				Anscot Court From South				Harmony Court From West				
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	1	**1**	0	2	2	**36**	0	**38**	1	**1**	0	2	42
07:15 AM	3	1	0	4	2	25	0	27	0	0	0	0	31
07:30 AM	**5**	0	0	**5**	1	22	0	23	0	0	0	0	28
07:45 AM	1	1	0	2	**3**	34	0	37	**3**	1	0	**4**	**43**
Total Volume	10	3	0	13	8	117	0	125	4	2	0	6	144
% App. Total	76.9	23.1	0		6.4	93.6	0		66.7	33.3	0		
PHF	.500	.750	.000	.650	.667	.813	.000	.822	.333	.500	.000	.375	.837
Cars & Peds	9	3	0	12	8	116	0	124	4	2	0	6	142
% Cars & Peds	90.0	100	0	92.3	100	99.1	0	99.2	100	100	0	100	98.6
Trucks & Buses	1	0	0	1	0	1	0	1	0	0	0	0	2
% Trucks & Buses	10.0	0	0	7.7	0	0.9	0	0.8	0	0	0	0	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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S: Anscot Court
E/W: Harmony Court
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743AA
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

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

	Harmony Court From East			Anscot Court From South			Harmony Court From West			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
04:00 PM	1	4	0	1	11	0	6	4	0	27
04:15 PM	2	2	0	1	10	0	6	0	0	21
04:30 PM	2	4	0	3	10	0	4	1	0	24
04:45 PM	1	6	0	0	8	0	5	0	0	20
Total	6	16	0	5	39	0	21	5	0	92
05:00 PM	5	2	1	0	12	0	7	0	2	29
05:15 PM	6	6	0	1	12	0	11	4	0	40
05:30 PM	3	4	0	0	13	0	10	3	0	33
05:45 PM	1	1	0	3	6	0	3	1	0	15
Total	15	13	1	4	43	0	31	8	2	117
Grand Total	21	29	1	9	82	0	52	13	2	209
Apprch %	41.2	56.9	2	9.9	90.1	0	77.6	19.4	3	
Total %	10	13.9	0.5	4.3	39.2	0	24.9	6.2	1	
Cars & Peds	21	29	1	9	82	0	52	13	2	209
% Cars & Peds	100	100	100	100	100	0	100	100	100	100
Trucks & Buses	0	0	0	0	0	0	0	0	0	0
% Trucks & Buses	0	0	0	0	0	0	0	0	0	0
Bikes by Direction	0	0	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0

	Harmony Court From East				Anscot Court From South				Harmony Court From West				
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 04:45 PM													
04:45 PM	1	**6**	0	7	0	8	0	8	5	0	0	5	20
05:00 PM	5	2	**1**	8	0	12	0	12	7	0	**2**	9	29
05:15 PM	**6**	6	0	**12**	**1**	12	0	**13**	**11**	**4**	0	**15**	**40**
05:30 PM	3	4	0	7	0	**13**	0	13	10	3	0	13	33
Total Volume	15	18	1	34	1	45	0	46	33	7	2	42	122
% App. Total	44.1	52.9	2.9		2.2	97.8	0		78.6	16.7	4.8		
PHF	.625	.750	.250	.708	.250	.865	.000	.885	.750	.438	.250	.700	.763
Cars & Peds	15	18	1	34	1	45	0	46	33	7	2	42	122
% Cars & Peds	100	100	100	100	100	100	0	100	100	100	100	100	100
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks & Buses	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
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0

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S: Anscot Court
E/W: Harmony Court
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743AA
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

Groups Printed- Cars & Peds

	Harmony Court From East			Anscot Court From South			Harmony Court From West			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Peds	Int. Total
04:00 PM	1	4	0	1	11	0	6	4	0	27
04:15 PM	2	2	0	1	10	0	6	0	0	21
04:30 PM	2	4	0	3	10	0	4	1	0	24
04:45 PM	1	6	0	0	8	0	5	0	0	20
Total	6	16	0	5	39	0	21	5	0	92
05:00 PM	5	2	1	0	12	0	7	0	2	29
05:15 PM	6	6	0	1	12	0	11	4	0	40
05:30 PM	3	4	0	0	13	0	10	3	0	33
05:45 PM	1	1	0	3	6	0	3	1	0	15
Total	15	13	1	4	43	0	31	8	2	117
Grand Total	21	29	1	9	82	0	52	13	2	209
Apprch %	41.2	56.9	2	9.9	90.1	0	77.6	19.4	3	
Total %	10	13.9	0.5	4.3	39.2	0	24.9	6.2	1	

	Harmony Court From East				Anscot Court From South				Harmony Court From West				
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 04:45 PM													
04:45 PM	1	**6**	0	7	0	8	0	8	5	0	0	5	20
05:00 PM	5	2	**1**	8	0	12	0	12	7	0	**2**	9	29
05:15 PM	**6**	6	0	**12**	**1**	12	0	**13**	**11**	**4**	0	**15**	**40**
05:30 PM	3	4	0	7	0	**13**	0	13	10	3	0	13	33
Total Volume	15	18	1	34	1	45	0	46	33	7	2	42	122
% App. Total	44.1	52.9	2.9		2.2	97.8	0		78.6	16.7	4.8		
PHF	.625	.750	.250	.708	.250	.865	.000	.885	.750	.438	.250	.700	.763

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S: Anscot Court
E/W: Harmony Court
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743AA
Site Code : 2798
Start Date : 9/26/2023

Groups Printed- Trucks & Buses

	Harmony Court From East			Anscot Court From South			Harmony Court From West			
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	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	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	
Total %										

	Harmony Court From East				Anscot Court From South				Harmony Court From West				
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 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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S: Anscot Court
E/W: Harmony Court
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743AA
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

Groups Printed- Bikes by Direction

	Harmony Court From East			Anscot Court From South			Harmony Court From West			
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	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	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	
Total %										

	Harmony Court From East				Anscot Court From South				Harmony Court From West				
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 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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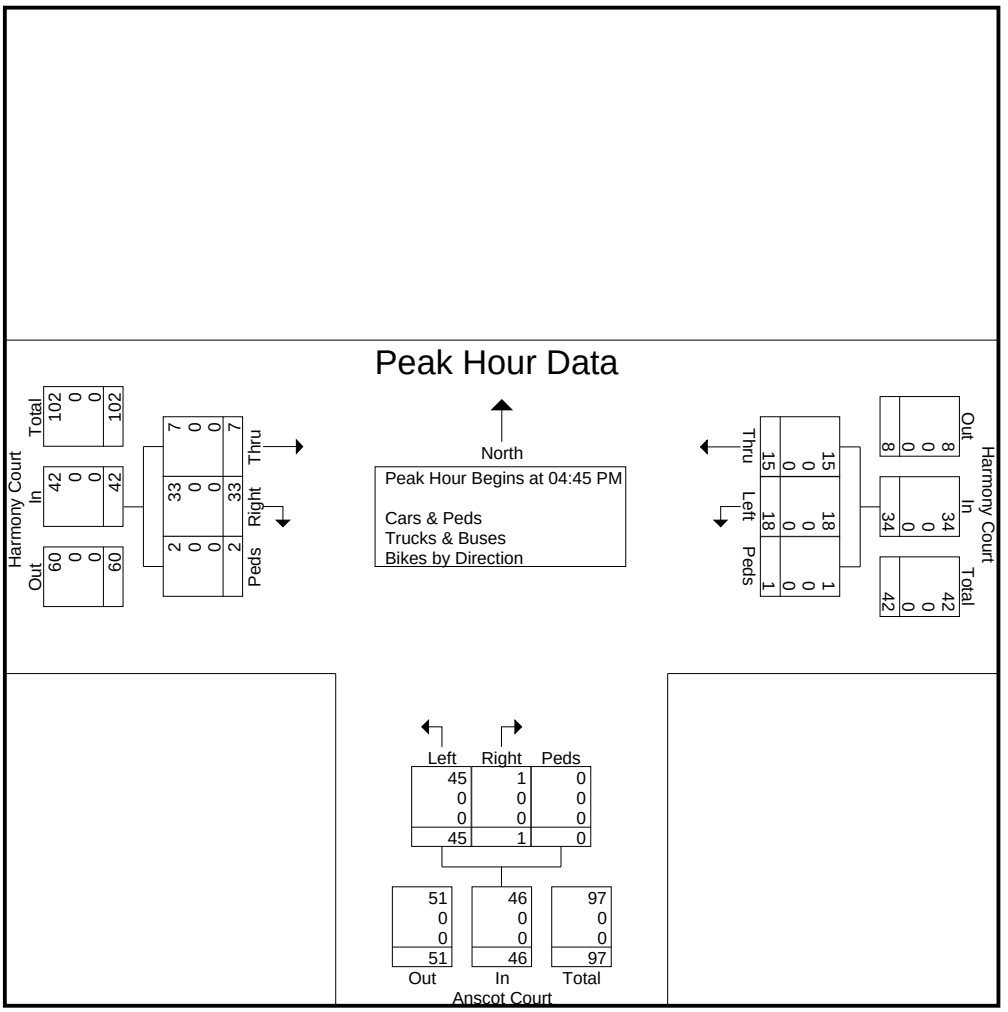
S: Anscot Court
E/W: Harmony Court
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743AA
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

	Harmony Court From East				Anscot Court From South				Harmony Court From West				
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 04:45 PM													
04:45 PM	1	**6**	0	7	0	8	0	8	5	0	0	5	20
05:00 PM	5	2	**1**	8	0	12	0	12	7	0	**2**	9	29
05:15 PM	**6**	6	0	**12**	**1**	12	0	**13**	**11**	**4**	0	**15**	**40**
05:30 PM	3	4	0	7	0	**13**	0	13	10	3	0	13	33
Total Volume	15	18	1	34	1	45	0	46	33	7	2	42	122
% App. Total	44.1	52.9	2.9		2.2	97.8	0		78.6	16.7	4.8		
PHF	.625	.750	.250	.708	.250	.865	.000	.885	.750	.438	.250	.700	.763
Cars & Peds	15	18	1	34	1	45	0	46	33	7	2	42	122
% Cars & Peds	100	100	100	100	100	100	0	100	100	100	100	100	100
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks & Buses	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
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0



Anscot Court at Hoxie Avenue/Count Fleet Avenue

Transportation Data Corporation

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N/S: Anscot Ct./Count Fleet Ave.
E/W: Hoxsie Avenue
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743B
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

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

	Anscot Court From North				Hoxsie Avenue From East				Count Fleet Avenue From South				Hoxsie Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	1	0	1	16	0	1	0	1	21	0	0	0	1	1	0	43
07:15 AM	1	2	0	1	10	2	0	2	0	13	2	2	1	3	3	0	42
07:30 AM	0	0	0	0	6	0	0	1	0	19	1	0	0	1	1	0	29
07:45 AM	2	3	0	0	15	0	2	0	1	20	0	0	2	1	0	0	46
Total	3	6	0	2	47	2	3	3	2	73	3	2	3	6	5	0	160
08:00 AM	0	3	2	0	5	0	0	0	0	1	0	0	0	0	1	0	12
08:15 AM	0	2	2	0	4	1	0	0	2	7	1	0	0	0	1	0	20
08:30 AM	0	1	3	0	15	1	1	0	2	8	2	0	0	1	0	0	34
08:45 AM	0	0	2	0	4	1	3	0	0	4	0	0	0	1	0	0	15
Total	0	6	9	0	28	3	4	0	4	20	3	0	0	2	2	0	81
Grand Total	3	12	9	2	75	5	7	3	6	93	6	2	3	8	7	0	241
Apprch %	11.5	46.2	34.6	7.7	83.3	5.6	7.8	3.3	5.6	86.9	5.6	1.9	16.7	44.4	38.9	0	
Total %	1.2	5	3.7	0.8	31.1	2.1	2.9	1.2	2.5	38.6	2.5	0.8	1.2	3.3	2.9	0	
Cars & Peds	3	12	9	2	75	5	7	3	6	92	6	2	3	8	7	0	240
% Cars & Peds	100	100	100	100	100	100	100	100	100	98.9	100	100	100	100	100	0	99.6
Trucks & Buses	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
% Trucks & Buses	0	0	0	0	0	0	0	0	0	1.1	0	0	0	0	0	0	0.4
Bikes by Direction	0	0	0	0	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	0	0	0	0

	Anscot Court From North					Hoxsie Avenue From East					Count Fleet Avenue From South					Hoxsie Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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**	2	**16**	0	1	0	**17**	**1**	**21**	0	0	**22**	0	1	1	0	2	43
07:15 AM	1	2	0	1	4	10	**2**	0	**2**	14	0	13	**2**	**2**	17	1	**3**	**3**	0	**7**	42
07:30 AM	0	0	0	0	0	6	0	0	1	7	0	19	1	0	20	0	1	1	0	2	29
07:45 AM	**2**	**3**	0	0	**5**	15	0	**2**	0	17	1	20	0	0	21	**2**	1	0	0	3	**46**
Total Volume	3	6	0	2	11	47	2	3	3	55	2	73	3	2	80	3	6	5	0	14	160
% App. Total	27.3	54.5	0	18.2		85.5	3.6	5.5	5.5		2.5	91.2	3.8	2.5		21.4	42.9	35.7	0		
PHF	.375	.500	.000	.500	.550	.734	.250	.375	.375	.809	.500	.869	.375	.250	.909	.375	.500	.417	.000	.500	.870
Cars & Peds	3	6	0	2	11	47	2	3	3	55	2	72	3	2	79	3	6	5	0	14	159
% Cars & Peds	100	100	0	100	100	100	100	100	100	100	100	98.6	100	100	98.8	100	100	100	0	100	99.4
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	1.3	0	0	0	0	0	0.6
Bikes by Direction	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0

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N/S: Anscot Ct./Count Fleet Ave.
E/W: Hoxsie Avenue
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743B
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

Groups Printed- Cars & Peds

	Anscot Court From North				Hoxsie Avenue From East				Count Fleet Avenue From South				Hoxsie Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	1	0	1	16	0	1	0	1	21	0	0	0	1	1	0	43
07:15 AM	1	2	0	1	10	2	0	2	0	13	2	2	1	3	3	0	42
07:30 AM	0	0	0	0	6	0	0	1	0	19	1	0	0	1	1	0	29
07:45 AM	2	3	0	0	15	0	2	0	1	19	0	0	2	1	0	0	45
Total	3	6	0	2	47	2	3	3	2	72	3	2	3	6	5	0	159
08:00 AM	0	3	2	0	5	0	0	0	0	1	0	0	0	0	1	0	12
08:15 AM	0	2	2	0	4	1	0	0	2	7	1	0	0	0	1	0	20
08:30 AM	0	1	3	0	15	1	1	0	2	8	2	0	0	1	0	0	34
08:45 AM	0	0	2	0	4	1	3	0	0	4	0	0	0	1	0	0	15
Total	0	6	9	0	28	3	4	0	4	20	3	0	0	2	2	0	81
Grand Total	3	12	9	2	75	5	7	3	6	92	6	2	3	8	7	0	240
Apprch %	11.5	46.2	34.6	7.7	83.3	5.6	7.8	3.3	5.7	86.8	5.7	1.9	16.7	44.4	38.9	0	
Total %	1.2	5	3.8	0.8	31.2	2.1	2.9	1.2	2.5	38.3	2.5	0.8	1.2	3.3	2.9	0	

	Anscot Court From North					Hoxsie Avenue From East					Count Fleet Avenue From South					Hoxsie Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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**	2	**16**	0	1	0	**17**	**1**	**21**	0	0	**22**	0	1	1	0	2	43
07:15 AM	1	2	0	1	4	10	**2**	0	**2**	14	0	13	**2**	**2**	17	1	**3**	**3**	0	**7**	42
07:30 AM	0	0	0	0	0	6	0	0	1	7	0	19	1	0	20	0	1	1	0	2	29
07:45 AM	**2**	**3**	0	0	**5**	15	0	**2**	0	17	1	19	0	0	20	**2**	1	0	0	3	**45**
Total Volume	3	6	0	2	11	47	2	3	3	55	2	72	3	2	79	3	6	5	0	14	159
% App. Total	27.3	54.5	0	18.2		85.5	3.6	5.5	5.5		2.5	91.1	3.8	2.5		21.4	42.9	35.7	0		
PHF	.375	.500	.000	.500	.550	.734	.250	.375	.375	.809	.500	.857	.375	.250	.898	.375	.500	.417	.000	.500	.883

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City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743B
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

Groups Printed- Trucks & Buses

	Anscot Court From North				Hoxsie Avenue From East				Count Fleet Avenue From South				Hoxsie Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	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	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	

	Anscot Court From North					Hoxsie Avenue From East					Count Fleet Avenue From South					Hoxsie Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

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City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743B
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

Groups Printed- Bikes by Direction

	Anscot Court From North				Hoxsie Avenue From East				Count Fleet Avenue From South				Hoxsie Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	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	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

	Anscot Court From North					Hoxsie Avenue From East					Count Fleet Avenue From South					Hoxsie Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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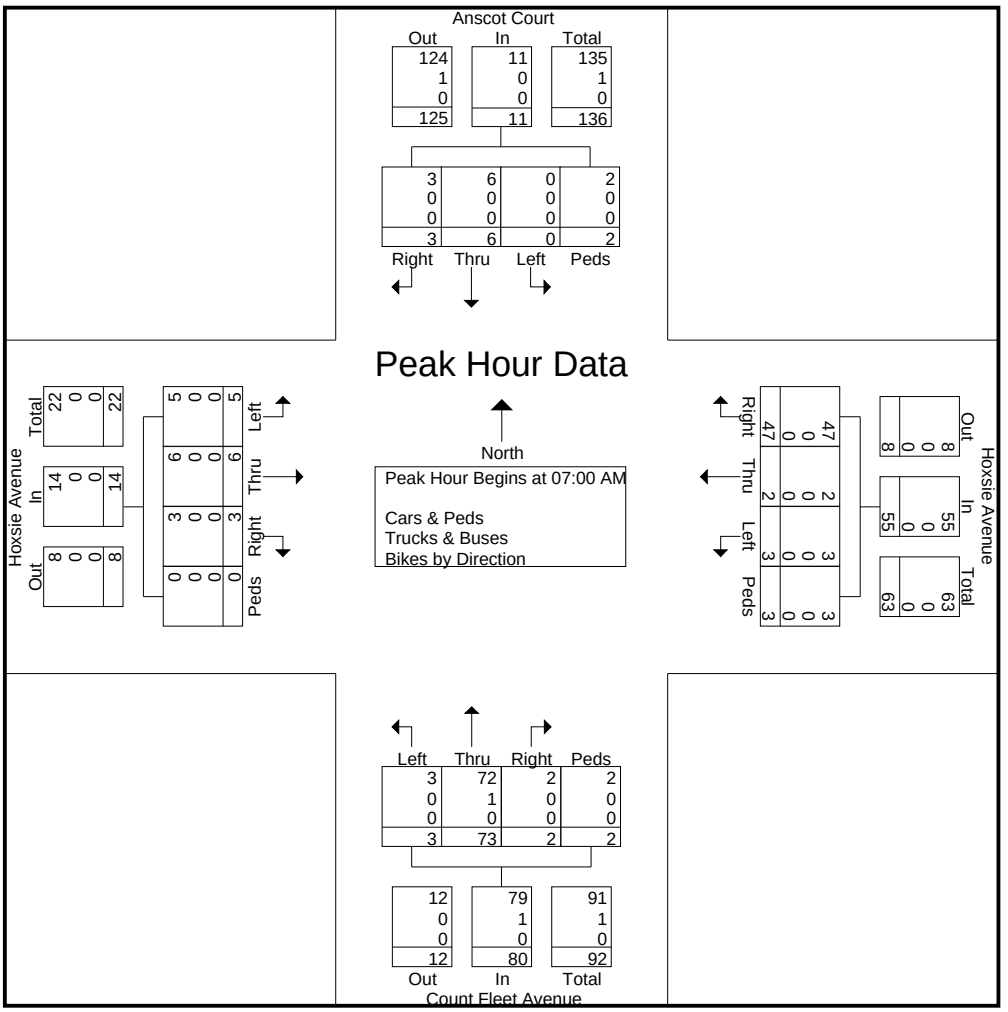
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743B
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

	Anscot Court From North					Hoxsie Avenue From East					Count Fleet Avenue From South					Hoxsie Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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**	2	**16**	0	1	0	**17**	**1**	**21**	0	0	**22**	0	1	1	0	2	43
07:15 AM	1	2	0	1	4	10	**2**	0	**2**	14	0	13	**2**	**2**	17	1	**3**	**3**	0	**7**	42
07:30 AM	0	0	0	0	0	6	0	0	1	7	0	19	1	0	20	0	1	1	0	2	29
07:45 AM	**2**	**3**	0	0	**5**	15	0	**2**	0	17	1	20	0	0	21	**2**	1	0	0	3	**46**
Total Volume	3	6	0	2	11	47	2	3	3	55	2	73	3	2	80	3	6	5	0	14	160
% App. Total	27.3	54.5	0	18.2		85.5	3.6	5.5	5.5		2.5	91.2	3.8	2.5		21.4	42.9	35.7	0		
PHF	.375	.500	.000	.500	.550	.734	.250	.375	.375	.809	.500	.869	.375	.250	.909	.375	.500	.417	.000	.500	.870
Cars & Peds	3	6	0	2	11	47	2	3	3	55	2	72	3	2	79	3	6	5	0	14	159
% Cars & Peds	100	100	0	100	100	100	100	100	100	100	100	98.6	100	100	98.8	100	100	100	0	100	99.4
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	1.3	0	0	0	0	0	0.6
Bikes by Direction	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0



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E/W: Hoxsie Avenue
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743BB
Site Code : 2798
Start Date : 9/26/2023

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

	Anscot Court From North				Hoxsie Avenue From East				Count Fleet Avenue From South				Hoxsie Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	0	10	3	0	5	1	3	0	0	8	2	0	1	2	0	0	35
04:15 PM	1	9	0	0	6	3	4	0	1	6	1	0	1	0	0	0	32
04:30 PM	1	3	3	0	4	1	2	1	0	6	0	0	0	2	0	4	27
04:45 PM	2	6	1	0	3	0	1	0	1	5	0	0	0	0	0	1	20
Total	4	28	7	0	18	5	10	1	2	25	3	0	2	4	0	5	114
05:00 PM	0	5	4	0	9	4	0	2	1	3	3	0	1	3	0	4	39
05:15 PM	2	11	4	1	5	1	3	0	2	8	1	0	2	1	0	0	41
05:30 PM	0	9	5	0	8	1	4	0	2	5	2	0	0	2	0	0	38
05:45 PM	0	3	2	0	5	1	0	0	2	3	0	0	2	0	1	0	19
Total	2	28	15	1	27	7	7	2	7	19	6	0	5	6	1	4	137
Grand Total	6	56	22	1	45	12	17	3	9	44	9	0	7	10	1	9	251
Apprch %	7.1	65.9	25.9	1.2	58.4	15.6	22.1	3.9	14.5	71	14.5	0	25.9	37	3.7	33.3	
Total %	2.4	22.3	8.8	0.4	17.9	4.8	6.8	1.2	3.6	17.5	3.6	0	2.8	4	0.4	3.6	
Cars & Peds	6	56	22	1	45	12	17	3	9	44	9	0	7	10	1	9	251
% Cars & Peds	100	100	100	100	100	100	100	100	100	100	100	0	100	100	100	100	100
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks & Buses	0	0	0	0	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	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Anscot Court From North					Hoxsie Avenue From East					Count Fleet Avenue From South					Hoxsie Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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 04:45 PM																					
04:45 PM	**2**	6	1	0	9	3	0	1	0	4	1	5	0	0	6	0	0	0	1	1	20
05:00 PM	0	5	4	0	9	**9**	**4**	0	**2**	**15**	1	3	**3**	0	7	1	**3**	0	**4**	**8**	39
05:15 PM	2	**11**	4	**1**	**18**	5	1	3	0	9	**2**	**8**	1	0	**11**	**2**	1	0	0	3	**41**
05:30 PM	0	9	**5**	0	14	8	1	**4**	0	13	2	5	2	0	9	0	2	0	0	2	38
Total Volume	4	31	14	1	50	25	6	8	2	41	6	21	6	0	33	3	6	0	5	14	138
% App. Total	8	62	28	2		61	14.6	19.5	4.9		18.2	63.6	18.2	0		21.4	42.9	0	35.7		
PHF	.500	.705	.700	.250	.694	.694	.375	.500	.250	.683	.750	.656	.500	.000	.750	.375	.500	.000	.313	.438	.841
Cars & Peds	4	31	14	1	50	25	6	8	2	41	6	21	6	0	33	3	6	0	5	14	138
% Cars & Peds	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100	100	0	100	100	100
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks & Buses	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 05743BB
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Start Date : 9/26/2023
Page No : 1

Groups Printed- Cars & Peds

	Anscot Court From North				Hoxsie Avenue From East				Count Fleet Avenue From South				Hoxsie Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	0	10	3	0	5	1	3	0	0	8	2	0	1	2	0	0	35
04:15 PM	1	9	0	0	6	3	4	0	1	6	1	0	1	0	0	0	32
04:30 PM	1	3	3	0	4	1	2	1	0	6	0	0	0	2	0	4	27
04:45 PM	2	6	1	0	3	0	1	0	1	5	0	0	0	0	0	1	20
Total	4	28	7	0	18	5	10	1	2	25	3	0	2	4	0	5	114
05:00 PM	0	5	4	0	9	4	0	2	1	3	3	0	1	3	0	4	39
05:15 PM	2	11	4	1	5	1	3	0	2	8	1	0	2	1	0	0	41
05:30 PM	0	9	5	0	8	1	4	0	2	5	2	0	0	2	0	0	38
05:45 PM	0	3	2	0	5	1	0	0	2	3	0	0	2	0	1	0	19
Total	2	28	15	1	27	7	7	2	7	19	6	0	5	6	1	4	137
Grand Total	6	56	22	1	45	12	17	3	9	44	9	0	7	10	1	9	251
Apprch %	7.1	65.9	25.9	1.2	58.4	15.6	22.1	3.9	14.5	71	14.5	0	25.9	37	3.7	33.3	
Total %	2.4	22.3	8.8	0.4	17.9	4.8	6.8	1.2	3.6	17.5	3.6	0	2.8	4	0.4	3.6	

	Anscot Court From North					Hoxsie Avenue From East					Count Fleet Avenue From South					Hoxsie Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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 04:45 PM																					
04:45 PM	**2**	6	1	0	9	3	0	1	0	4	1	5	0	0	6	0	0	0	1	1	20
05:00 PM	0	5	4	0	9	**9**	**4**	0	**2**	**15**	1	3	**3**	0	7	1	**3**	0	**4**	**8**	39
05:15 PM	2	**11**	4	**1**	**18**	5	1	3	0	9	**2**	**8**	1	0	**11**	**2**	1	0	0	3	**41**
05:30 PM	0	9	**5**	0	14	8	1	**4**	0	13	2	5	2	0	9	0	2	0	0	2	38
Total Volume	4	31	14	1	50	25	6	8	2	41	6	21	6	0	33	3	6	0	5	14	138
% App. Total	8	62	28	2		61	14.6	19.5	4.9		18.2	63.6	18.2	0		21.4	42.9	0	35.7		
PHF	.500	.705	.700	.250	.694	.694	.375	.500	.250	.683	.750	.656	.500	.000	.750	.375	.500	.000	.313	.438	.841

Transportation Data Corporation

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

N/S: Anscot Ct./Count Fleet Ave.
E/W: Hoxsie Avenue
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743BB
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

Groups Printed- Trucks & Buses

	Anscot Court From North				Hoxsie Avenue From East				Count Fleet Avenue From South				Hoxsie Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	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	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

	Anscot Court From North					Hoxsie Avenue From East					Count Fleet Avenue From South					Hoxsie Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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E/W: Hoxsie Avenue
City, State: Warwick, RI
Client: Crossman/P. Bannon

File Name : 05743BB
Site Code : 2798
Start Date : 9/26/2023
Page No : 1

Groups Printed- Bikes by Direction

	Anscot Court From North				Hoxsie Avenue From East				Count Fleet Avenue From South				Hoxsie Avenue From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	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	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %																	

	Anscot Court From North					Hoxsie Avenue From East					Count Fleet Avenue From South					Hoxsie Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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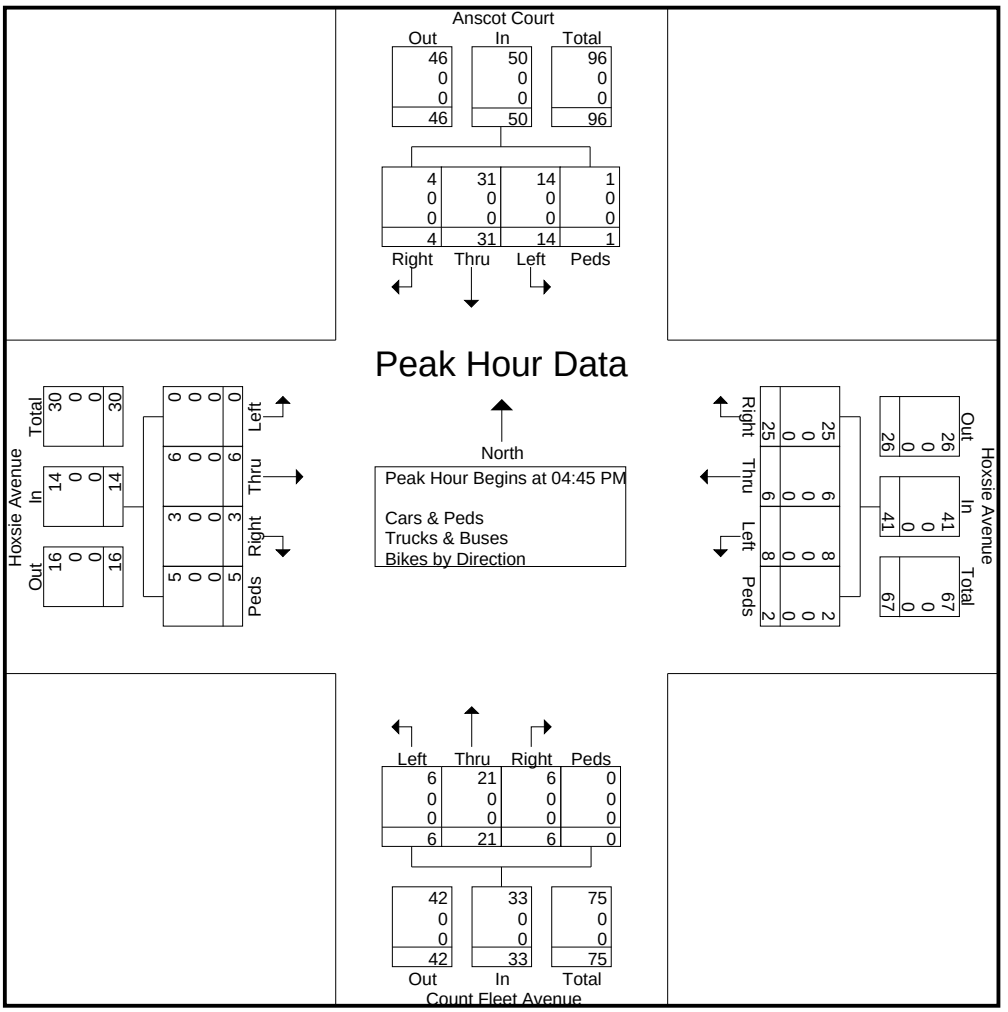
Page No : 1

	Anscot Court From North					Hoxsie Avenue From East					Count Fleet Avenue From South					Hoxsie Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	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 04:45 PM																					
04:45 PM	**2**	6	1	0	9	3	0	1	0	4	1	5	0	0	6	0	0	0	1	1	20
05:00 PM	0	5	4	0	9	**9**	**4**	0	**2**	**15**	1	3	**3**	0	7	1	**3**	0	**4**	**8**	39
05:15 PM	2	**11**	4	**1**	**18**	5	1	3	0	9	**2**	**8**	1	0	**11**	**2**	1	0	0	3	**41**
05:30 PM	0	9	**5**	0	14	8	1	**4**	0	13	2	5	2	0	9	0	2	0	0	2	38
Total Volume	4	31	14	1	50	25	6	8	2	41	6	21	6	0	33	3	6	0	5	14	138
% App. Total	8	62	28	2		61	14.6	19.5	4.9		18.2	63.6	18.2	0		21.4	42.9	0	35.7		
PHF	.500	.705	.700	.250	.694	.694	.375	.500	.250	.683	.750	.656	.500	.000	.750	.375	.500	.000	.313	.438	.841
Cars & Peds	4	31	14	1	50	25	6	8	2	41	6	21	6	0	33	3	6	0	5	14	138
% Cars & Peds	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100	100	0	100	100	100
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks & Buses	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
% Bikes by Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



APPENDIX B – Traffic Crash Analysis

January 2018 through December 2022

Holden School Neighborhood

CROSSMAN ENGINEERING

Civil • Transportation • Environmental • Site Planning •

MEMORANDUM

TO: File **DATE:** October 2, 2023

FROM: Paul Bannon

PROJECT: Holden Elementary School Residential Redevelopment

SUBJECT: Crash Information Request Warwick Police Department

A letter dated September 19, 2023 was forwarded by Crossman Engineering to the Warwick Police Department requesting the research of crash records for the adjacent neighborhood roadways servicing the former Holden Elementary School. A phone call was received on September 29, 2023 from the Warwick Police Department. The call was made by Tess of the Records Department to inform our office that the research had been completed and that there were no crashes on record for the requested period in the project area as defined in the request letter.

Based upon this information, in summary for the crash analysis completed for this report, there were determined to be no crashes in the study area for the period January, 2018 through December, 2019 and January 2022 through December 2022, which represents an industry standard review period for analysis of safety information for traffic studies, and which does not include the pandemic period that resulted in atypical traffic conditions. Therefore, no additional analysis of safety is required, and it can be concluded that the local neighborhood streets provide for adequate and safe access to the homes within the Hoxie Avenue single-family neighborhood.

CROSSMAN ENGINEERING

Civil • Transportation • Environmental • Site Planning • Surveying • Permitting

September 19, 2023

Ms. Jodi Duffy
Warwick Police Department
Records Division
99 Veteran's Memorial Drive
Warwick, Rhode Island 02886

Re: Crash Reports Request

Dear Ms. Duffy:

Crossman Engineering has been retained to provide traffic-engineering services for a residential development project on the corner of Hoxie Avenue and Anscot Court in the City of Warwick. We are responsible for conducting a traffic safety assessment for the project. The report will take a comprehensive look at traffic data (volumes, speed, etc.) and the roadway conditions. Also, as part of this project, we will be looking at the accident frequency and trends along the servicing routes.

In order to complete our analysis, we are requesting your records department research crash records on file for the latest full three (3) year period (January 2018 to December 2019, and January 2022 to December 2022). The 2020 and 2021 data sets are not requested at this time due to the atypical roadway conditions during both years resulting from the pandemic. The limits of our investigation include the small local neighborhood streets of; Hoxie Avenue, Count Fleet Avenue, Anscot Court and Harmony Court. I have attached a locus map for your reference.

The research should include the roadway segments listed above and all intersections/driveways within these limits, including the Anscot Court intersections with Hoxie Avenue and Harmony Court. Please do *not* include any Parking Lot crash reports or crashes on Airport Road or Warwick Avenue. Also, if there are, please define any safety concerns the Department may have within the defined study area. When you have completed your research, please call our office at (401) 738-5660 or email me so we can obtain a full copy of the accident reports, or if you cannot provide the information as requested.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
Crossman Engineering, Inc.

Paul J. Bannon
Senior Project Director

151 Centerville Road, Warwick, RI 02886 • (401)738-5660 • Fax: (401)738-8157
103 Commonwealth Avenue, North Attleboro, MA 02763 • (508)695-1700
cei@crossmaneng.com • www.crossmaneng.com

APPENDIX C – Trip Generation

ITE Trip Generation Summary

ITE Land Use Code

ITE Land Use Code 210 – Single-Family Detached Housing

C

ITE Trip Generation Summary

Trip Generation Summary

Holden School Plat

Summary;

Source	Description	Enter	Exit	Total
AM Peak Hour				
ITE Code 210	Single Family Detached Housing	4	11	15
PM Peak Hour				
ITE Code 210	Single Family Detached Housing	13	8	21

Calculations;

Code 210 – Single Family Detached Housing (22 Units)

Independent Variable (X) = Number of Units X = 22

AM Peak *Directional Distribution 26% Entering, 74% Exiting*

T = 0.70 (X)
T = 0.70 (22)
T = 15

Enter: 4
Exit: 11
Total 15

PM Peak *Directional Distribution 63% Entering, 37% Exiting*

T = 0.94 (X)
T = 0.94 (22)
T = 21

Enter: 13
Exit: 8
Total 21

C

ITE Land Use Code

ITE Land Use Code 210 – Single-Family Detached Housing

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing – single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

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

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

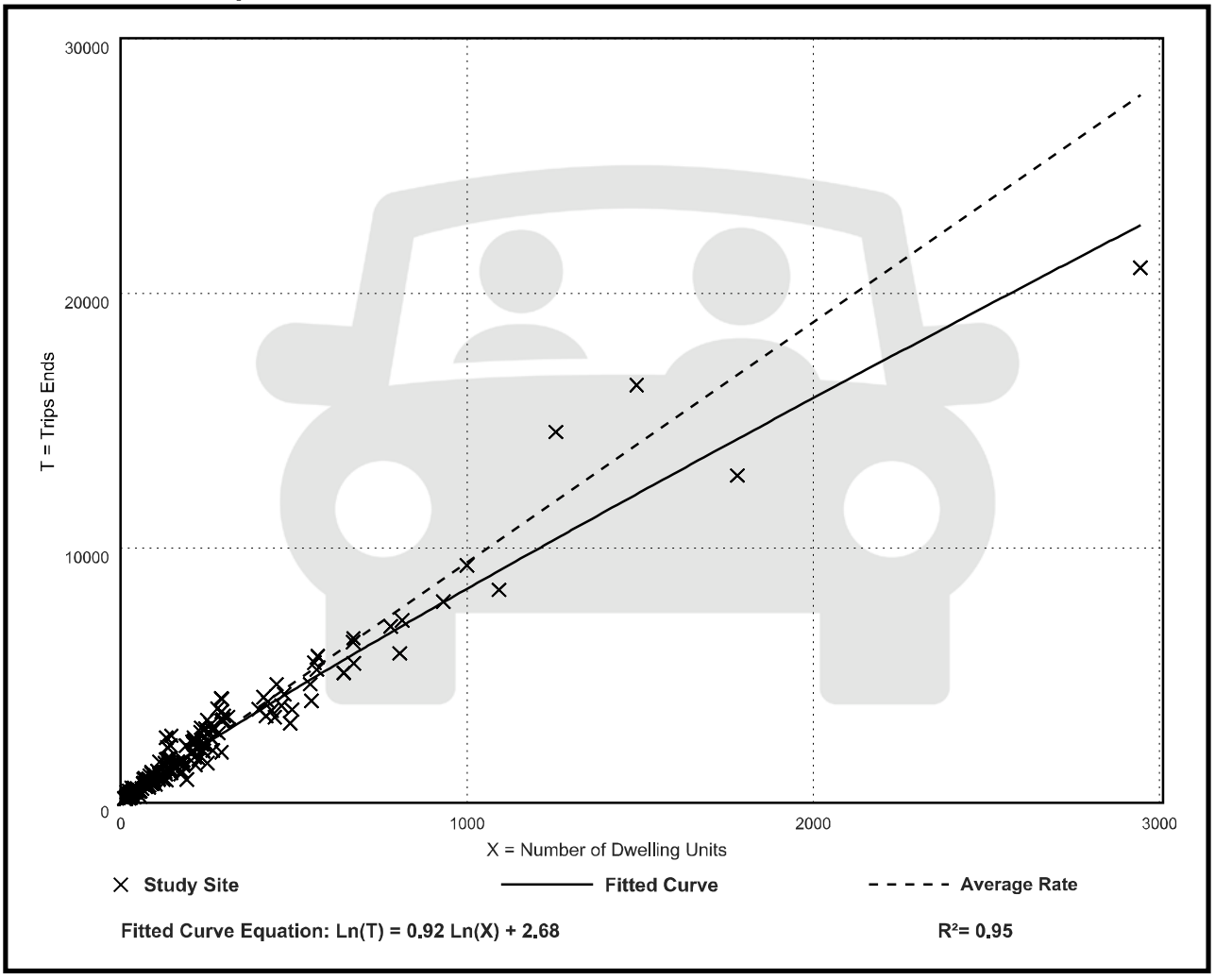
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

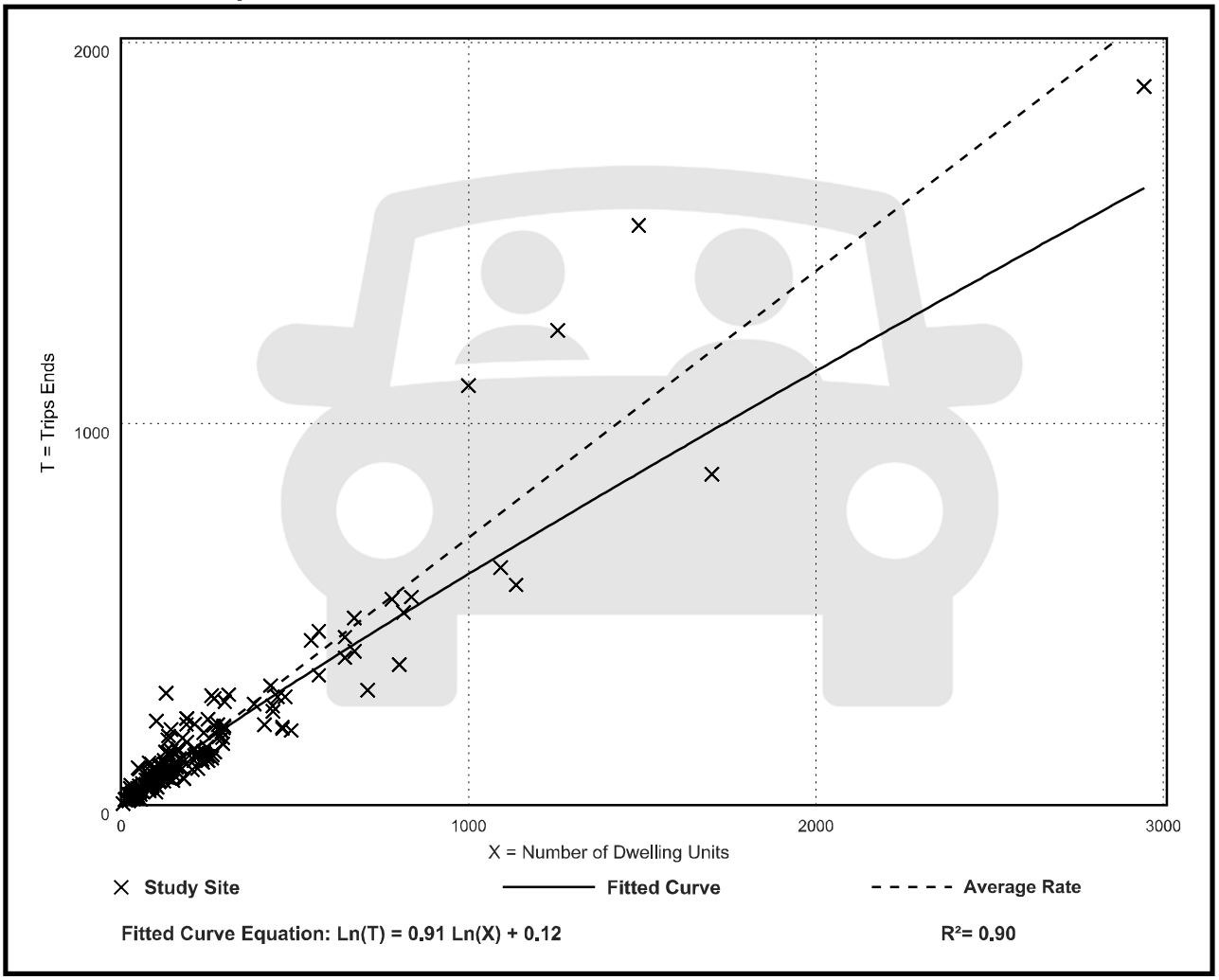
Single-Family Detached Housing
(210)

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: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



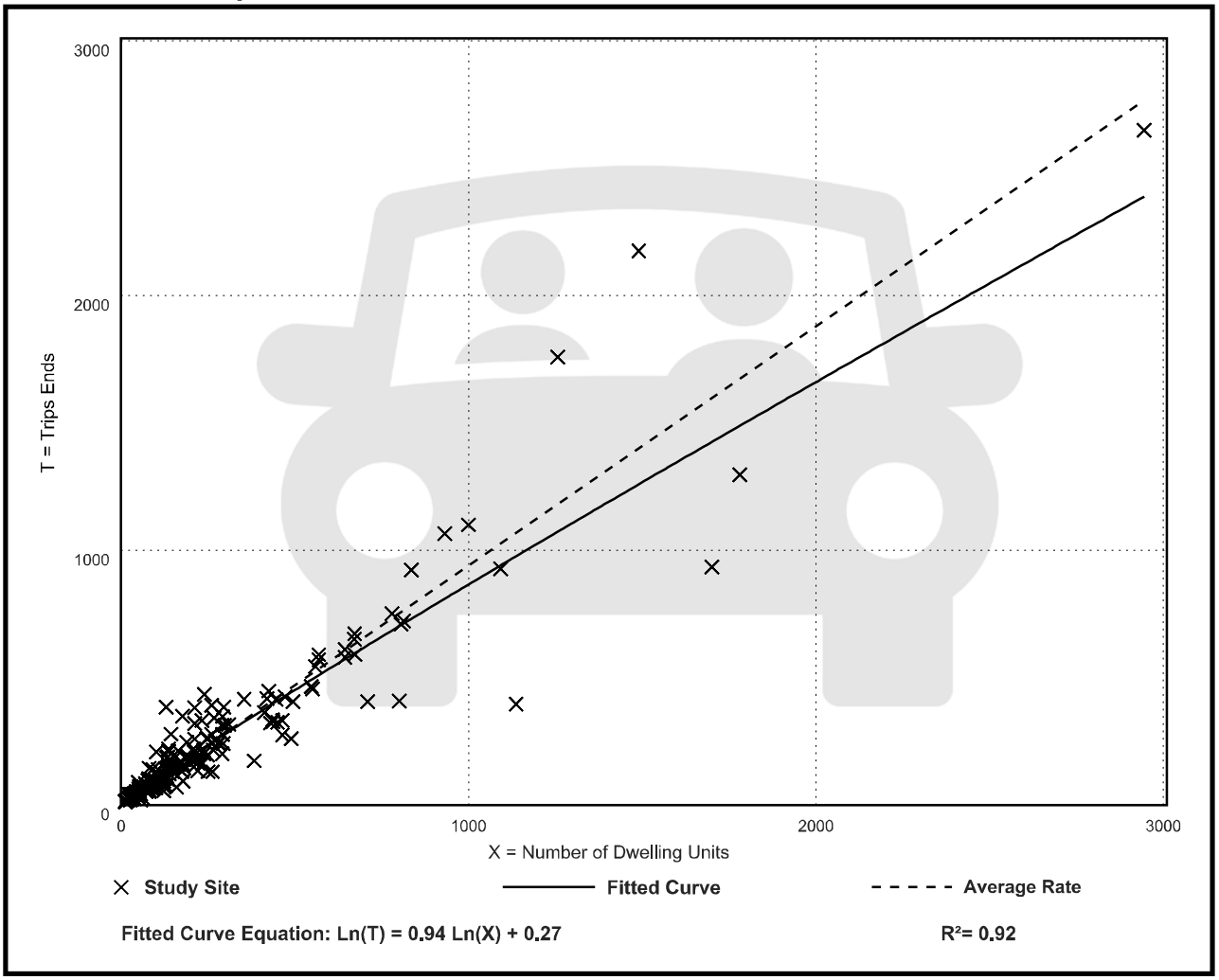
Single-Family Detached Housing
(210)

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: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



APPENDIX D – Operational Analysis

Existing Conditions

- Anscot Court at Harmony Court
- Anscot Court at Hoxie Avenue/Count Fleet Avenue

Future Build Conditions

- Anscot Court at Harmony Court
- Anscot Court at Hoxie Avenue/Count Fleet Avenue

D

Existing Weekday AM / PM Peak Hour

Anscot Court at Harmony Court

Anscot Court at Hoxie Avenue/Count Fleet Avenue

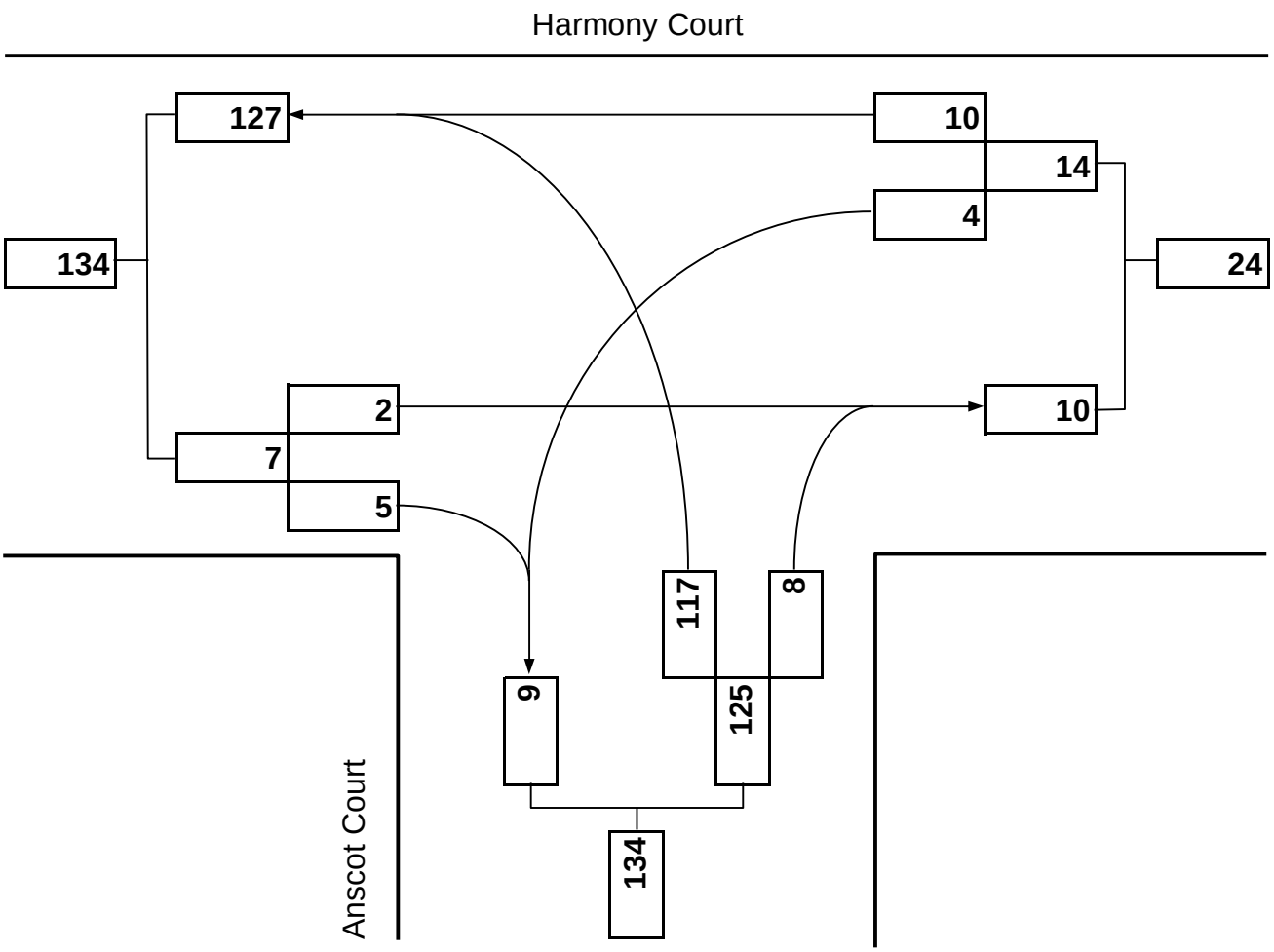
Anscot Court at Harmony Court

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	Harmony Ct.	**Minor Street**:	Anscot Ct.
City/Town:	Warwick	**Day of Week**:	Weekday
Reference No.:	2798	**Peak Period**:	7:00 - 8:00 AM
Existing:	AM Peak	**Future**:	n/a

NORTH



Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	5	4	10	117	8
Future Vol, veh/h	2	5	4	10	117	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	5	12	139	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	27	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1612	-	988	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	985	1078
Mov Cap-2 Maneuver	-	-	-	-	985	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	998	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.07	9.27
HCM LOS			A

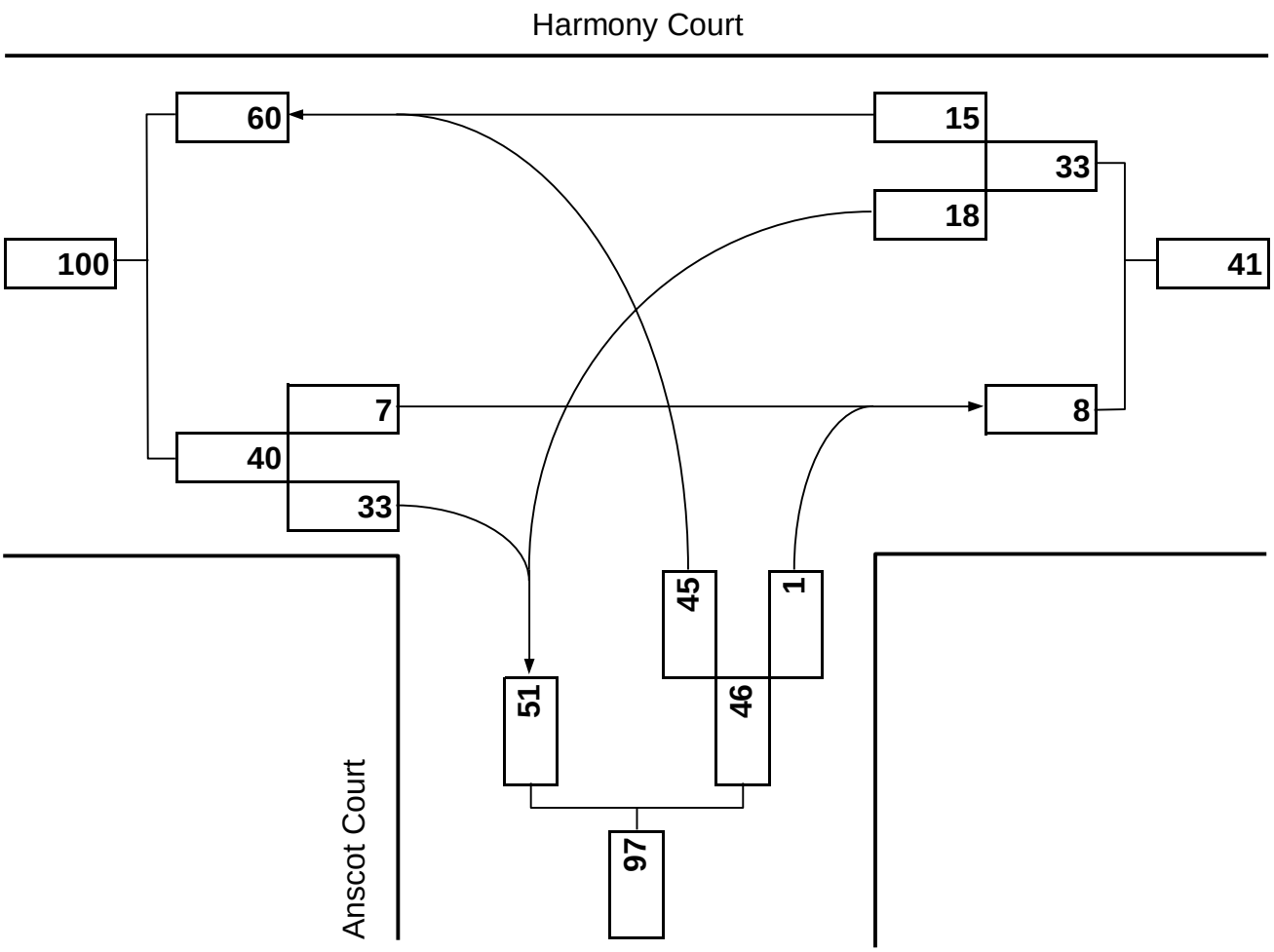
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	991	-	-	514	-
HCM Lane V/C Ratio	0.15	-	-	0.003	-
HCM Control Delay (s/veh)	9.3	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	Harmony Ct.	**Minor Street**:	Anscot Ct.
City/Town:	Warwick	**Day of Week**:	Weekday
Reference No.:	2798	**Peak Period**:	5:00 - 6:00 PM
Existing:	PM Peak	**Future**:	n/a

NORTH



Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	33	18	15	45	1
Future Vol, veh/h	7	33	18	15	45	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	39	21	18	54	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	88	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1560	-	913	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1560	-	900	1047
Mov Cap-2 Maneuver	-	-	-	-	900	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4	9.2
HCM LOS			A

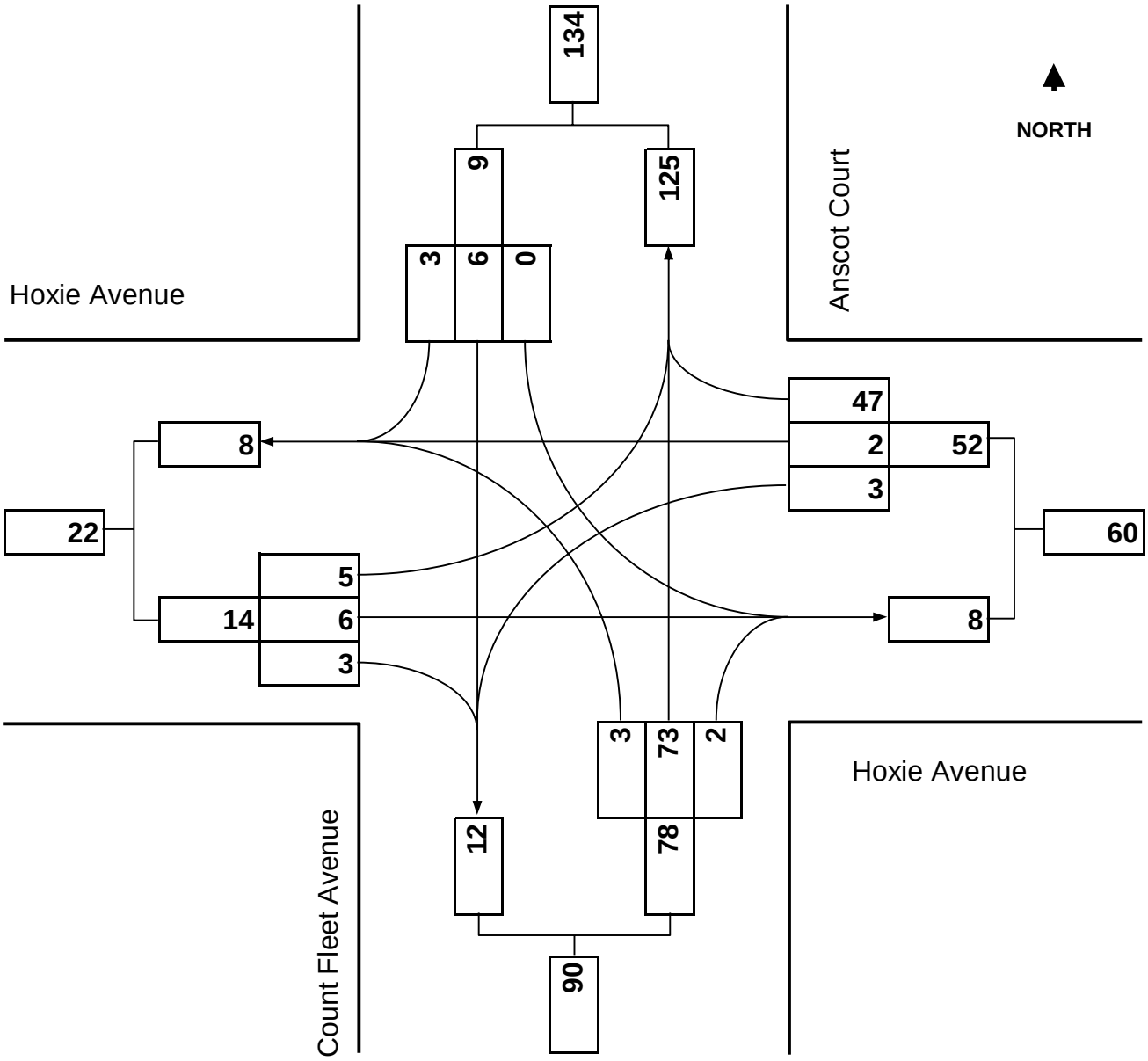
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	903	-	-	1560	-
HCM Lane V/C Ratio	0.061	-	-	0.014	-
HCM Control Delay (s/veh)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Anscot Court at Hoxie Avenue/Count Fleet Avenue

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	Hoxie Avenue	**Minor Street**:	Anscot Ct.
City/Town:	Warwick	**Day of Week**:	Weekday
Reference No.:	2798	**Peak Period**:	7:00 - 8:00 AM
Existing:	AM Peak	**Future**:	n/a



Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	6	3	3	2	47	3	73	2	0	6	3
Future Vol, veh/h	5	6	3	3	2	47	3	73	2	0	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	7	3	3	2	54	3	84	2	0	7	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	56	0	0	10	0	0	33	83	9	97	58	29
Stage 1	-	-	-	-	-	-	20	20	-	36	36	-
Stage 2	-	-	-	-	-	-	13	63	-	60	22	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1548	-	-	1609	-	-	975	807	1073	886	833	1045
Stage 1	-	-	-	-	-	-	999	879	-	979	865	-
Stage 2	-	-	-	-	-	-	1008	842	-	951	877	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1548	-	-	1609	-	-	958	802	1073	787	828	1045
Mov Cap-2 Maneuver	-	-	-	-	-	-	958	802	-	787	828	-
Stage 1	-	-	-	-	-	-	995	875	-	977	863	-
Stage 2	-	-	-	-	-	-	994	840	-	855	874	-

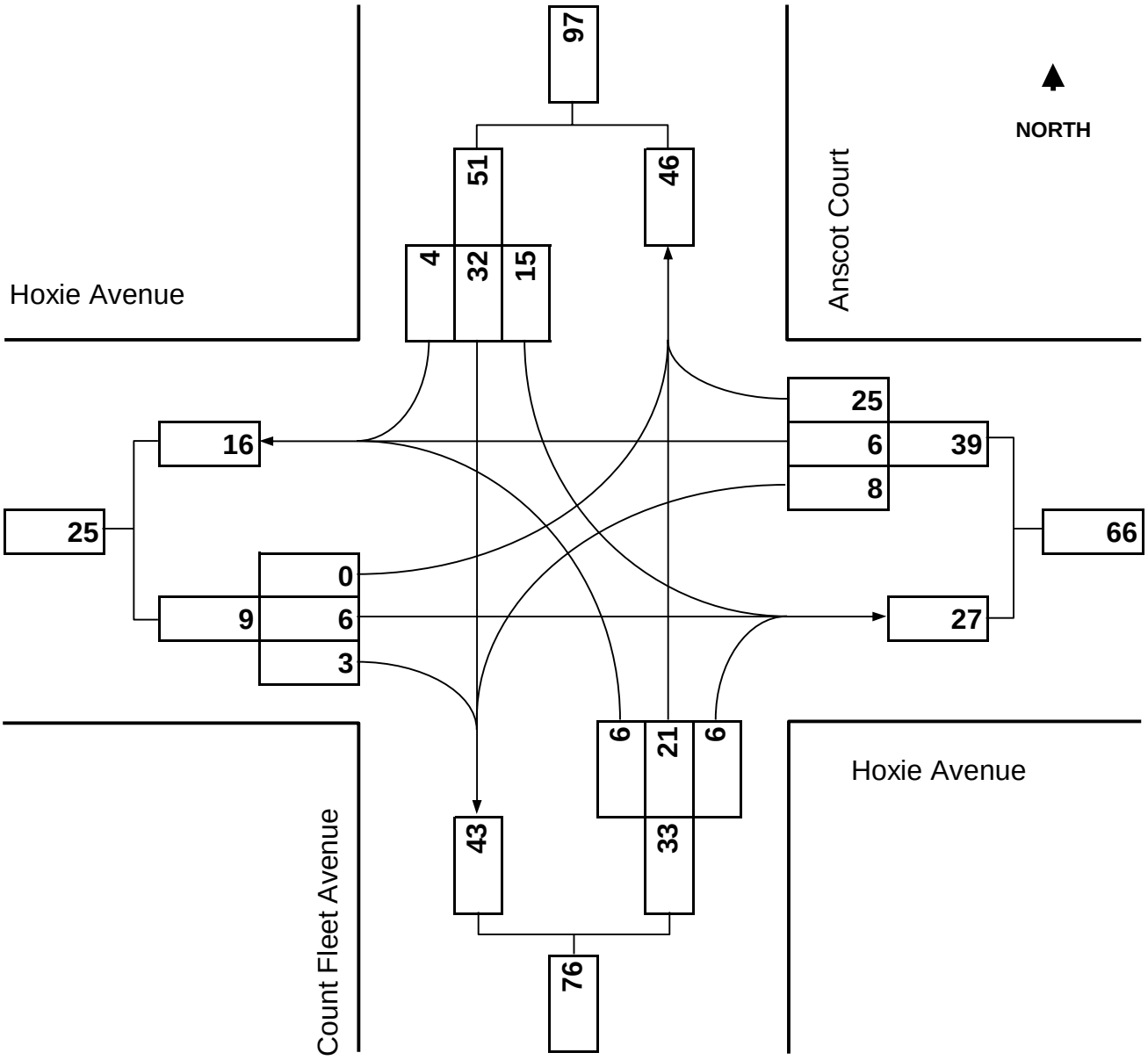
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.62	0.42	9.98	9.09
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	812	603	-	-	87	-	-	890
HCM Lane V/C Ratio	0.11	0.004	-	-	0.002	-	-	0.012
HCM Control Delay (s/veh)	10	7.3	0	-	7.2	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	Hoxie Avenue	**Minor Street**:	Anscot Ct.
City/Town:	Warwick	**Day of Week**:	Weekday
Reference No.:	2798	**Peak Period**:	5:00 - 6:00 PM
Existing:	PM Peak	**Future**:	n/a



Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	3	8	6	25	6	21	6	15	32	4
Future Vol, veh/h	0	6	3	8	6	25	6	21	6	15	32	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	3	9	7	29	7	24	7	17	37	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	10	0	0	52	63	9	59	50	21
Stage 1	-	-	-	-	-	-	9	9	-	40	40	-
Stage 2	-	-	-	-	-	-	44	54	-	19	10	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1575	-	-	1609	-	-	947	828	1073	938	841	1056
Stage 1	-	-	-	-	-	-	1013	888	-	975	862	-
Stage 2	-	-	-	-	-	-	970	850	-	1000	887	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1609	-	-	896	823	1073	899	837	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-	896	823	-	899	837	-
Stage 1	-	-	-	-	-	-	1013	888	-	970	857	-
Stage 2	-	-	-	-	-	-	919	845	-	967	887	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.49	9.31	9.44
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	873	1575	-	-	318	-	-	868
HCM Lane V/C Ratio	0.043	-	-	-	0.006	-	-	0.067
HCM Control Delay (s/veh)	9.3	0	-	-	7.3	0	-	9.4
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

D

Future Build Weekday AM / PM Peak Hour

Anscot Court at Harmony Court

Anscot Court at Hoxie Avenue/Count Fleet Avenue

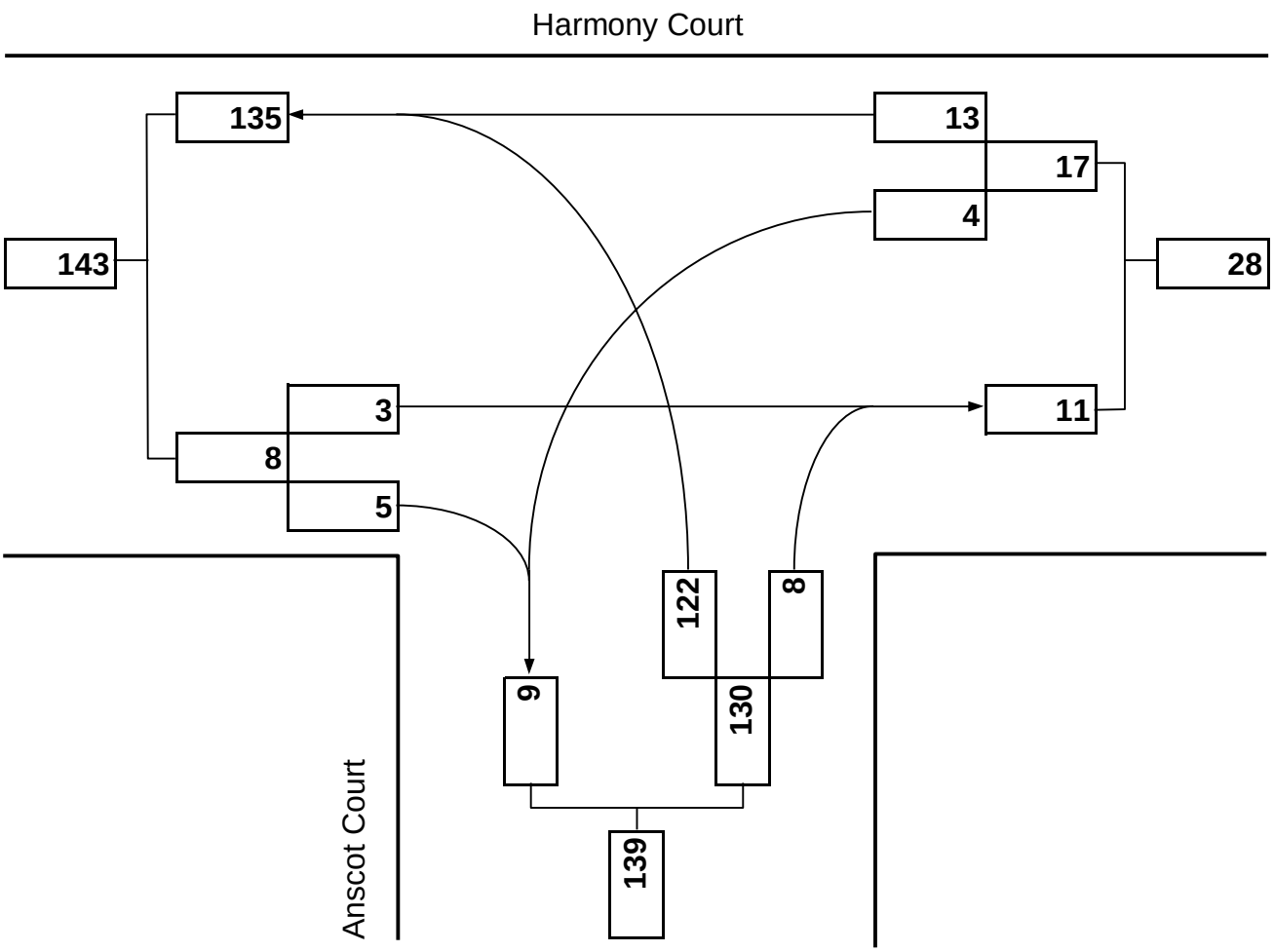
Anscot Court at Harmony Court

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	Harmony Ct.	**Minor Street**:	Anscot Ct.
City/Town:	Warwick	**Day of Week**:	Weekday
Reference No.:	2798	**Peak Period**:	AM Peak
Existing:	n/a	**Future**:	Build

NORTH



Intersection	
Int Delay, s/veh	8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	5	4	13	122	8
Future Vol, veh/h	3	5	4	13	122	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	6	5	15	145	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	32	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1610	-	982	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	979	1075
Mov Cap-2 Maneuver	-	-	-	-	979	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.7	9.3
HCM LOS			A

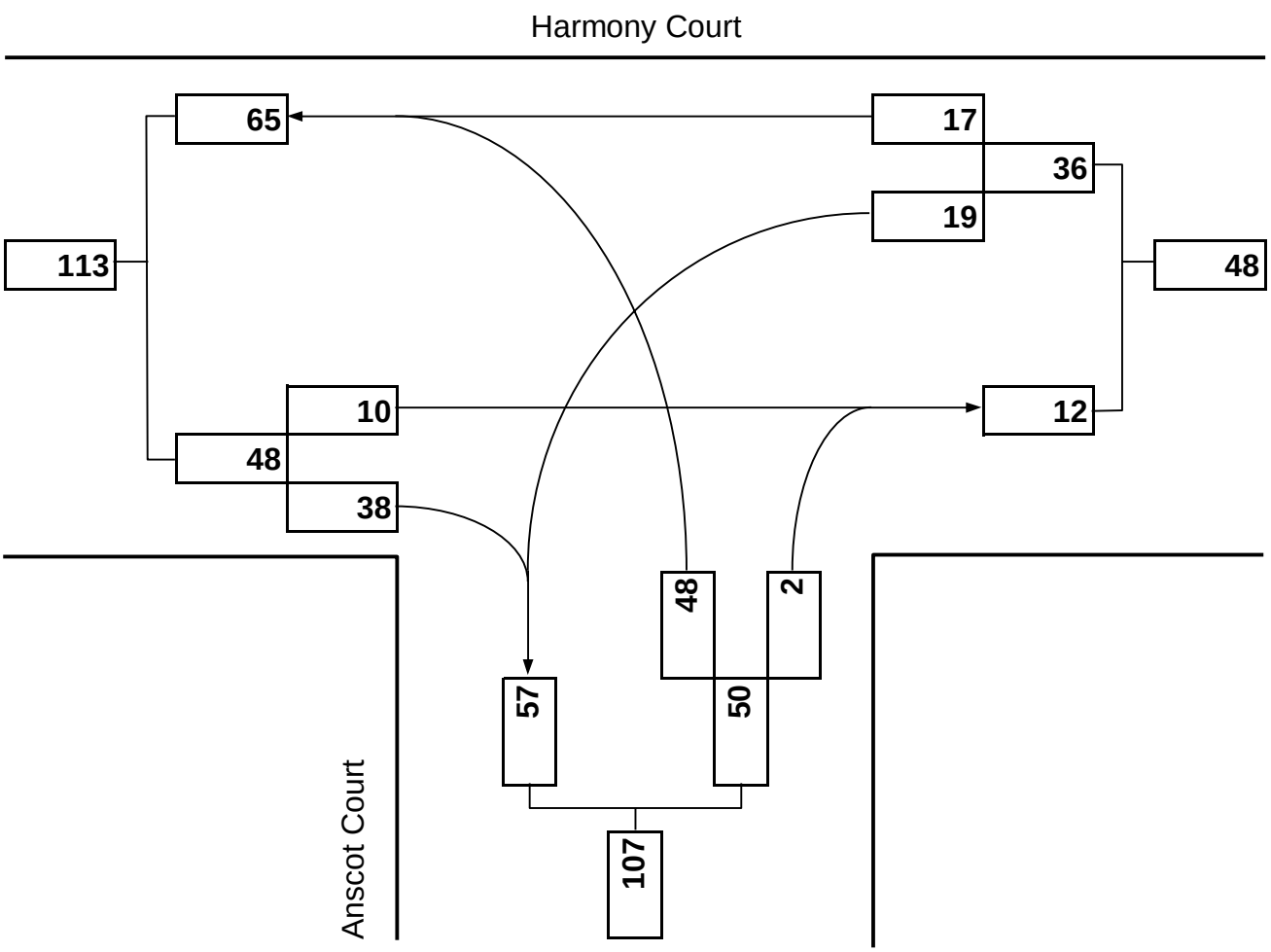
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	984	-	-	1610	-
HCM Lane V/C Ratio	0.157	-	-	0.003	-
HCM Control Delay (s/veh)	9.3	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.6	-	-	0	-

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	Harmony Ct.	**Minor Street**:	Anscot Ct.
City/Town:	Warwick	**Day of Week**:	Weekday
Reference No.:	2798	**Peak Period**:	PM Peak
Existing:	n/a	**Future**:	Build

NORTH



Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	38	19	17	48	2
Future Vol, veh/h	10	38	19	17	48	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	45	23	20	57	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	57	0	101	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1547	-	898	1038
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1547	-	885	1038
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.9	9.3
HCM LOS			A

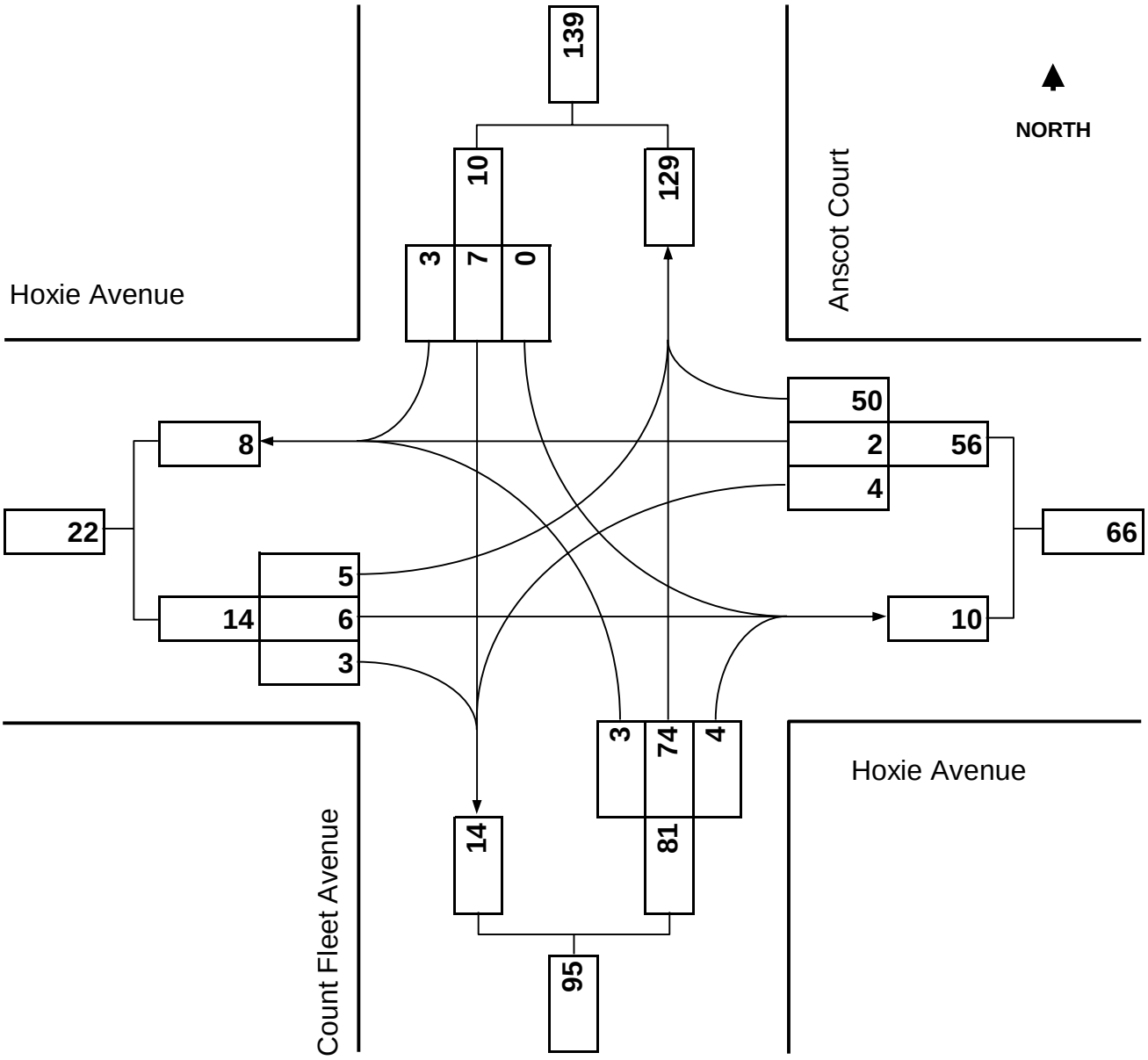
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	890	-	-	1547	-
HCM Lane V/C Ratio	0.067	-	-	0.015	-
HCM Control Delay (s/veh)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Anscot Court at Hoxie Avenue/Count Fleet Avenue

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	Hoxie Avenue	**Minor Street**:	Anscot Ct.
City/Town:	Warwick	**Day of Week**:	Weekday
Reference No.:	2798	**Peak Period**:	AM Peak
Existing:	n/a	**Future**:	Build



Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	6	3	4	2	50	3	74	4	0	7	3
Future Vol, veh/h	5	6	3	4	2	50	3	74	4	0	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	7	3	5	2	57	3	85	5	0	8	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	10	0	0	36	89	9	101	62	31
Stage 1	-	-	-	-	-	-	20	20	-	40	40	-
Stage 2	-	-	-	-	-	-	16	69	-	61	22	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1544	-	-	1609	-	-	970	801	1073	880	829	1043
Stage 1	-	-	-	-	-	-	999	879	-	975	861	-
Stage 2	-	-	-	-	-	-	1004	837	-	950	877	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1544	-	-	1609	-	-	951	796	1073	778	823	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	951	796	-	778	823	-
Stage 1	-	-	-	-	-	-	995	875	-	972	859	-
Stage 2	-	-	-	-	-	-	989	835	-	851	874	-

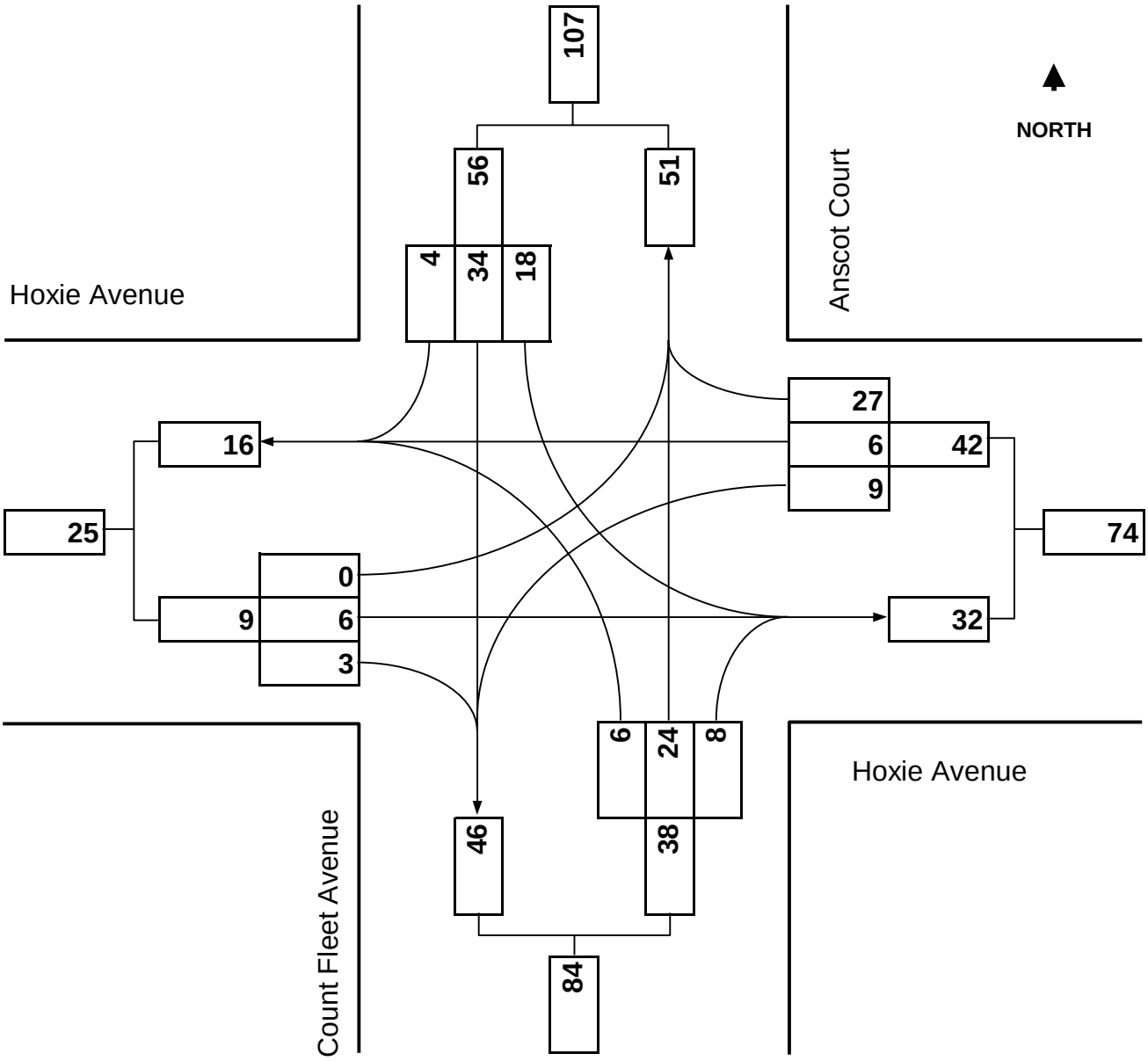
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.62	0.52	10.01	9.15
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	811	603	-	-	108	-	-	879
HCM Lane V/C Ratio	0.115	0.004	-	-	0.003	-	-	0.013
HCM Control Delay (s/veh)	10	7.3	0	-	7.2	0	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

CROSSMAN ENGINEERING

Turning Movement Diagram

Major Street:	Hoxie Avenue	**Minor Street**:	Anscot Ct.
City/Town:	Warwick	**Day of Week**:	Weekday
Reference No.:	2798	**Peak Period**:	PM Peak
Existing:	n/a	**Future**:	Build



Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	3	9	6	27	6	24	8	18	34	4
Future Vol, veh/h	0	6	3	9	6	27	6	24	8	18	34	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	3	10	7	31	7	28	9	21	39	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	10	0	0	56	67	9	64	53	22
Stage 1	-	-	-	-	-	-	9	9	-	43	43	-
Stage 2	-	-	-	-	-	-	47	59	-	21	10	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1609	-	-	942	823	1073	930	838	1055
Stage 1	-	-	-	-	-	-	1013	888	-	971	859	-
Stage 2	-	-	-	-	-	-	966	846	-	998	887	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1572	-	-	1609	-	-	888	818	1073	886	832	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	888	818	-	886	832	-
Stage 1	-	-	-	-	-	-	1013	888	-	965	853	-
Stage 2	-	-	-	-	-	-	912	840	-	959	887	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.55	9.34	9.51
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	872	1572	-	-	331	-	-	862
HCM Lane V/C Ratio	0.05	-	-	-	0.006	-	-	0.075
HCM Control Delay (s/veh)	9.3	0	-	-	7.3	0	-	9.5
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2