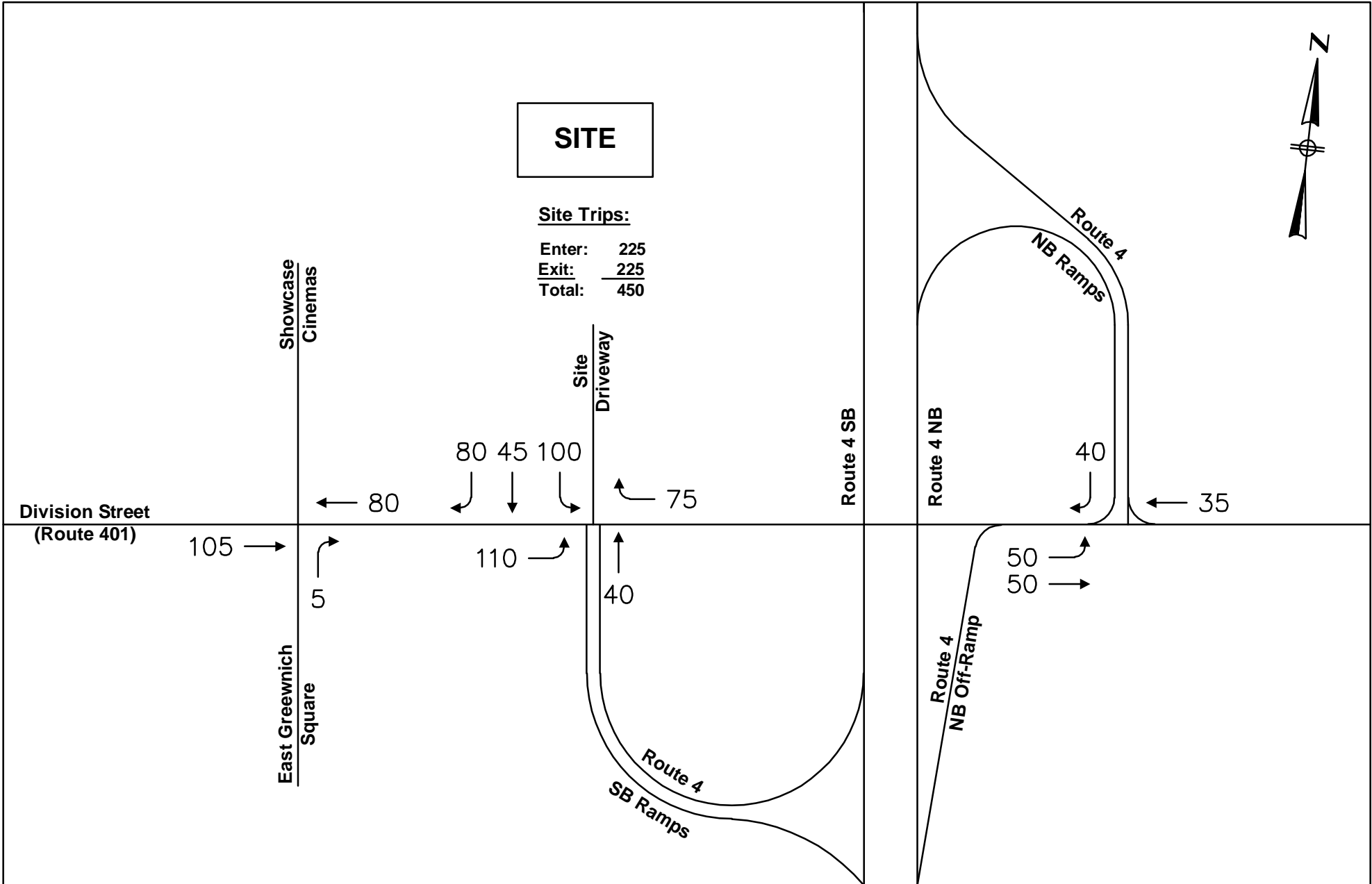




**SITE**

**Site Trips:**

Enter: 225  
 Exit: 225  
 Total: 450



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WEEKDAY TRAFFIC DISTRIBUTION  
 AM PEAK HOUR

NEON MARKETPLACE  
 WARWICK, RHODE ISLAND

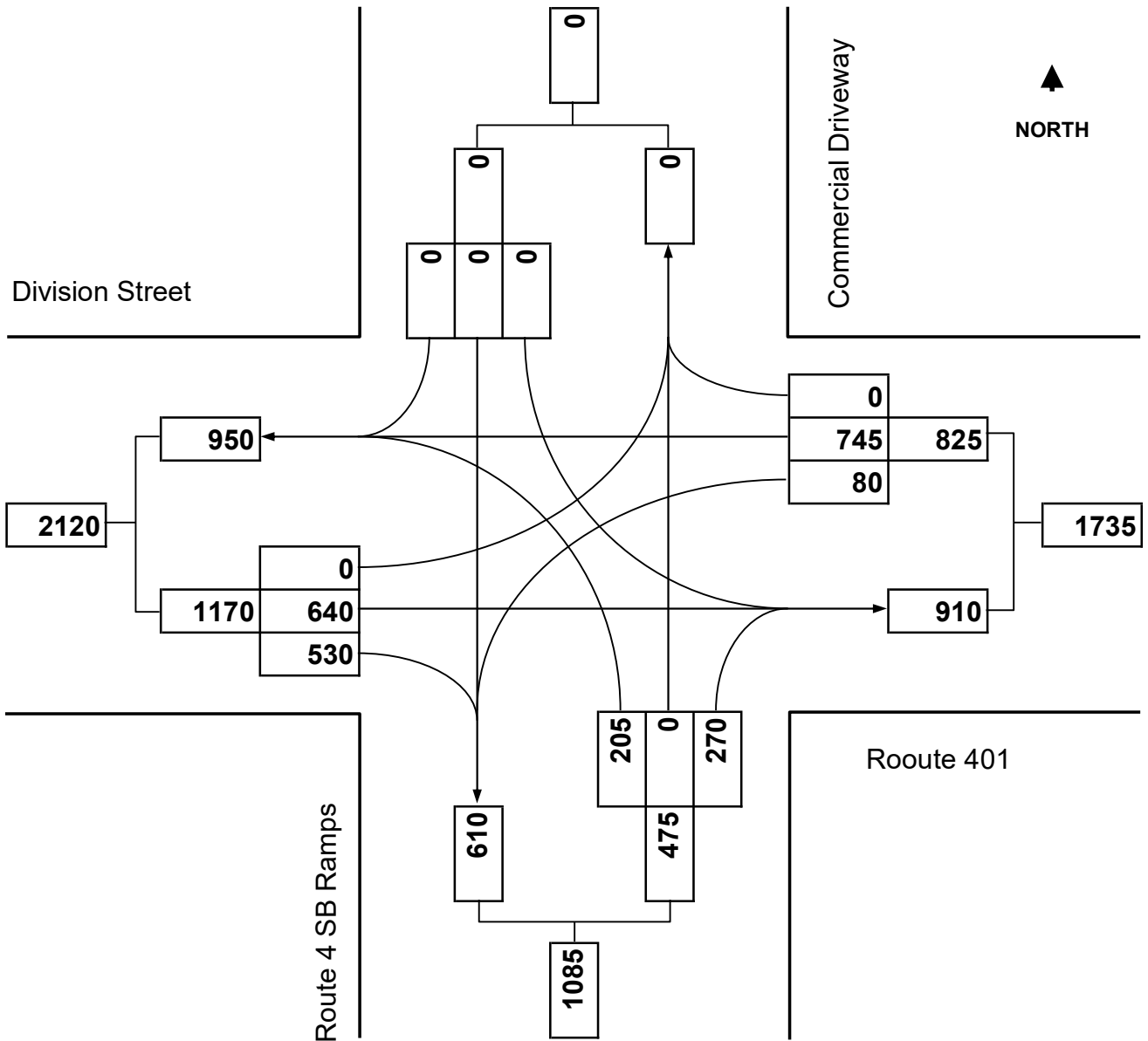
**2024 Build Condition**



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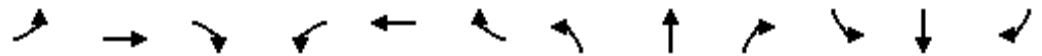
### Turning Movement Diagram

<b>Major Street:</b>	Division Street (Rt. 401)	<b>Minor Street:</b>	Route 4 SB Ramps/Com. Dwy.
<b>City/Town:</b>	Warwick, RI	<b>Day of Week:</b>	Weekday
<b>Reference No.:</b>	7365	<b>Peak Period:</b>	7:30 AM - 8:30 AM
<b>Existing:</b>	AM Peak Hour	<b>Future:</b>	n/a



Neon Marketplace  
 Division St. (Route 401) at Route 4 SB Ramps/Site Dwy.

Warwick, RI  
 10/13/2021

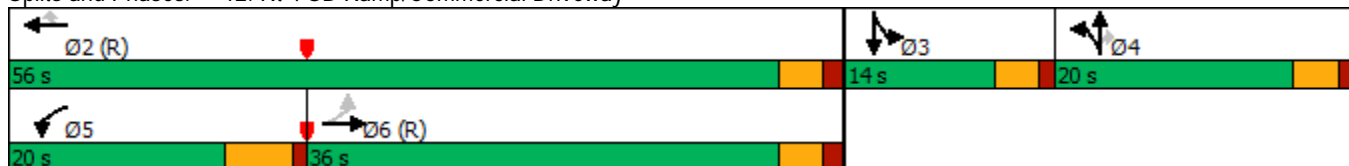


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗	↖	↕↕	↗	↖	↕↕	↗			↕↕
Traffic Volume (vph)	0	640	530	80	745	0	205	0	270	0	0	0
Future Volume (vph)	0	640	530	80	745	0	205	0	270	0	0	0
Satd. Flow (prot)	0	3539	1583	1770	3539	1900	1717	1498	1551	0	1900	0
Flt Permitted				0.950			0.950	0.987				
Satd. Flow (perm)	0	3539	1583	1770	3539	1900	1717	1498	1551	0	1900	0
Satd. Flow (RTOR)			552					133	160			
Lane Group Flow (vph)	0	667	552	83	776	0	171	164	160	0	0	0
Turn Type		NA	Free	Prot	NA	Perm	Split	NA	Perm			
Protected Phases		6		5	2		4	4		3	3	
Permitted Phases	6		Free			2			4			
Total Split (s)	36.0	36.0		20.0	56.0	56.0	20.0	20.0	20.0	14.0	14.0	
Total Lost Time (s)		3.5		5.5	3.5	4.5	3.0	3.0	3.0		3.0	
Act Effct Green (s)		56.4	90.0	9.0	68.8		14.7	14.7	14.7			
Actuated g/C Ratio		0.63	1.00	0.10	0.76		0.16	0.16	0.16			
v/c Ratio		0.30	0.35	0.47	0.29		0.61	0.46	0.41			
Control Delay		9.9	0.6	46.3	3.9		43.6	13.2	8.6			
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0			
Total Delay		9.9	0.6	46.3	3.9		43.6	13.2	8.6			
LOS		A	A	D	A		D	B	A			
Approach Delay		5.7			8.0			22.2				
Approach LOS		A			A			C				
Queue Length 50th (ft)		88	0	45	54		94	16	0			
Queue Length 95th (ft)		158	0	87	102		149	71	50			
Internal Link Dist (ft)		400			1142			508			178	
Turn Bay Length (ft)				100			300		250			
Base Capacity (vph)		2219	1583	285	2703		338	401	433			
Starvation Cap Reductn		0	0	0	0		0	0	0			
Spillback Cap Reductn		0	0	0	0		0	0	0			
Storage Cap Reductn		0	0	0	0		0	0	0			
Reduced v/c Ratio		0.30	0.35	0.29	0.29		0.51	0.41	0.37			

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 60 (67%), Referenced to phase 2:WBT and 6:EBTL, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay: 9.6  
 Intersection LOS: A  
 Intersection Capacity Utilization 56.7%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 12: Rt 4 SB Ramp/Commercial Driveway

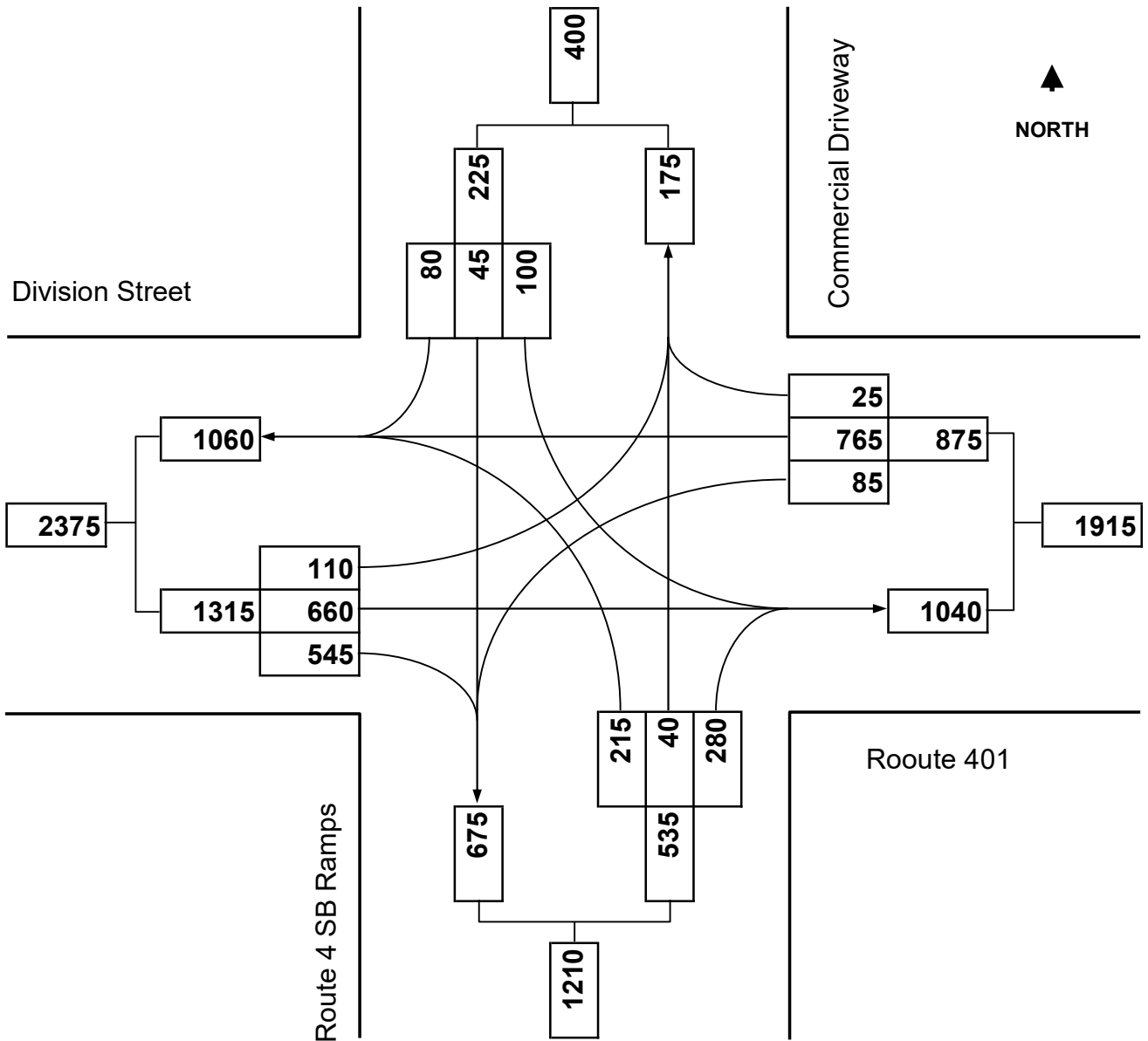




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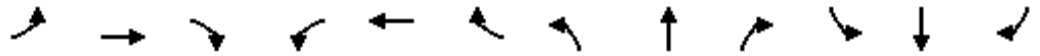
### Turning Movement Diagram

<b>Major Street:</b>	Division Street (Rt. 401)	<b>Minor Street:</b>	Route 4 SB Ramps/Com. Dwy.
<b>City/Town:</b>	Warwick, RI	<b>Day of Week:</b>	Weekday
<b>Reference No.:</b>	7365	<b>Peak Period:</b>	AM Peak Hour
<b>Existing:</b>	n/a	<b>Future:</b>	2024 Build



Neon Marketplace  
 Division St. (Route 401) at Route 4 SB Ramps/Site Dwy.

Warwick, RI  
 10/13/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↕	↗		↖	↗
Traffic Volume (vph)	110	660	545	85	765	25	215	40	280	100	45	80
Future Volume (vph)	110	660	545	85	765	25	215	40	280	100	45	80
Satd. Flow (prot)	1805	3539	1583	1770	3524	0	1717	1545	1551	0	1837	1615
Flt Permitted	0.950			0.950			0.950	0.992			0.967	
Satd. Flow (perm)	1805	3539	1583	1770	3524	0	1717	1545	1551	0	1837	1615
Satd. Flow (RTOR)			568		4			77	178			133
Lane Group Flow (vph)	115	688	568	89	823	0	193	187	178	0	151	83
Turn Type	Prot	NA	Free	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			Free						8			4
Total Split (s)	20.0	36.0		20.0	36.0		20.0	20.0	20.0	14.0	14.0	14.0
Total Lost Time (s)	3.5	3.5		5.5	3.5		3.0	3.0	3.0		3.0	4.0
Act Effect Green (s)	11.5	41.6	90.0	9.3	41.4		14.6	14.6	14.6		11.7	10.7
Actuated g/C Ratio	0.13	0.46	1.00	0.10	0.46		0.16	0.16	0.16		0.13	0.12
v/c Ratio	0.50	0.42	0.36	0.49	0.51		0.69	0.59	0.44		0.63	0.27
Control Delay	43.5	19.4	0.6	46.6	20.8		48.7	28.0	9.0		50.1	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	43.5	19.4	0.6	46.6	20.8		48.7	28.0	9.0		50.1	4.2
LOS	D	B	A	D	C		D	C	A		D	A
Approach Delay		13.6			23.3			29.1			33.8	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	62	147	0	49	185		106	61	0		81	0
Queue Length 95th (ft)	109	209	0	92	261		177	134	54		#166	14
Internal Link Dist (ft)		400			1142			508			178	
Turn Bay Length (ft)	50			100			300		250			
Base Capacity (vph)	330	1636	1583	285	1621		324	354	437		248	317
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.35	0.42	0.36	0.31	0.51		0.60	0.53	0.41		0.61	0.26

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 60 (67%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 20.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 59.1%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Rt 4 SB Ramp/Site Driveway & Division St.

