STATE OF RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO. 2025-CB-031
FEDERAL-AID PROJECT NOS.
BRO-0963(001) & 3RD-PRTY(365)

WOONSOCKET CORRIDOR

Replacement of Privilege Street Bridge, No. 096301

Rehabilitation of Diamond Hill Road Bridge, No. 095401

Preservation of Mill Street Bridge No. 068801, Blackstone Street Bridge No. 093901, and Wood Avenue Bridge No. 095301

Reconstruction of Diamond Hill Road, STA 300+50 – 314+05 and STA 315+05 – 334+95

Resurfacing of Social Street, STA 15+00 – 74+87 (Main St to Ethel St)

City of Woonsocket
County of Providence
Rhode Island

GENERAL PROVISIONS - CONTRACT SPECIFIC

GM2 Associates, Inc.
Pawtucket, Rhode Island

August 2025

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GENERAL PROVISIONS - CONTRACT SPECIFIC

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1. BRIEF SCOPE OF WORK

This project, Rhode Island Contract No. 2025-CB-031, Federal Aid Project Nos. BRO-0963(001) and 3RD-PRTY(365) is for corridor improvements in the City of Woonsocket, County of Providence, Rhode Island. The work will include, but not be limited to, reconstruction of Diamond Hill Road, resurfacing Social Street, installation of pavement markings and ADA compliant wheelchair ramps project wide, new curbing and sidewalks and all incidentals, complete in place and accepted.

Work also includes Replacement of Privilege Street Bridge, No. 096351; Rehabilitation of Diamond Hill Road Bridge, No. 095401; and Preservation of Mill Street Bridge No. 068801, Blackstone Street Bridge No. 093901, and Wood Avenue Bridge No. 095301, complete in place and accepted.

LIST OF CONTRACT DRAWINGS

VOLUME 1 – HIGHWAY & TRAFFIC

Sheet No.	Description
1	COVER SHEET
2	STANDARD PLAN SYMBOLS & STANDARD LEGEND
3 & 4	STANDARD NOTES 1 & 2
5-6	JOB SPECIFIC NOTES AND LEGEND 1 & 2
7	KEY PLAN
8 & 9	TYPICAL SECTIONS
10 & 11	MISCELLANEOUS DETAILS 1 & 2
12	DRAINAGE AND UTILITY DETAILS
13	WHEELCHAIR RAMP CHART
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51	SIGNING & STRIPING DETAILS
52-54	TRAFFIC CONTROL DETAILS 1-3
55 – 57	TRAFFIC DETOUR PLANS 1 – 3
58 & 59	ROAD CLOSURE DETAILS 1 & 2
60 & 61	TRAFFIC STAGING PLANS 1 & 2
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3 & 4	STANDARD NOTES 1 & 2

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6	KEY PLAN
7	TYPICAL SECTION
8	MISCELLANEOUS DETAILS
9	DRAINAGE DETAILS
10	ALIGNMENT PLAN
11	GENERAL PLAN
12	PROFILE
13	TRAFFIC DETOUR PLAN
14	MAINTENANCE AND PROTECTION OF TRAFFIC PHASE 1
15	MAINTENANCE AND PROTECTION OF TRAFFIC PHASE 2
16	SIGNING & STRIPING PLAN
17	LIST OF ABBREVIATIONS
18 – 20	BRIDGE GENERAL NOTES – 1 – 3
21	BRIDGE TYPICAL SECTIONS
22	BRIDGE GENERAL PLAN AND ELEVATION
23 & 24	FOUNDATION PLAN & DETAILS
25 & 26	WEST AND EAST ABUTMENTS
27 & 28	SUBSTRUCTURE DETAILS 1 & 2
29	FRAMING PLAN AND DETAILS
30 & 31	STEEL DETAILS 1 & 2
32	BEARING DETAILS
33 & 34	DECK SLAB DETAILS 1 & 2
35	DECK GRADES
36 & 37	JOINT DETAILS 1 & 2
38 & 39	END POST DETAILS 1 & 2
40 & 41	BRIDGE RAILING DETAILS 1 & 2
42	MISCELLANEOUS DETAILS
43 & 44	DEMOLITION DETAILS 1 & 2
45 & 46	STAGING – DEMOLITION AND CONSTRUCTION PHASE 1
47 & 48	STAGING – DEMOLITION AND CONSTRUCTION PHASE 2
49 & 50	BORING LOGS

VOLUME 3 – REHABILITATION OF BRIDGE NOS. 095301 & 095401
PRESERVATION OF BRIDGE NOS. 068801 & 093901

Sheet No.	Description
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3	LIST OF ABBREVIATIONS
4	STANDARD PLAN SYMBOLS & STANDARD LEGEND
5	STANDARD NOTES
6-7	BRIDGE GENERAL NOTES SHEET 1-2
8	BRIDGE STANDARD DETAILS
9-10	CONCRETE MASONRY REPAIR DETAILS 1 & 2
11	KEY PLAN

12	BRIDGE 688 GENERAL PLAN & ELEVATION
13	BRIDGE 688 ELEVATIONS
14	BRIDGE 688 ABUTMENT SECTIONS
15	BRIDGE 688 EXISTING BRIDGE RAIL
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17	BRIDGE 939 ELEVATIONS
18	BRIDGE 939 ABUTMENT SECTIONS
19	BRIDGE 939 TRAFFIC STAGING
20	BRIDGE 939 EXISTING BRIDGE RAIL
21-23	BRIDGE 939 EXISTING JOINT DETAILS 1-3
24	BRIDGE 953 GENERAL PLAN
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2. UTILITY AND MUNICIPAL NOTIFICATION AND COORDINATION

The Contractor shall schedule his construction so as to allow for a coordinated highway and utility effort. Upon award, the Contractor shall notify the lead utility relative to his anticipated highway construction start date. Immediately following the Pre-construction Conference, the Contractor shall initiate survey layout required for utilities.

The following is a list of the Applicable Utility/Municipality Representatives:

Agency	Contact Person	Telephone
RI Energy Electric	Sean McGovern	401-255-2498
RI Energy Gas Engineering	James Paulette	401-465-8580
RI Energy Gas Construction	Jay Eddy	617-634-2905
Verizon	Peter DeCosta	508-944-6701
Cox Communications	Shawn Murphy	401-430-5599

OSHEAN	Robert Gay	401-559-6060
Woonsocket DPW	Steven D'Agostino	401-597-0857
Woonsocket Engineering	Jonathan Pratt	401-767-9213
Woonsocket Water Dept.	Marc Viggiani	401-767-2619

The following utility involvement is anticipated.

Agency	Utility Working Time
TBD	

Existing utilities have been shown on the plans using the best available information. The Contractor shall verify the location of all the existing drainage and utilities both underground and overhead before excavation begins in accordance with Chapter 39-1.2 of the Rhode Island General Laws entitled "Excavation Near Underground Utility Facilities" with amendments effective as of November 1, 2009 and, when necessary, by contacting the individual utility companies. Excavation shall be in accordance with all statues, ordinances, rules and regulations of any applicable city, town, state or federal agency. The Contactor should understand that not all utility companies subscribe to the DigSafe Program. It is the Contractor's responsibility to notify all utility companies and ensure that all utilities have been marked prior to commencing their work. Any damage to existing utilities marked in the field, or as a result of failing to contact the appropriate utility company, shall be repaired or replaced at no additional cost to the State. The Contractor shall contact DigSafe (1-888-344-7233) prior to commencing with construction.

3. COORDINATION WITH RAILROAD

The Providence and Worcester Railroad (P&W) is a subsidy of Genesee & Wyoming, Inc. (G&W).

The Contractor shall be responsible for obtaining a Right-of-Entry permit for the work required over and adjacent to the P&W Railroad. A copy of the permit application, and a sample Contractor Right of Entry License Agreement, is included in an appendix to this document. The Contractor shall take note of the Insurance Requirements included within these documents. All costs associated with the permit application and insurance requirements shall be considered incidental to the contract; no additional payment will be made.

G&W Contact: Brittany Lewis
brittany.lewis@gwrr.com
(904) 596-7798

No storage of material shall occur on G&W Railroad Right-of-way. No construction equipment shall be allowed to drive on tracks.

Positive drainage away from the tracks must be maintained at all times. Track shoulder and

ditches must be maintained during and after construction. Any restoration of the shoulder and ditches shall be per the G&W standard roadbed section.

Any damage to track or adjacent areas to track in proximity to the bridge shall be restored to original or better condition and in accordance with G&W specs. No additional cost will be provided for damage to railroad property.

4. SPECIALTY ITEMS

The following items are hereby designated "Specialty Items":

a. Traffic Signing (Excluding Temporary Construction Signs)
b. Pavement Markings
c. Seeding
d. Traffic Signal Items
e. Guardrail

5. SEQUENCE OF CONSTRUCTION

a. General.

All work shall be completed in accordance with the Traffic-Related Work Restrictions indicated in the Transportation Management Plan.

The Contractor shall immediately establish all temporary erosion and sedimentation controls including temporary sedimentation basins and construction accesses.

Deviations from the requirements stated here or detailed in these specifications, as well as deviations from the approved construction work sequence and time schedule, must be submitted to the Engineer in writing for approval.

b. Special Requirements.

The schedule level requirements for this project shall be Level 3.

Deviations from the requirements stated here or detailed in these specifications, as well as any deviations from the approved construction work sequence and time schedule, must be submitted to the Engineer in writing for approval.

If the contract is extended beyond the specified completion date, a similar work schedule will be established by the Engineer.

Local access to businesses shall be maintained at all times during construction. The contractor shall contact the local business prior to performing any work in or near the business driveway/entrance. All erosion controls shall be in-place and accepted by the Engineer prior

to commencing work. Locations of surface features and utilities shown on the plans are approximate. The Contractor shall check and verify the exact location of all existing utilities, both underground and overhead, with Dig Safe. Any damage to existing utilities shall be the Contractor's responsibility in addition to providing vehicle and pedestrian access to abutting residential, commercial, and/or recreational establishments.

The Contractor shall be responsible for maintaining all roadways free from debris resulting from vehicles entering and exiting the construction site. The Contractor shall clean and sweep the roadways, at intervals as required, and/or as determined by the Engineer to maintain the roadway in an acceptable condition. The cost associated with complying with this provision shall be considered incidental to the contract.

The cost of the work zone lighting required for nighttime operations shall be incidental to the contract in accordance with Section T.22 Lighting for Night Work Operations of the Standard Specifications. No separate payment will be made for lighting of the work zone during any nighttime operation.

The Contractor shall be responsible for providing GPS locations of all installed directional, regulatory, warning, parking, and street signs. The submission shall be made electronically in Microsoft Excel format to the RIDOT-GIS Section (contact person TBD by Engineer) in the following format:

Sign #	MUTCD Code	Easting	Northing
1	R1-1	277311	323478

The cost for completing the GPS work shall be incidental to the cost of the signing items.

6. DAMAGE TO EXISTING UTILITY STRUCTURES

It is the Contractors responsibility to ensure that all utility companies have been notified and all utilities have been marked prior to commencing their work. All damage to existing utilities shall be replaced or repaired to the satisfaction of the Engineer at no additional cost to the State.

7. DRAINAGE STRUCTURE AND PAVED WATERWAY

No drainage structure or paved waterway shall be blocked by the new pavement overlay.

This task is incidental to the pavement laying operation, and there shall be no separate payment for this item.

8. CONTRACTOR'S RESPONSIBILITY FOR DAMAGED STORM DRAINS

The Contractor shall use care when working within or in the vicinity of existing drainage

structures. Any drainage pipe or culverts damaged while carrying out any work on this Contract shall be the Contractor's responsibility. Any pipe/culvert damaged by the Contractor while carrying out this Contract shall be replaced or repaired by the Contractor to the satisfaction of the Engineer at no additional charge to the State. Any pipe, culvert, or other existing drainage structure which is replaced or repaired due to contractor damage must be done as an in-kind replacement (materials as well as size/length must be the same as existing) and all final invert elevations must match existing elevations. The Contractor shall make every effort to avoid debris from falling into catch basins. Should any debris fall inside a structure, it shall be removed immediately.

9. SPECIAL REQUIREMENTS FOR TRAFFIC PROTECTION

In addition to the requirements of the Standard Specifications for Road and Bridge Construction and the special requirements of other sections of these contract documents, the following requirements shall be undertaken by the Contractor.

a. The Contractor shall notify the Department 3 weeks in advance of a bridge or roadway closure/split/shift/travel lane width reductions on any roads within the State.

b. All full closures, splits, or shifts shall be scheduled to begin on Friday or Saturday night, as determined by the TMP, to allow motoring public time to adjust to new travel patterns while allowing RIDOT the opportunity to evaluate its success. Construction work can commence on the Monday following the evaluation period.

<u>Any exceptions to this must be approved by the Senior Management of Department.</u>

c. The Contractor shall be required to install and maintain proper warning and construction signing and protective devices at each work location as shown on the contract Maintenance and Protection of Traffic Plans, and Transportation Management Plan (TMP). The contract plans and TMP are the minimum requirements. It is the Contractor's responsibility to supplement as necessary to conform to the "Manual on Uniform Traffic Control Devices, 2023 Edition", including all revisions, and/or as directed by the Engineer. All traffic protection must be approved by the Engineer before construction may commence.

d. The Contractor shall utilize R.I. Standard 26.2.0 barrels when traffic control set-ups are to remain in place beyond normal working hours and when workers are not present. Barrels shall also be used to mark utility adjustments prior to paving. The Contractor shall utilize R.I. Standard 26.1.0 cones when the traffic control set-up is utilized only during working hours and is subsequently broken down at the end of the workday.

e. The Contractor shall be responsible for maintaining appropriate construction related signing at all times. Signs not appropriate for the lane closures, speed limits or construction activity taking place at that given time shall be removed or covered to the satisfaction of the Engineer.

f. The Contractor shall note that work zone time and lane restrictions are listed in the Transportation Management Plan.

g. Detours onto non-state roadways are subject to approval of the local jurisdiction. The Contractor shall coordinate any such detours at his own expense. There will be no allowance or time extension as a result of detour(s) not being permitted by local jurisdictions.

h. Signalized intersections under reconstruction within the project limits shall have timings modified as needed during construction and as directed by the engineer. The cost for the modification to controllers at these locations shall be included in item 937.0100 Furnish, Install, Maintain, and Move Temporary Traffic Protection.

i. Signalized intersections outside of the project limits but along potential detour routes shall have timings modified as needed and as directed by the engineer to accommodate detoured traffic. The cost for the modification to controllers at these locations shall be included in item T12.0300 Modify Existing Traffic Signal Controller/Cabinet and shall be paid per location, regardless of the number of times timings are modified. The contractor shall modify timings as needed and restore original timings upon completion of detour removal.

10. SPECIAL NOTICE TO THE CONTRACTOR

a. The Contractor is responsible for damage to existing structures, equipment, or signs in the roadway and the side of road area.

b. All grass existing in the gutter line shall be removed prior to any paving operations.

c. There shall be no parking of vehicles or storage of construction equipment under the drip line of any tree.

11. SPECIAL REQUIREMENTS FOR PAVEMENT MARKINGS

All pavement markings are to be in accordance with the requirements of the "Manual on Uniform Traffic Control Devices, 2023 Edition," including all revisions.

It is the Contractor's responsibility to reflect the exact location, unless otherwise proposed on the plans, of all existing pavement markings onto the newly finished surfaces. The Contractor shall make the necessary arrangements to enable him to reestablish these locations before any micro-milling or resurfacing commences.

All conflicting pavement markings shall be removed in accordance with the "Manual on Uniform Traffic Control Devices, 2023 Edition," including all revisions.

The Contractor shall place waterborne pavement markings at the end of each day's paving operation on micromilled surfaces, on the intermediate and final HMA courses, and/or as directed by the Engineer. The traveled way shall be clearly marked at all times.

On the final riding surface course of new pavement, the Contractor shall place waterborne

pavement marking paint at all locations as shown on the plans, but shall not be required to place temporary cross-hatch markings. Waterborne pavement marking paint shall be placed in accordance with Section T20.03.4 of the Standard Specifications.

The final epoxy pavement markings shall be placed no sooner than two weeks after the final surface course has been placed, but no longer than four weeks.

12. POLICE COMPENSATION

It will be the responsibility of the Resident Engineer to retain the services of the State and local police with cruisers for traffic control and protection for this project. The Contractor will not be required to bid on, or compensate for, the services of the State and local police.

13. SURVEY

The Contractor shall establish his own control for survey, with a survey crew, and will be responsible for all survey work, including, but not limited to, recording existing elevations, existing pavement widths and cross slopes, existing sidewalk elevations, establishing proposed grades, recording existing drainage inverts on each roadway and for all layout work necessary to construct the project as shown on the plans. All costs associated with survey and layout work will be considered incidental to the contract.

14. INCIDENT MANAGEMENT

In the event of an accident, or other unforeseen incident, the Contractor shall positively cooperate with local authorities by providing traffic control devices, personnel, equipment, and materials as required, both on and off site. The Contractor shall assist in whatever way possible to clear debris from the roadway and maintain traffic flow. Payment for this work shall be on a force account basis. If the personnel are not available on site, they shall be "on call" and able to respond to the site within one hour of notification to the Contractor's appointed representative by phone or in person to the Department of Transportation.

15. TRAFFIC FINES IN WORK ZONES

The Traffic Fines in Work Zone Regulatory Signs detailed on State Standard 27.1.1 shall be located as shown on the detail whenever construction activities are in process and construction personnel are present. Signs shall be located at each work zone. When construction activities and personnel are not present, the signs shall either be removed from the site or covered.

16. COORDINATION WITH OTHER PROJECTS

The Contractor shall be aware of other construction projects ongoing or commencing during

the construction period of this contract. It shall be the Contractor's responsibility to coordinate lane closures and all work with the Engineer to determine the impacts of his construction operations on adjacent projects. The Contractor may be required by the Engineer to attend periodic coordination meetings with representatives of each city/town and State to discuss and resolve potential conflicts.

17. MAINTENANCE OF PUBLIC ACCESS

The Contractor, at his own expense, shall keep the streets, highways, and roads, in which he may work passable by means of secured access around the point and place of construction. No separate payments will be made for this work, it shall be considered incidental to the contract. The Contractor shall provide, at his own cost, temporary means of crossing and guarding trenches at street crossings, roads, or private ways to the satisfaction of the Engineer. The Contractor shall conduct his work for this objective in such a manner as the Engineer may direct from time to time.

18. CONTRACTOR'S RESPONSIBILITY FOR MAINTAINING ROADWAYS

The Contractor shall be responsible for maintaining all roadways free form debris resulting from vehicles entering and exiting the construction site. The Contractor shall clean and sweep the roadways, at intervals as required, and/or as determined by the Engineer to maintain the roadway in an acceptable condition. The cost associated with complying with this provision shall be considered incidental to the Contract.

19. TRANSPORTATION MANAGEMENT PLAN

Included as an appendix to these Contract Specific General Provisions is the Transportation Management Plan (TMP) for this project. The TMP lays out the set of coordinated transportation management strategies that will be used to manage the work zone safety and mobility impacts of this project. In the event of a discrepancy between information in the TMP and information elsewhere in the Contract Documents, the former shall govern.

The Contractor's attention is called to the Standard Specifications for Road & Bridge Construction, 2023 Edition, SECTION 104.08 – MAINTENANCE OF TRAFFIC, which describes the requirements for the Contractor's designation of a TMP Implementation Manager for the Contract and describes the requirements for the training of all Contractor and Subcontractor personnel involved in work zone design, implementation, operation, inspection, management, and/or enforcement.

The Contractor's attention is called to the PERFORMANCE MONITORING, CHANGES TO TMP, & CONTINGENCIES section of the TMP, which describes the requirements for a deviation from the TMP, including, but not limited to, lane closure changes and working hours. If the Contractor is requesting change(s) to the TMP, he is responsible for the documents listed in this section, **including preparation of his own revised TMP**. Templates are available on

the RIDOT website under the "Work Zone Safety & Mobility" section at:

https://www.dot.ri.gov/business/contractorsandconsultants.php

20. SHOP DRAWINGS AND SUBMITTALS:

The following list of work for which shop drawings and/or other submittals are required is provided for the convenience of the contractor. This list includes only major items of work; it does not itemize all submittals required by the contract documents. All submittals shall be in accordance with Section 105.02 of the Standard Specifications. The contractor is responsible for timely submission of all shop drawings and other documents required by the contract. No extra payment will be made, nor will any extension be made to the contract completion date for making required submittals.

Cut-sheet submittals for items not listed on the RIDOT Approved Materials List shall clearly indicate conformance with the requirements of the Standard Specifications. The Contractor shall highlight or note the relevant conformances. Items that do not indicate conformance may be rejected.

a. Compost filter sock
b. Filter bag for catch basin
c. Traffic Signal Items
d. Temporary Traffic Control Plans (for deviations from provided plans and TMP)
e. Guardrail
f. Wheelchair Ramp as-builts

21. ENVIRONMENTAL PERMITS:

It shall be the Contractor's responsibility to adhere to all restrictions as stated or implied by the permits and orders attached hereto and included as part of the contract documents.

There will be no special payment for work done to comply with these permits and orders.

Appropriate assents or permits from RIDEM:

22. CITY/LOCAL STREET DETOURS:

The Contractor shall note that detours shall only occur on roadways listed in the Transportation Management Plan and applicable Maintenance and Protection of Traffic Plans/Detour Plans. The Contractor may, at their own discretion, coordinate other detours with the City of Woonsocket, including obtaining any permits, adhering to any City ordinances, City requirements, and/or any other conditions set forth by the City. The Contractor shall assume all risk with said coordination and RIDOT will bear no penalty and will not provide any time extensions due to denied detour requests. The Contractor shall be required to post as many flagpersons and applicable traffic control devices as necessary to conform to the City requirements, all at no additional cost to the State.

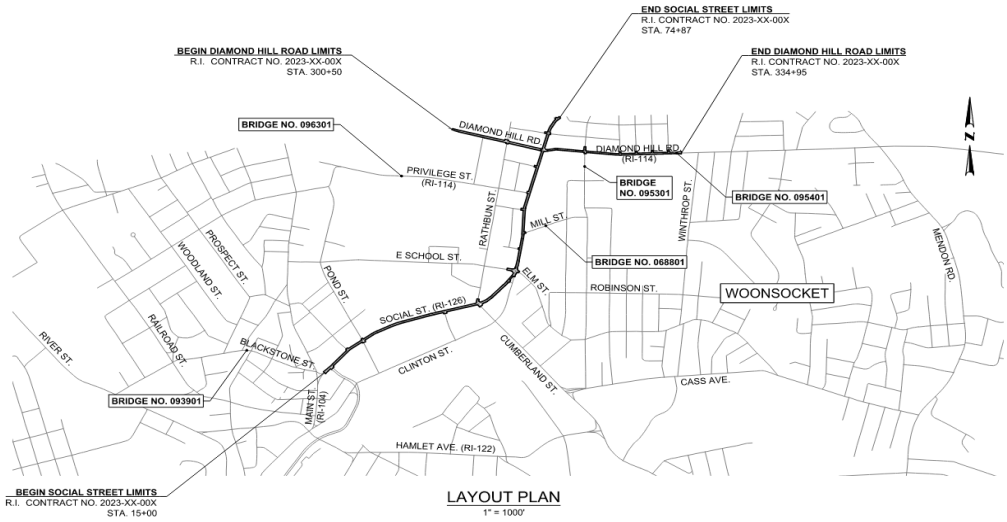
APPENDIX

Transportation Management Plan (TMP)

LEVEL 2 TRANSPORTATION MANAGEMENT PLAN

SIGNIFICANT PROJECT

Project Name:	**WOONSOCKET CORRIDOR**
RI Design Contract No(s):	**2023-EH-004A**
RI Construction Contract No(s):	**2025-CB-031**
PTSID #	**2607D**
Municipalities:	**Woonsocket**
Submission:	**ADV**
Date:	**27-Aug-2025**



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TMP ROLES AND RESPONSIBILITIES

TMP Development Managers

RIDOT Project Manager for the project and Design Consultant who is responsible for development of this TMP

RIDOT PROJECT MANAGER	
Name:	**Chue Kue**
Title:	**Project Manager I**
Unit:	**Project Management**
Office Phone:	**401-563-4082**
Mobile Phone:	**401-296-4866**
E-Mail:	chue.kue@dot.ri.gov

DESIGN CONSULTANT	
Name:	**Jon Skaarup, PE, PTOE**
Title:	**Senior Traffic Engineer**
Company/Unit:	**GM2, Inc.**
Office Phone:	**401-726-4084**
Mobile Phone:	
E-Mail:	jskaarup@GM2inc.com

TMP Implementation Managers

RIDOT Construction Manager and Contractor with the primary responsibility for implementation of this TMP

RIDOT CONSTRUCTION MANAGER	
Name:	
Title:	
Unit:	
Office Phone:	
Mobile Phone:	
E-Mail:	

CONTRACTOR	
Name:	
Title:	
Company/Unit:	
Office Phone:	
Mobile Phone:	
E-Mail:	

TMP Implementation Task Leaders

Other parties responsible for completing specific transportation management tasks required by this TMP

NAME / TITLE (if individual is named)		COMPANY / UNIT	PHONE	E-MAIL
		RIDOT / TMC	**401-222-5826**	tmc_operations@dot.ri.gov
Task Description / Responsibilities:	To be contacted 48 hours prior to the implementation of lane closures and detours.			
		RIDOT / Communications	**401-222-1362**	https://ridot.wufoo.com/forms/z13
Task Description / Responsibilities:	Lane closure notification form must be filled out one week prior to starting operations.			
		RIDOT / Customer Service	**401-222-2450**	CustomerService@dot.ri.gov
Task Description / Responsibilities:	To be contacted 48 hours prior to the implementation of lane closures and detours.			
Task Description / Responsibilities:				

TMP Implementation Task Leaders (continued)

NAME / TITLE (if individual is named)	COMPANY / UNIT	PHONE	E-MAIL
Task Description / Responsibilities:			
Task Description / Responsibilities:			
Task Description / Responsibilities:			
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TMP Stakeholder Contacts

TMP Stakeholders to be consulted or coordinated with during the work

NAME / TITLE (if individual is named)	COMPANY / UNIT	PHONE	E-MAIL

Woonsocket Primary Stakeholder Contact Information

Position	Title/Name	Phone	E-mail
Woonsocket	Mayor Chris Beauchamp	401-767-9205	mayorchristopherbeauchamp@woonsocketri.org mayor@woonsocketri.org
	Planning Director Michael Debroisse	(401)767-9237	mdebroisse@woonsocketri.org
	City Engineer - VACANT		
D.P.W.	Director Steven D'Agostino	(401)767-9213	sdagostino@woonsocketri.org
Fire Dep.	Chief Robert Cahill	(401)765-2500	rcahill@woonsocketri.org
Police Dep.	Chief Thomas F. Oates III	(401)767-8828	toates@woonsocketri.org
School Admin.	Superintendent Patrick McGee	(401)767-4600	pmcgee@woonsocketschools.com
Hospital/ Ambulance	EMA Director Deputy Chief Timothy Walsh	(401)692-0800	twalsh@woonsocketri.org

Bellingham Primary Stakeholder Contact Information

Position	Title/Name	Phone	E-mail
Bellingham	Town Administrator - Jesse Riedle	(508)966-5816	JRiedle@bellinghamma.org
	Director of Plan.&Eng. - Robert Lussier	(508)657-2893	RLussier@bellighamma.org
Fire Dep.	Chief William Miller	(508)966-1112	
Police Dep.	Chris Padula		CPadula@bellinghamma.org

Emergency Service Contacts

Emergency service agencies/providers expected to be impacted by the project work zones

NAME / TITLE (if individual is named)		AGENCY / UNIT	PHONE	E-MAIL
Colonel Darnell S. Weaver	**Superintendent**	**Rhode Island State Police**	**401-444-1000**	
Special Details / Requirements:				
Eugene Jallette	**Director**	**Woonsocket Public Safety**	**401-766-1212**	ejalette@woonsocketri.org
Special Details / Requirements:				
Thomas Oates III	**Chief**	**Woonsocket Police Department**	**401-767-8828**	toates@woonsocketri.org
Special Details / Requirements:				
Robert Cahill	**Chief**	**Woonsocket Fire Department**	**401-765-2500**	rcahill@woonsocketri.org
Special Details / Requirements:				
Steven D'Agostino	**Director**	**Woonsocket Public Works**	**401-946-9996**	sdagostino@woonsocketri.org
Special Details / Requirements:				
Jesse Riedle	**Director**	**Bellingham Public Works**	**508-966-5816**	
Special Details / Requirements:				
William R Miller	**Chief**	**Bellingham Fire Department**	**508-966-1112**	
Special Details / Requirements:				
Ken Fitzgerald	**Chief**	**Bellingham Police Department**	**508-966-1515**	
Special Details / Requirements:				
Colonel Geoffery Noble	**Superintendent**	**Massachusetts State Police**	**508-820-2300**	
Special Details / Requirements:				
Special Details / Requirements:				
Special Details / Requirements:				
Special Details / Requirements:				
Special Details / Requirements:				
Special Details / Requirements:				
Special Details / Requirements:				

PROJECT INFORMATION

Brief Project Description

This project includes pavement improvements, signing, striping, curb, sidewalks and wheelchair ramp work, and pedestrain signal upgrades on Social Street and Diamond Hill Road in Woonsocket, RI. This project also includes the replacement of Bridge No. 096301, the rehabilitation of Bridge No. 093901, and the preservation of Bridge Nos. 068801, 095301 and 095401.

General Work Limits

The work limits include Social Street from Blackstone Street to the Massachusetts State Line, and Diamond Hill Road (Route 114) from the Massachusetts State Line to Bridge No. 095401. Other work limits for this project include Bridge No. 068801, 096301, 093901, and 095301. The work will take place in the sidewalks, shoulders and lanes on Social Street, Diamond Hill Road, and bridges within the limits of the project.

The project includes detours that extend beyond the project limits.

WORK ZONE LOCATIONS

ROADWAY NAME or INTERSECTION	FROM	TO	APPROX. LENGTH
Social Street	**Blackstone Street**	**Massachusetts State Line**	1.13mi
Diamond Hill Road (Route 114)	**Massachusetts State Line**	**Bridge No. 095401**	0.65mi
Bridge No. 068801 (Mill Street)	**---**	**---**	**---**
Bridge No. 096301 (Privilege Street)	**---**	**---**	**---**
Bridge No. 093901 (Blackstone Street)	**---**	**---**	**---**
Bridge No. 095301 (Wood Street)	**---**	**---**	**---**

General Project Schedule & Construction Sequence*

This project is anticipated to last two construction seasons with a NTP in the Spring of 2026. Actual construction is anticipated to start Summer of 2026 and be completed by the Fall of 2027.

*The information in this section is not intended to and shall not supersede the approved schedule and milestone/completion dates for the project.

OTHER ACTIVITIES IN PROJECT VICINITY WITH POTENTIAL FOR CAUSING SIGNIFICANT CUMULATIVE IMPACTS	
ACTIVITY	DETAILS / DATES / LOCATIONS
Woonsocket Main Street Improvements (Prospect to Arnold)	Repaving sidewalks, bumpouts for pedestrian crossings, lighting, etc.
Bridge Group 26C - Woonsocket Blastone River West	Bridges along Blackstone River.
Bridge Group 28 - Woonsocket Blastone River West, Phase 2	Bridges along Blackstone River.
RI-122, Mendon Road	Reconstruction of roadway, wheelchair ramp improvements.
2025 Roadway Departures	Median guardrail work, median regrading to prevent roadway departure crashes on Mendon Road.

TRAFFIC CONDITIONS PRIOR TO START OF WORK

Traffic Data

See attached.

Intersection Control

See attached.

Crash Data

Local Community Issues and Concerns

Coordinate with city officials regarding Autumnfest, Polar Express train rides.

Vehicular and pedestrian/cyclist detours will be required.

EXPECTED TRAFFIC CONDITIONS DURING THE WORK

Traffic Data

See attached memorandum(s).

The detour routes required for this project are inluded in the memorandum(s). Note that the Contractor shall provide timing changes to accommodate detour route traffic volumes at any and all intersections along said detour routes. This work will be incidental to item 937.0100 Furnish, Install, Maintain, And Move Temporary Traffic Protection. The Contractor shall be prepared to make changes to timings at several seperate intervals as needed and or as directed by the Engineer, and shall restore al timings to pre-construction conditions upon completion of the project with the exception of locations otherwise modified by the project plan requirements.

Signalized intersections include:
•RI Route 126 (Social Street and Clinton Street) at East School Street/Elm Street

•RI Route 126 (Social Street) at RI Route 114 (Diamond Hill Road)

•RI Route 114 (Diamond Hill Road) at Bellingham Street/Wood Ave

•RI Route 114 (Diamond Hill Road) at Mendon Road

•Mendon Road at Cass Ave.

•RI Route 126 (Cumberland Street) at Cass Ave.

•RI Route 126 (Cumberland Street) at Clinton Street

•RI Route 126 (Social Street) at Cumberland Street/Rathbun Street

Anticipated Demands from Other Activities in Vicinity of Projec

Autumnfest is a weekend festival held every year on Columbus Day weekend in Woonsocket. There shall be no construction ongoing that weekend.

TRAFFIC-RELATED WORK RESTRICTIONS

General Restrictions

See Attachment A - General Restrictions Chart

Holiday Restrictions

New Year's Day (if on weekend, the Holiday is recognized the Monday after) -- No lane closures on 13:00 New Year's Eve Day through 0:00 day after New Year's (or the Monday if on a weekend)

Martin Luther King Day - No lane closures on the Holiday.

Memorial Day - No lane closures from 13:00 Friday Before to 00:00 Tuesday after the Holiday.

Juneteenth National Freedom Day - No lane closures on the Holiday (if the Holiday falls on the weekend the holiday is recognized on the Monday following the Holiday.)

Independence Day - No lane closures from 13:00 day before until 00:00 the day after the holiday.

Victory Day - No lane closures on the Holiday.

Labor Day - No lane closures from 13:00 day before until 00:00 the day after the holiday

Columbus Day - No lane closures on the holiday.

Veteran's Day - No lane closures on the holiday.

Election Day (If its an Observed RI State Holiday) - No lane closures on the holiday.

Thanksgiving Day - No lane closures shall be performed by the contractor on Wednesday through Sunday of Thanksgiving Week. Work can resume at 00:00 on Monday after the Holiday weekend.

Christmas Day (if on weekend, the Holiday is recognized the Monday after) - No lane closures from 13:00 on Christmas Eve through 0:00 day after Christmas

TEMPORARY TRAFFIC CONTROL PLANS

These RIDOT- and/or Designer-Developed TTC Plans will be used during the work on this project

RIDOT-DEVELOPED TYPICAL TTC PLANS	Included in: TMP	Plan Set
☐ Mobile Operation		
☐ Work Beyond the Shoulder		
☐ Shoulder Closure - Two Lane Road		
☐ Shoulder Closure - Limited Access		
☐ 1-Side Lane Shift - Two Lane Road		
☐ 2-Side Lane Shift - Two Lane Road		
☐ Lane Shift - Limited Access		
☐ Lane Closure - Two Lane Road		
☐ Lane Closure - Four Lane Road		
☐ Lane Closure - Limited Access		
☐ Double Lane Closure - Limited Access		
☐ Others (list) -		

DESIGNER-DEVELOPED TTC PLANS	Included in: TMP	Plan Set
Traffic Control Details		X
Traffic Detour Plans		X
Road Closure Details		X
Traffic Staging Plans		X

PUBLIC INFORMATION PLAN

These strategies will be used to provide information concerning the project to road users and the community

Public Awareness Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS
RIDOT travel advisories news releases	RIDOT TMP Imp. Mngr. to send RIDOT notification form to Communications min. 48 hrs. in advance of restrictions. Communications to include appropriate information in weekly news releases.
RIDOT travel advisories web site	RIDOT TMP Imp. Mngr. to send RIDOT notification form to Communications min. 48 hrs. in advance of restrictions. Communications to post appropriate information on RIDOT travel advisories web page.
Other press releases/media alerts	RIDOT TMP Imp. Mngr. to send RIDOT notification form to Communications min. 4 weeks in advance of restrictions. Communications to post appropriate information on RIDOT travel advisories web page.

Road User Information Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS
RIDOT 511 traveler information system	RIDOT TMP Imp. Mngr. to send RIDOT notification form to RIDOT TMC min. 48 hrs. in advance of restrictions. RIDOT TMC to include appropriate restriction information in 511 phone and web services.
Changeable message signs (CMS)	PCMS shall be used to inform motorists of raodwaork activities and start dates. Location(s) subject to change.

TRANSPORTATION OPERATIONS PLAN

These strategies will be used to provide improved transportation operations/safety within project work zones

Corridor/Network Management Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS
Signal timing/coordination improvements	Traffic signals in the immediate vicinity of the project shall be monitored for changes in traffic volumes and timings modified as needed.

Work Zone Safety Management Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS
Temporary traffic barrier	To be deployed at locations as shown on the plans.
Crash attenuators	To be deployed at locations as shown on the plans.

Traffic/Incident Management & Enforcement Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS
Establish available local detour routes	To be used when Wood Ave is closed for work on Bridge No. 953
	To be used when RI Route 114 (Diamond Hill Road) is closed for work on Bridge No. 954
	To be used when RI Route 114 (Privilege Street) is closed for work on Bridge No. 963

Demand Management Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

PERFORMANCE MONITORING PLAN

General Monitoring Requirements

The **Contractor's TMP Implementation Manager** is responsible for keeping the portion of the project being used by public traffic in a condition that (1) safely and adequately accommodates such traffic and (2) is in accordance with the Traffic-Related Work Restrictions, the Temporary Traffic Control Plans, and where appropriate, the other transportation management strategies identified above.

The **RIDOT TMP Implementation Manager** or his/her responsible designee should (1) inspect the project work zones for conformance with the Temporary Traffic Control Plans, the *ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features*, and where applicable, the other transportation management strategies identified above and (2) document all work zone-related feedback and complaints that are received from the public.

Project-Specific Performance Monitoring Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

CHANGES TO TMP & CONTINGENCY PLANS

If at any time (1) a deviation from any of the strategies included in the TMP (e.g., the use of an alternate construction sequence) is desired by one or more members of the project implementation team, (2) field observations and/or data suggest that impacts to road users are or will be unacceptable, or (3) one or more performance requirements established in the TMP are not being met in the field, the RIDOT TMP Implementation Manager and/or Project Manager shall report the situation to his/her supervisor. The Project Manager will coordinate with the Design Consultant of record and present the changes to the State Traffic Safety Engineer, Administrator of Project Management, the Chief Engineer of Infrastructure, and/or other interested parties as appropriate and/or necessary to consider and determine whether revised alternate strategies should be implemented in an effort to lessen the adverse safety and mobility impacts of the project. If any changes should be implemented, the changes shall be documented in a revised version of the TMP. Any changes implemented can be removed at any time, at RIDOTs discretion, if unexpected adverse impacts to traffic occur.

If a deviation from any of the strategies included in the TMP is requested by the Contractor, the Contractor is responsible for preparing and submitting to the RIDOT TMP Implementation Manager at least 21 days in advance of the proposed change, the appropriate documentation (e.g., design calculations, analysis reports, Temporary Traffic Control Plans, etc.) showing that the requested change(s) are (1) feasible and (2) expected to result in safety and mobility impacts that are no more adverse than the impacts resulting from the strategies already included in the latest approved TMP. RIDOT will review and consider the submittal(s) as described in the preceding paragraph and will determine whether the changes should be implemented. The Contractor shall prepare and submit to the RIDOT TMP Implementation Manager a revised version of the latest approved TMP in both printed and electronic (Microsoft® Excel) format that documents all of the proposed changes. Work to implement the changes shall not begin until the revised TMP is approved.

When unexpected events (e.g., crashes, inclement weather, unforeseen traffic demands, etc.) occur in a project work zone where one or more lanes are closed, the RIDOT TMP Implementation Manager or his/her responsible designee should (1) determine whether or not the lane closure(s) can/should be removed in order to improve traffic operations and/or minimize delays and (2) if deemed appropriate, take action to remove the lane closure(s).

Project Specific Contingencies

TMP APPROVALS

All approvals must be obtained prior to start of work

DIRECTOR OF PROJECT MANAGEMENT	STATE TRAFFIC SAFETY ENGINEER	CHIEF ENGINEER OF INFRASTRUCTURE
Signature:	Signature:	Signature:
Lori A. Fisette	Steve Pristawa, P.E.	Robert Rocchio, P.E.
Date:	Date	Date:

Revision #	Initials	Date

Revision #	Initials	Date

Revision #	Initials	Date

LIST OF ATTACHMENTS

Attachment A - General Restrictions Chart
Attachment B - Detour Analysis Memos (inlcudes traffic counts)

Location	MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC[1,2,3,4,5]								
	Time of Day		Day of Week						
	From	To	SUN	MON	TUES	WED	THURS	FRI	SAT
Social Street (Sta. 15+00 to E School St/Elm St) (One-way Westbound Traffic Only)	0:00	6:00	ALL	1L	1L	1L	1L	1L	ALL
	6:00	9:00	1L	ALL	ALL	ALL	ALL	ALL	1L
	9:00	15:00	1L	1L	1L	1L	1L	1L	1L
	15:00	18:00	1L	ALL	ALL	ALL	ALL	ALL	1L
	18:00	24:00	1L	1L	1L	1L	1L	ALL	ALL
Social Street (E School St/Elm St to MA State Line) (Two-way Traffic)	0:00	6:00	ALL	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL
	6:00	9:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	9:00	15:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT
	15:00	18:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	18:00	24:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL	ALL
Diamond Hill Road (Route 114) (MA State Line to Social Street)	0:00	6:00	ALL	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL
	6:00	9:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	9:00	15:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT
	15:00	18:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	18:00	24:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL	ALL
Diamond Hill Road (Route 114) (Social Street to Bridge No. 095401)	0:00	6:00	ALL	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL
	6:00	9:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	9:00	15:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT
	15:00	18:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	18:00	24:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL	ALL
Bridge No. 095301 (Wood Avenue/Bellingham Street)	0:00	6:00	ALL	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL
	6:00	9:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	9:00	15:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT
	15:00	18:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	18:00	24:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL	ALL
Bridge No. 096301 (Privilege Street)	0:00	6:00	ALL	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL
	6:00	9:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	9:00	15:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT
	15:00	18:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	18:00	24:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL	ALL
Bridge No. 093901 (Blackstone Street)	0:00	6:00	ALL	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL
	6:00	9:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	9:00	15:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT
	15:00	18:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	18:00	24:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL	ALL
Bridge No. 068801 (Mill Street)	0:00	6:00	ALL	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL
	6:00	9:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	9:00	15:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT
	15:00	18:00	1L-ALT	ALL	ALL	ALL	ALL	ALL	1L-ALT
	18:00	24:00	1L-ALT	1L-ALT	1L-ALT	1L-ALT	1L-ALT	ALL	ALL

LEGEND

ALL	All travel lanes and shoulders shall remain open to traffic.
1L	A minimum of one 11-foot wide travel lane in each direction shall remain open to traffic.
1L-ALT	A minimum of one 11-foot wide travel lane in each direction shall remain open to alternating traffic.
DETOUR	All traffic to be detoured

NOTES

1 The set-up and break-down of temporary traffic control devices within a traveled way shall be construed as a closure of that traveled way.

2 The provisions noted herein shall not free the Contractor from his responsibility to conduct all work in such a manner that assures the least possible obstruction to traffic.

3 Access to and egress from all ramps within the Project work zones shall be maintained at all times unless otherwise noted or shown on the plans.

4 Access to and egress from all businesses within the Project work zones shall be maintained at all times unless otherwise noted or shown on the plans.

5 Lane closures are for active work prior to or upon completion of the bridge work long term detours.

	MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC[1,2,3,4]								
	Time of Day		Day of Week						
Location	From	To	SUN	MON	TUES	WED	THURS	FRI	SAT
Bridge No. 095301 (Wood Street) (2 Month Closure)	0:00	6:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	6:00	9:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	9:00	15:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	15:00	20:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	20:00	24:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
Bridge No. 095401 (Diamond Hill Road) (2 Month Closure)	0:00	6:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	6:00	9:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	9:00	15:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	15:00	20:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	20:00	24:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
Bridge No. 096301 (Privilege Street) (4.5 Month Closure)	0:00	6:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	6:00	9:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	9:00	15:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	15:00	20:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
	20:00	24:00	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR

LEGEND

ALL	All travel lanes and shoulders shall remain open to traffic.
DETOUR	All traffic to be detoured as shown on the plans.

NOTES

1 The set-up and break-down of temporary traffic control devices within a traveled way shall be construed as a closure of that traveled way.

2 The provisions noted herein shall not free the Contractor from his responsibility to conduct all work in such a manner that assures the least possible obstruction to traffic.

3 Access to and egress from all ramps within the Project work zones shall be maintained at all times unless otherwise noted or shown on the plans.

4 Access to and egress from all businesses within the Project work zones shall be maintained at all times unless otherwise noted or shown on the plans.

5 No detour will be allowed to be implemented until the Contractor has materials on-site and is ready to actively work on the closed area(s).

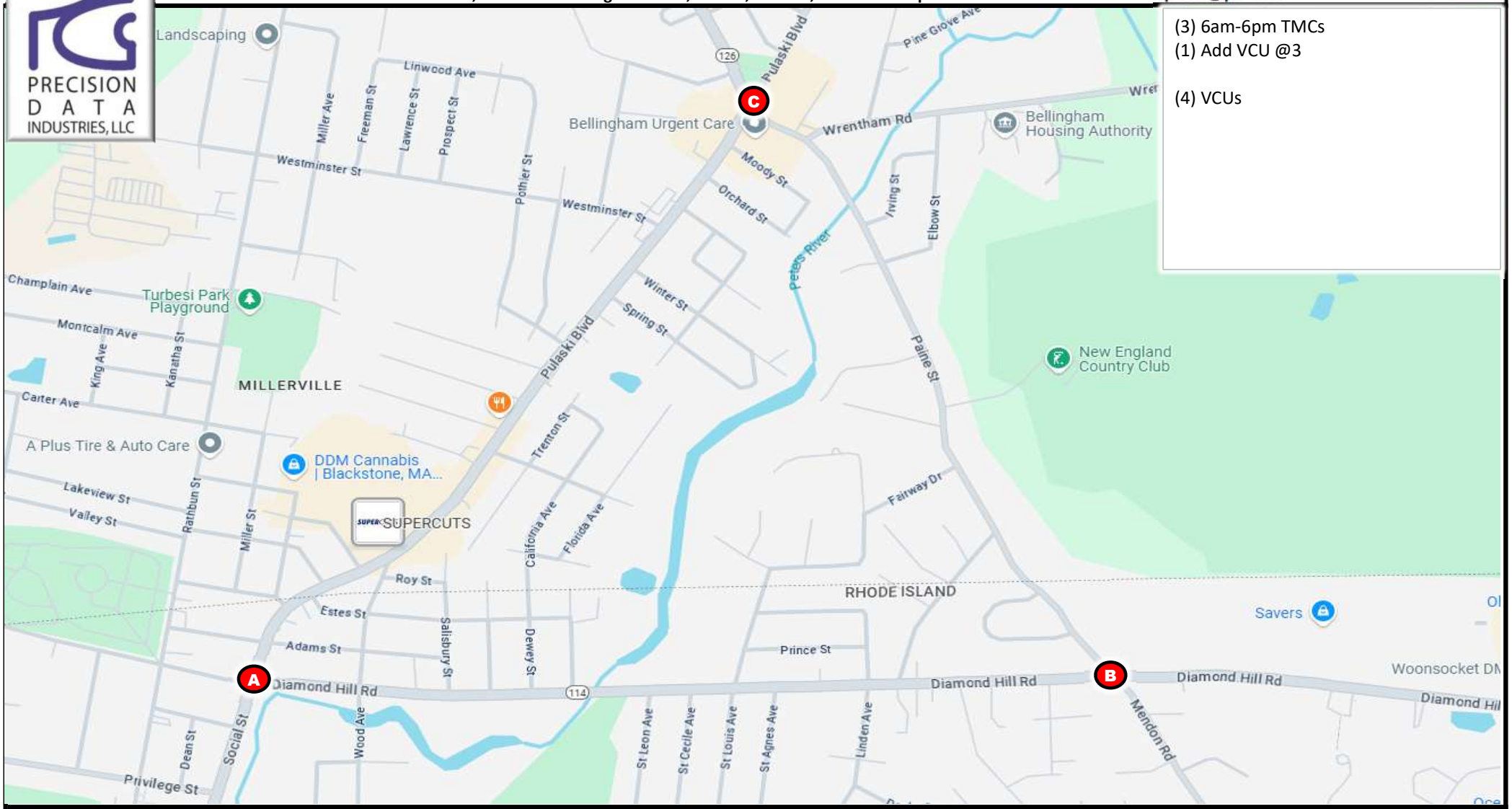
APPENDIX – 2025 TRAFFIC VOLUMES

Location Map: 250554 Woonsocket-Bellingham

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

(3) 6am-6pm TMCs
(1) Add VCU @3

(4) VCUs



Client:	Engineer:	Site Code:	Date:	PDI Job #	City, State:
GM2	J. Skaarup	2023EB027.WO5	Wed 5/14 - Thur 5/15	250554	Woonsocket-Bellingham

PDI File #: **250554 A**
Location: **N: Social Street S: Social Street**
Location: **E: Diamond Hill Road W: Diamond Hill Road**
City, State: **Woonsocket, RI**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class:

Cars and Heavy Vehicles (Combined)

	Social Street from North					Diamond Hill Road from East					Social Street from South					Diamond Hill Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:00 AM	0	20	0	0	20	2	14	18	0	34	32	111	0	0	143	1	7	9	0	17	214
6:15 AM	0	22	0	0	22	1	11	13	0	25	33	99	2	0	134	0	15	5	0	20	201
6:30 AM	3	17	0	0	20	2	11	17	0	30	39	96	2	0	137	0	12	10	0	22	209
6:45 AM	2	35	2	0	39	1	11	20	0	32	31	77	1	0	109	0	20	8	0	28	208
Total	5	94	2	0	101	6	47	68	0	121	135	383	5	0	523	1	54	32	0	87	832
7:00 AM	1	44	3	0	48	0	12	30	0	42	30	76	0	0	106	1	22	11	0	34	230
7:15 AM	6	35	1	0	42	3	9	21	0	33	40	93	0	0	133	1	16	13	0	30	238
7:30 AM	3	53	4	0	60	1	18	50	0	69	33	88	1	0	122	0	21	7	0	28	279
7:45 AM	5	49	1	0	55	1	19	35	0	55	53	83	0	0	136	1	27	8	0	36	282
Total	15	181	9	0	205	5	58	136	0	199	156	340	1	0	497	3	86	39	0	128	1029
8:00 AM	1	45	2	0	48	3	25	32	0	60	36	74	1	0	111	1	20	9	0	30	249
8:15 AM	2	39	4	0	45	3	16	44	0	63	39	82	2	0	123	0	19	3	0	22	253
8:30 AM	4	41	0	0	45	2	18	31	0	51	40	72	0	0	112	2	17	5	0	24	232
8:45 AM	2	41	0	0	43	1	21	37	0	59	48	57	1	0	106	0	33	10	0	43	251
Total	9	166	6	0	181	9	80	144	0	233	163	285	4	0	452	3	89	27	0	119	985
9:00 AM	8	59	2	0	69	3	10	35	0	48	30	68	1	0	99	0	31	7	0	38	254
9:15 AM	9	50	2	0	61	2	22	31	0	55	45	77	0	0	122	0	22	10	0	32	270
9:30 AM	1	60	3	0	64	1	23	51	0	75	44	70	5	0	119	1	19	6	0	26	284
9:45 AM	4	60	1	0	65	2	25	37	0	64	57	74	1	0	132	1	24	14	0	39	300
Total	22	229	8	0	259	8	80	154	0	242	176	289	7	0	472	2	96	37	0	135	1108
10:00 AM	11	56	2	0	69	3	17	32	0	52	43	66	2	0	111	1	21	5	0	27	259
10:15 AM	4	50	2	0	56	2	14	42	0	58	45	71	1	0	117	1	22	4	0	27	258
10:30 AM	8	44	4	0	56	4	25	43	0	72	46	56	4	0	106	2	18	7	0	27	261
10:45 AM	7	47	2	0	56	3	21	45	0	69	44	76	1	0	121	0	27	6	0	33	279
Total	30	197	10	0	237	12	77	162	0	251	178	269	8	0	455	4	88	22	0	114	1057
11:00 AM	8	54	2	0	64	6	19	31	0	56	29	56	6	0	91	0	23	9	0	32	243
11:15 AM	6	51	1	0	58	2	21	36	0	59	38	47	3	0	88	0	23	8	0	31	236
11:30 AM	4	48	2	0	54	6	19	35	0	60	47	62	2	0	111	3	18	6	0	27	252
11:45 AM	8	54	3	0	65	4	31	37	0	72	40	47	3	0	90	1	17	7	0	25	252
Total	26	207	8	0	241	18	90	139	0	247	154	212	14	0	380	4	81	30	0	115	983
12:00 PM	6	67	3	0	76	1	22	48	0	71	60	71	2	0	133	0	37	15	0	52	332
12:15 PM	6	66	3	0	75	6	19	44	0	69	54	68	5	0	127	2	37	5	0	44	315
12:30 PM	5	54	3	0	62	3	37	48	0	88	48	77	2	0	127	2	21	11	0	34	311
12:45 PM	8	72	2	0	82	0	33	41	0	74	44	62	0	0	106	2	17	10	0	29	291
Total	25	259	11	0	295	10	111	181	0	302	206	278	9	0	493	6	112	41	0	159	1249
1:00 PM	4	65	4	0	73	4	33	32	0	69	62	60	6	0	128	4	26	14	0	44	314
1:15 PM	4	78	6	0	88	2	31	48	0	81	40	64	1	0	105	1	24	3	0	28	302
1:30 PM	10	53	5	0	68	2	31	50	0	83	49	71	4	0	124	4	25	9	0	38	313
1:45 PM	11	75	3	0	89	4	24	52	0	80	58	74	3	0	135	1	21	12	0	34	338
Total	29	271	18	0	318	12	119	182	0	313	209	269	14	0	492	10	96	38	0	144	1267
2:00 PM	7	63	4	0	74	6	25	56	0	87	42	85	2	0	129	0	41	19	0	60	350
2:15 PM	9	79	3	0	91	2	30	53	0	85	47	93	1	0	141	1	29	15	0	45	362
2:30 PM	7	48	2	0	57	6	40	60	0	106	49	73	2	0	124	1	33	13	0	47	334
2:45 PM	6	76	4	0	86	10	33	52	0	95	52	68	3	0	123	4	32	11	0	47	351
Total	29	266	13	0	308	24	128	221	0	373	190	319	8	0	517	6	135	58	0	199	1397
3:00 PM	8	86	6	0	100	5	45	70	0	120	46	67	0	0	113	0	30	9	0	39	372
3:15 PM	9	104	0	0	113	1	34	67	0	102	45	64	7	0	116	2	23	9	0	34	365
3:30 PM	3	94	2	0	99	5	31	56	0	92	67	64	4	0	135	5	35	8	0	48	374
3:45 PM	15	105	2	0	122	3	44	56	0	103	47	66	5	0	118	1	35	12	0	48	391
Total	35	389	10	0	434	14	154	249	0	417	205	261	16	0	482	8	123	38	0	169	1502
4:00 PM	8	94	1	0	103	4	45	53	0	102	42	70	6	0	118	5	40	12	0	57	380
4:15 PM	8	113	5	0	126	8	45	50	0	103	50	74	2	0	126	1	19	7	0	27	382
4:30 PM	12	92	6	0	110	8	25	42	0	75	54	74	0	0	128	2	32	17	0	51	364
4:45 PM	15	76	3	0	94	2	43	61	0	106	48	69	2	0	119	4	26	9	0	39	358
Total	43	375	15	0	433	22	158	206	0	386	194	287	10	0	491	12	117	45	0	174	1484
5:00 PM	8	102	2	0	112	5	22	64	0	91	52	69	3	0	124	1	31	9	0	41	368
5:15 PM	12	103	2	0	117	3	45	57	0	105	48	63	7	0	118	2	32	11	0	45	385

PDI File #: **250554 A**
Location: **N: Social Street S: Social Street**
Location: **E: Diamond Hill Road W: Diamond Hill Road**
City, State: **Woonsocket, RI**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	Social Street from North					Diamond Hill Road from East					Social Street from South					Diamond Hill Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:30 PM	7	90	4	0	101	2	44	57	0	103	54	74	1	0	129	5	31	8	0	44	377
5:45 PM	10	95	4	0	109	10	32	55	0	97	46	94	1	0	141	1	32	12	0	45	392
Total	37	390	12	0	439	20	143	233	0	396	200	300	12	0	512	9	126	40	0	175	1522
Grand Total	305	3024	122	0	3451	160	1245	2075	0	3480	2166	3492	108	0	5766	68	1203	447	0	1718	14415
Approach %	8.8	87.6	3.5	0.0		4.6	35.8	59.6	0.0		37.6	60.6	1.9	0.0		4.0	70.0	26.0	0.0		
Total %	2.1	21.0	0.8	0.0	23.9	1.1	8.6	14.4	0.0	24.1	15.0	24.2	0.7	0.0	40.0	0.5	8.3	3.1	0.0	11.9	
Exiting Leg Total					4099					3491					5167					1658	14415
Cars	299	2912	120	0	3331	159	1218	2014	0	3391	2104	3358	106	0	5568	67	1173	443	0	1683	13973
% Cars	98.0	96.3	98.4	0.0	96.5	99.4	97.8	97.1	0.0	97.4	97.1	96.2	98.1	0.0	96.6	98.5	97.5	99.1	0.0	98.0	96.9
Exiting Leg Total					3960					3397					4993					1623	13973
Heavy Vehicles	6	112	2	0	120	1	27	61	0	89	62	134	2	0	198	1	30	4	0	35	442
% Heavy Vehicles	2.0	3.7	1.6	0.0	3.5	0.6	2.2	2.9	0.0	2.6	2.9	3.8	1.9	0.0	3.4	1.5	2.5	0.9	0.0	2.0	3.1
Exiting Leg Total					139					94					174					35	442

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

9:15 AM	Social Street from North					Diamond Hill Road from East					Social Street from South					Diamond Hill Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
9:15 AM	9	50	2	0	61	2	22	31	0	55	45	77	0	0	122	0	22	10	0	32	270
9:30 AM	1	60	3	0	64	1	23	51	0	75	44	70	5	0	119	1	19	6	0	26	284
9:45 AM	4	60	1	0	65	2	25	37	0	64	57	74	1	0	132	1	24	14	0	39	300
10:00 AM	11	56	2	0	69	3	17	32	0	52	43	66	2	0	111	1	21	5	0	27	259
Total Volume	25	226	8	0	259	8	87	151	0	246	189	287	8	0	484	3	86	35	0	124	1113
% Approach Total	9.7	87.3	3.1	0.0		3.3	35.4	61.4	0.0		39.0	59.3	1.7	0.0		2.4	69.4	28.2	0.0		
PHF	0.568	0.942	0.667	0.000	0.938	0.667	0.870	0.740	0.000	0.820	0.829	0.932	0.400	0.000	0.917	0.750	0.896	0.625	0.000	0.795	0.928
Cars	24	212	8	0	244	7	85	148	0	240	185	265	8	0	458	3	84	34	0	121	1063
Cars %	96.0	93.8	100.0	0.0	94.2	87.5	97.7	98.0	0.0	97.6	97.9	92.3	100.0	0.0	94.6	100.0	97.7	97.1	0.0	97.6	95.5
Heavy Vehicles	1	14	0	0	15	1	2	3	0	6	4	22	0	0	26	0	2	1	0	3	50
Heavy Vehicles %	4.0	6.2	0.0	0.0	5.8	12.5	2.3	2.0	0.0	2.4	2.1	7.7	0.0	0.0	5.4	0.0	2.3	2.9	0.0	2.4	4.5
Cars Enter Leg	24	212	8	0	244	7	85	148	0	240	185	265	8	0	458	3	84	34	0	121	1063
Heavy Enter Leg	1	14	0	0	15	1	2	3	0	6	4	22	0	0	26	0	2	1	0	3	50
Total Entering Leg	25	226	8	0	259	8	87	151	0	246	189	287	8	0	484	3	86	35	0	124	1113
Cars Exiting Leg					306					277					363					117	1063
Heavy Exiting Leg					24					6					17					3	50
Total Exiting Leg					330					283					380					120	1113

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	Social Street from North					Diamond Hill Road from East					Social Street from South					Diamond Hill Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:45 PM	11	75	3	0	89	4	24	52	0	80	58	74	3	0	135	1	21	12	0	34	338
2:00 PM	7	63	4	0	74	6	25	56	0	87	42	85	2	0	129	0	41	19	0	60	350
2:15 PM	9	79	3	0	91	2	30	53	0	85	47	93	1	0	141	1	29	15	0	45	362
2:30 PM	7	48	2	0	57	6	40	60	0	106	49	73	2	0	124	1	33	13	0	47	334
Total Volume	34	265	12	0	311	18	119	221	0	358	196	325	8	0	529	3	124	59	0	186	1384
% Approach Total	10.9	85.2	3.9	0.0		5.0	33.2	61.7	0.0		37.1	61.4	1.5	0.0		1.6	66.7	31.7	0.0		
PHF	0.773	0.839	0.750	0.000	0.854	0.750	0.744	0.921	0.000	0.844	0.845	0.874	0.667	0.000	0.938	0.750	0.756	0.776	0.000	0.775	0.956
Cars	34	260	12	0	306	18	117	214	0	349	193	314	8	0	515	3	122	59	0	184	1354
Cars %	100.0	98.1	100.0	0.0	98.4	100.0	98.3	96.8	0.0	97.5	98.5	96.6	100.0	0.0	97.4	100.0	98.4	100.0	0.0	98.9	97.8
Heavy Vehicles	0	5	0	0	5	0	2	7	0	9	3	11	0	0	14	0	2	0	0	2	30
Heavy Vehicles %	0.0	1.9	0.0	0.0	1.6	0.0	1.7	3.2	0.0	2.5	1.5	3.4	0.0	0.0	2.6	0.0	1.6	0.0	0.0	1.1	2.2
Cars Enter Leg	34	260	12	0	306	18	117	214	0	349	193	314	8	0	515	3	122	59	0	184	1354
Heavy Enter Leg	0	5	0	0	5	0	2	7	0	9	3	11	0	0	14	0	2	0	0	2	30
Total Entering Leg	34	265	12	0	311	18	119	221	0	358	196	325	8	0	529	3	124	59	0	186	1384
Cars Exiting Leg					391					327					477					159	1354
Heavy Exiting Leg					11					5					12					2	30
Total Exiting Leg					402					332					489					161	1384

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 A**
Location: **N: Social Street S: Social Street**
Location: **E: Diamond Hill Road W: Diamond Hill Road**
City, State: **Woonsocket, RI**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	Social Street					Diamond Hill Road					Social Street					Diamond Hill Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:30 PM	Social Street					Diamond Hill Road					Social Street					Diamond Hill Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
3:30 PM	3	94	2	0	99	5	31	56	0	92	67	64	4	0	135	5	35	8	0	48	374
3:45 PM	15	105	2	0	122	3	44	56	0	103	47	66	5	0	118	1	35	12	0	48	391
4:00 PM	8	94	1	0	103	4	45	53	0	102	42	70	6	0	118	5	40	12	0	57	380
4:15 PM	8	113	5	0	126	8	45	50	0	103	50	74	2	0	126	1	19	7	0	27	382
Total Volume	34	406	10	0	450	20	165	215	0	400	206	274	17	0	497	12	129	39	0	180	1527
% Approach Total	7.6	90.2	2.2	0.0		5.0	41.3	53.8	0.0		41.4	55.1	3.4	0.0		6.7	71.7	21.7	0.0		
PHF	0.567	0.898	0.500	0.000	0.893	0.625	0.917	0.960	0.000	0.971	0.769	0.926	0.708	0.000	0.920	0.600	0.806	0.813	0.000	0.789	0.976
Cars	34	401	10	0	445	20	162	210	0	392	202	270	16	0	488	12	127	39	0	178	1503
Cars %	100.0	98.8	100.0	0.0	98.9	100.0	98.2	97.7	0.0	98.0	98.1	98.5	94.1	0.0	98.2	100.0	98.4	100.0	0.0	98.9	98.4
Heavy Vehicles	0	5	0	0	5	0	3	5	0	8	4	4	1	0	9	0	2	0	0	2	24
Heavy Vehicles %	0.0	1.2	0.0	0.0	1.1	0.0	1.8	2.3	0.0	2.0	1.9	1.5	5.9	0.0	1.8	0.0	1.6	0.0	0.0	1.1	1.6
Cars Enter Leg	34	401	10	0	445	20	162	210	0	392	202	270	16	0	488	12	127	39	0	178	1503
Heavy Enter Leg	0	5	0	0	5	0	3	5	0	8	4	4	1	0	9	0	2	0	0	2	24
Total Entering Leg	34	406	10	0	450	20	165	215	0	400	206	274	17	0	497	12	129	39	0	180	1527
Cars Exiting Leg					329					339					623					212	1503
Heavy Exiting Leg					4					6					10					4	24
Total Exiting Leg					333					345					633					216	1527

PDI File #: **250554 B**
Location: **N: Social Street S: Social Street**
Location: **E: Diamond Hill Road W: Diamond Hill Road**
City, State: **Woonsocket, RI**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class:

Cars and Heavy Vehicles (Combined)

	Social Street from North					Diamond Hill Road from East					Social Street from South					Diamond Hill Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
6:00 AM	0	34	9	0	43	8	22	12	0	42	15	92	5	0	112	9	55	5	0	69	266
6:15 AM	1	47	13	0	61	12	13	8	0	33	14	119	7	0	140	16	61	9	0	86	320
6:30 AM	0	70	11	0	81	9	22	14	0	45	10	122	9	0	141	18	80	1	0	99	366
6:45 AM	1	56	11	0	68	14	35	11	0	60	21	111	5	0	137	23	54	2	0	79	344
Total	2	207	44	0	253	43	92	45	0	180	60	444	26	0	530	66	250	17	0	333	1296
7:00 AM	1	51	15	0	67	13	29	16	0	58	15	117	16	0	148	16	67	4	0	87	360
7:15 AM	1	79	11	0	91	18	34	16	0	68	20	100	7	0	127	14	77	5	0	96	382
7:30 AM	0	103	16	0	119	18	53	11	0	82	28	104	22	0	154	21	64	5	0	90	445
7:45 AM	2	76	17	1	96	21	45	16	0	82	20	100	23	0	143	35	66	4	0	105	426
Total	4	309	59	1	373	70	161	59	0	290	83	421	68	0	572	86	274	18	0	378	1613
8:00 AM	1	89	16	0	106	8	40	25	0	73	34	73	21	0	128	26	59	1	0	86	393
8:15 AM	3	62	23	0	88	14	60	20	0	94	27	66	19	0	112	20	65	8	0	93	387
8:30 AM	0	64	15	0	79	15	44	26	0	85	32	60	18	0	110	23	60	8	0	91	365
8:45 AM	4	54	13	0	71	10	53	22	0	85	32	76	22	0	130	21	86	7	0	114	400
Total	8	269	67	0	344	47	197	93	0	337	125	275	80	0	480	90	270	24	0	384	1545
9:00 AM	3	50	19	0	72	12	46	25	0	83	39	73	14	0	126	18	66	8	0	92	373
9:15 AM	0	60	16	0	76	16	44	26	0	86	37	73	12	0	122	13	72	3	0	88	372
9:30 AM	5	54	18	0	77	28	78	42	0	148	38	48	17	0	103	18	66	5	0	89	417
9:45 AM	5	53	14	0	72	21	58	30	0	109	36	79	25	0	140	11	86	4	0	101	422
Total	13	217	67	0	297	77	226	123	0	426	150	273	68	0	491	60	290	20	0	370	1584
10:00 AM	2	53	23	0	78	14	57	37	0	108	45	63	13	0	121	17	65	5	0	87	394
10:15 AM	2	41	21	0	64	30	61	27	0	118	50	66	12	0	128	25	74	5	0	104	414
10:30 AM	7	67	20	0	94	25	73	35	0	133	38	61	12	0	111	16	62	3	0	81	419
10:45 AM	2	59	18	0	79	26	63	45	0	134	40	47	14	0	101	23	83	3	0	109	423
Total	13	220	82	0	315	95	254	144	0	493	173	237	51	0	461	81	284	16	0	381	1650
11:00 AM	1	52	27	0	80	20	57	44	0	121	38	50	12	0	100	24	57	4	0	85	386
11:15 AM	2	72	11	0	85	15	62	47	0	124	22	50	15	0	87	22	63	1	0	86	382
11:30 AM	1	64	16	0	81	10	58	45	0	113	40	30	18	0	88	20	76	2	0	98	380
11:45 AM	3	65	33	0	101	17	52	47	0	116	41	58	18	0	117	17	67	2	0	86	420
Total	7	253	87	0	347	62	229	183	0	474	141	188	63	0	392	83	263	9	0	355	1568
12:00 PM	2	70	30	0	102	30	76	45	0	151	44	49	34	0	127	15	115	6	0	136	516
12:15 PM	2	56	32	0	90	24	85	59	0	168	49	56	20	0	125	22	91	4	0	117	500
12:30 PM	5	55	29	0	89	23	65	49	0	137	47	49	19	0	115	19	75	2	0	96	437
12:45 PM	4	50	28	0	82	34	93	48	0	175	59	59	12	0	130	13	81	7	0	101	488
Total	13	231	119	0	363	111	319	201	0	631	199	213	85	0	497	69	362	19	0	450	1941
1:00 PM	4	56	19	0	79	22	82	66	0	170	36	50	16	0	102	27	79	3	0	109	460
1:15 PM	5	63	25	0	93	20	82	47	0	149	57	64	18	0	139	22	66	7	0	95	476
1:30 PM	5	53	19	0	77	34	91	46	0	171	39	77	15	0	131	19	95	6	0	120	499
1:45 PM	6	57	24	0	87	26	67	49	0	142	43	70	29	0	142	26	81	5	0	112	483
Total	20	229	87	0	336	102	322	208	0	632	175	261	78	0	514	94	321	21	0	436	1918
2:00 PM	3	55	30	0	88	26	82	60	0	168	51	59	15	0	125	26	82	2	0	110	491
2:15 PM	6	51	18	0	75	26	73	35	0	134	56	79	32	0	167	21	81	8	0	110	486
2:30 PM	1	67	25	0	93	20	81	60	0	161	47	58	21	0	126	25	82	10	0	117	497
2:45 PM	9	65	37	0	111	26	92	37	0	155	42	51	23	0	116	23	110	4	0	137	519
Total	19	238	110	0	367	98	328	192	0	618	196	247	91	0	534	95	355	24	0	474	1993
3:00 PM	3	69	34	0	106	17	116	62	0	195	45	62	27	0	134	21	96	7	0	124	559
3:15 PM	4	75	26	0	105	19	112	55	0	186	60	61	29	0	150	19	73	10	0	102	543
3:30 PM	3	73	20	0	96	20	114	48	0	182	48	77	26	0	151	20	100	12	0	132	561
3:45 PM	8	86	26	0	120	20	125	54	0	199	39	68	21	0	128	22	92	8	0	122	569
Total	18	303	106	0	427	76	467	219	0	762	192	268	103	0	563	82	361	37	0	480	2232
4:00 PM	8	102	37	0	147	27	143	60	0	230	54	84	21	0	159	16	91	5	0	112	648
4:15 PM	8	89	23	0	120	21	111	41	0	173	41	96	17	0	154	24	85	5	0	114	561
4:30 PM	5	94	27	0	126	29	99	53	0	181	30	78	20	0	128	16	72	5	0	93	528
4:45 PM	4	102	23	0	129	30	128	53	0	211	40	114	25	0	179	22	74	5	0	101	620
Total	25	387	110	0	522	107	481	207	0	795	165	372	83	0	620	78	322	20	0	420	2357
5:00 PM	4	73	19	0	96	23	144	51	0	218	49	85	19	0	153	20	96	5	0	121	588
5:15 PM	3	95	29	0	127	29	99	49	0	177	42	96	20	0	158	15	76	6	0	97	559

PDI File #: **250554 B**
Location: **N: Social Street S: Social Street**
Location: **E: Diamond Hill Road W: Diamond Hill Road**
City, State: **Woonsocket, RI**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class:

Cars and Heavy Vehicles (Combined)

	Social Street from North					Diamond Hill Road from East					Social Street from South					Diamond Hill Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
5:30 PM	2	97	39	0	138	21	115	48	0	184	32	82	21	0	135	28	73	8	0	109	566
5:45 PM	8	85	31	0	124	22	103	41	0	166	44	90	19	0	153	26	87	13	0	126	569
Total	17	350	118	0	485	95	461	189	0	745	167	353	79	0	599	89	332	32	0	453	2282
Grand Total	159	3213	1056	1	4429	983	3537	1863	0	6383	1826	3552	875	0	6253	973	3684	257	0	4914	21979
Approach %	3.6	72.5	23.8	0.0		15.4	55.4	29.2	0.0		29.2	56.8	14.0	0.0		19.8	75.0	5.2	0.0		
Total %	0.7	14.6	4.8	0.0	20.2	4.5	16.1	8.5	0.0	29.0	8.3	16.2	4.0	0.0	28.4	4.4	16.8	1.2	0.0	22.4	
Exiting Leg Total					4793					6566					6049					4571	21979
Cars	153	3010	1036	1	4200	960	3457	1805	0	6222	1761	3357	851	0	5969	957	3588	249	0	4794	21185
% Cars	96.2	93.7	98.1	100.0	94.8	97.7	97.7	96.9	0.0	97.5	96.4	94.5	97.3	0.0	95.5	98.4	97.4	96.9	0.0	97.6	96.4
Exiting Leg Total					4567					6385					5772					4461	21185
Heavy Vehicles	6	203	20	0	229	23	80	58	0	161	65	195	24	0	284	16	96	8	0	120	794
% Heavy Vehicles	3.8	6.3	1.9	0.0	5.2	2.3	2.3	3.1	0.0	2.5	3.6	5.5	2.7	0.0	4.5	1.6	2.6	3.1	0.0	2.4	3.6
Exiting Leg Total					226					181					277					110	794

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:30 AM	Social Street from North					Diamond Hill Road from East					Social Street from South					Diamond Hill Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:30 AM	0	103	16	0	119	18	53	11	0	82	28	104	22	0	154	21	64	5	0	90	445
7:45 AM	2	76	17	1	96	21	45	16	0	82	20	100	23	0	143	35	66	4	0	105	426
8:00 AM	1	89	16	0	106	8	40	25	0	73	34	73	21	0	128	26	59	1	0	86	393
8:15 AM	3	62	23	0	88	14	60	20	0	94	27	66	19	0	112	20	65	8	0	93	387
Total Volume	6	330	72	1	409	61	198	72	0	331	109	343	85	0	537	102	254	18	0	374	1651
% Approach Total	1.5	80.7	17.6	0.2		18.4	59.8	21.8	0.0		20.3	63.9	15.8	0.0		27.3	67.9	4.8	0.0		
PHF	0.500	0.801	0.783	0.250	0.859	0.726	0.825	0.720	0.000	0.880	0.801	0.825	0.924	0.000	0.872	0.729	0.962	0.563	0.000	0.890	0.928
Cars	5	314	70	1	390	57	190	69	0	316	100	329	83	0	512	100	243	16	0	359	1577
Cars %	83.3	95.2	97.2	100.0	95.4	93.4	96.0	95.8	0.0	95.5	91.7	95.9	97.6	0.0	95.3	98.0	95.7	88.9	0.0	96.0	95.5
Heavy Vehicles	1	16	2	0	19	4	8	3	0	15	9	14	2	0	25	2	11	2	0	15	74
Heavy Vehicles %	16.7	4.8	2.8	0.0	4.6	6.6	4.0	4.2	0.0	4.5	8.3	4.1	2.4	0.0	4.7	2.0	4.3	11.1	0.0	4.0	4.5
Cars Enter Leg	5	314	70	1	390	57	190	69	0	316	100	329	83	0	512	100	243	16	0	359	1577
Heavy Enter Leg	1	16	2	0	19	4	8	3	0	15	9	14	2	0	25	2	11	2	0	15	74
Total Entering Leg	6	330	72	1	409	61	198	72	0	331	109	343	85	0	537	102	254	18	0	374	1651
Cars Exiting Leg					403					413					483					278	1577
Heavy Exiting Leg					20					22					21					11	74
Total Exiting Leg					423					435					504					289	1651

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:30 PM	Social Street from North					Diamond Hill Road from East					Social Street from South					Diamond Hill Road from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
1:30 PM	5	53	19	0	77	34	91	46	0	171	39	77	15	0	131	19	95	6	0	120	499
1:45 PM	6	57	24	0	87	26	67	49	0	142	43	70	29	0	142	26	81	5	0	112	483
2:00 PM	3	55	30	0	88	26	82	60	0	168	51	59	15	0	125	26	82	2	0	110	491
2:15 PM	6	51	18	0	75	26	73	35	0	134	56	79	32	0	167	21	81	8	0	110	486
Total Volume	20	216	91	0	327	112	313	190	0	615	189	285	91	0	565	92	339	21	0	452	1959
% Approach Total	6.1	66.1	27.8	0.0		18.2	50.9	30.9	0.0		33.5	50.4	16.1	0.0		20.4	75.0	4.6	0.0		
PHF	0.833	0.947	0.758	0.000	0.929	0.824	0.860	0.792	0.000	0.899	0.844	0.902	0.711	0.000	0.846	0.885	0.892	0.656	0.000	0.942	0.981
Cars	19	202	91	0	312	111	306	185	0	602	180	271	90	0	541	90	333	21	0	444	1899
Cars %	95.0	93.5	100.0	0.0	95.4	99.1	97.8	97.4	0.0	97.9	95.2	95.1	98.9	0.0	95.8	97.8	98.2	100.0	0.0	98.2	96.9
Heavy Vehicles	1	14	0	0	15	1	7	5	0	13	9	14	1	0	24	2	6	0	0	8	60
Heavy Vehicles %	5.0	6.5	0.0	0.0	4.6	0.9	2.2	2.6	0.0	2.1	4.8	4.9	1.1	0.0	4.2	2.2	1.8	0.0	0.0	1.8	3.1
Cars Enter Leg	19	202	91	0	312	111	306	185	0	602	180	271	90	0	541	90	333	21	0	444	1899
Heavy Enter Leg	1	14	0	0	15	1	7	5	0	13	9	14	1	0	24	2	6	0	0	8	60
Total Entering Leg	20	216	91	0	327	112	313	190	0	615	189	285	91	0	565	92	339	21	0	452	1959
Cars Exiting Leg					403					604					477					415	1899
Heavy Exiting Leg					15					15					21					9	60
Total Exiting Leg					418					619					498					424	1959

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 B**
Location: **N: Social Street S: Social Street**
Location: **E: Diamond Hill Road W: Diamond Hill Road**
City, State: **Woonsocket, RI**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	Social Street					Diamond Hill Road					Social Street					Diamond Hill Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	Social Street					Diamond Hill Road					Social Street					Diamond Hill Road					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	8	102	37	0	147	27	143	60	0	230	54	84	21	0	159	16	91	5	0	112	648
4:15 PM	8	89	23	0	120	21	111	41	0	173	41	96	17	0	154	24	85	5	0	114	561
4:30 PM	5	94	27	0	126	29	99	53	0	181	30	78	20	0	128	16	72	5	0	93	528
4:45 PM	4	102	23	0	129	30	128	53	0	211	40	114	25	0	179	22	74	5	0	101	620
Total Volume	25	387	110	0	522	107	481	207	0	795	165	372	83	0	620	78	322	20	0	420	2357
% Approach Total	4.8	74.1	21.1	0.0		13.5	60.5	26.0	0.0		26.6	60.0	13.4	0.0		18.6	76.7	4.8	0.0		
PHF	0.781	0.949	0.743	0.000	0.888	0.892	0.841	0.863	0.000	0.864	0.764	0.816	0.830	0.000	0.866	0.813	0.885	1.000	0.000	0.921	0.909
Cars	25	371	109	0	505	103	473	204	0	780	164	357	83	0	604	77	315	20	0	412	2301
Cars %	100.0	95.9	99.1	0.0	96.7	96.3	98.3	98.6	0.0	98.1	99.4	96.0	100.0	0.0	97.4	98.7	97.8	100.0	0.0	98.1	97.6
Heavy Vehicles	0	16	1	0	17	4	8	3	0	15	1	15	0	0	16	1	7	0	0	8	56
Heavy Vehicles %	0.0	4.1	0.9	0.0	3.3	3.7	1.7	1.4	0.0	1.9	0.6	4.0	0.0	0.0	2.6	1.3	2.2	0.0	0.0	1.9	2.4
Cars Enter Leg	25	371	109	0	505	103	473	204	0	780	164	357	83	0	604	77	315	20	0	412	2301
Heavy Enter Leg	0	16	1	0	17	4	8	3	0	15	1	15	0	0	16	1	7	0	0	8	56
Total Entering Leg	25	387	110	0	522	107	481	207	0	795	165	372	83	0	620	78	322	20	0	420	2357
Cars Exiting Leg					480					588					652					581	2301
Heavy Exiting Leg					19					9					20					8	56
Total Exiting Leg					499					597					672					589	2357

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevar			
	from North						from East						from South						from West			
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevar			
	from North						from East						from South						from West			
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0
Exiting Leg Total						5778						5237						5703				
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0
Exiting Leg Total						5403						4978						5410				
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0
Exiting Leg Total						375						259						293				

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevar			
	from North						from East						from South						from West			
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0
Cars Exiting Leg						541						655						466				
Heavy Exiting Leg						25						28						28				
Total Exiting Leg						566						683						494				

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevar			
	from North						from East						from South						from West			
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0
Cars Exiting Leg						462						399						442				
Heavy Exiting Leg						30						16						22				
Total Exiting Leg						492						415						464				

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevar			
	from North						from East						from South						from West			
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevar			
	from North						from East						from South						from West			
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0
Cars Exiting Leg						523						370						605				
Heavy Exiting Leg						10						6						11				
Total Exiting Leg						533						376						616				

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
6:00 AM	1	18	37	1	0	57	2	0	10	4	0	16	46	59	0	3	0	108	19	140	72	0	
6:15 AM	0	26	49	2	0	77	5	0	16	19	0	40	53	101	0	13	0	167	25	135	58	0	
6:30 AM	1	26	69	5	0	101	4	0	18	14	0	36	55	81	0	6	0	142	24	141	56	0	
6:45 AM	0	25	50	9	0	84	3	0	31	17	0	51	49	75	0	11	0	135	29	135	56	0	
Total	2	95	205	17	0	319	14	0	75	54	0	143	203	316	0	33	0	552	97	551	242	0	
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
8:00 AM	3	32	65	5	0	105	1	0	29	25	0	55	33	52	0	12	0	97	23	78	39	0	
8:15 AM	2	31	70	1	0	104	6	0	29	20	0	55	37	50	0	18	0	105	31	109	43	0	
8:30 AM	1	22	44	4	0	71	9	0	23	32	0	64	27	50	1	17	0	95	21	94	38	0	
8:45 AM	1	30	68	6	0	105	4	1	46	19	0	70	24	50	1	10	0	85	21	77	31	0	
Total	7	115	247	16	0	385	20	1	127	96	0	244	121	202	2	57	0	382	96	358	151	0	
9:00 AM	0	30	47	5	0	82	5	0	46	15	0	66	22	51	0	27	0	100	23	69	39	0	
9:15 AM	3	37	49	4	0	93	6	0	36	29	0	71	22	56	0	31	0	109	31	70	44	0	
9:30 AM	3	35	46	3	0	87	8	1	44	18	0	71	20	52	0	25	0	97	26	66	39	0	
9:45 AM	8	29	45	5	0	87	14	0	48	20	0	82	27	63	0	15	0	105	29	68	44	0	
Total	14	131	187	17	0	349	33	1	174	82	0	290	91	222	0	98	0	411	109	273	166	0	
10:00 AM	2	32	43	8	0	85	5	1	49	23	0	78	25	49	0	22	0	96	22	49	40	0	
10:15 AM	3	53	38	9	0	103	8	1	43	15	0	67	30	56	1	13	0	100	35	52	40	0	
10:30 AM	2	36	59	5	0	102	6	0	35	28	0	69	33	61	0	20	0	114	28	65	52	0	
10:45 AM	4	36	47	5	0	92	9	2	24	34	0	69	19	46	0	21	0	86	25	44	35	0	
Total	11	157	187	27	0	382	28	4	151	100	0	283	107	212	1	76	0	396	110	210	167	0	
11:00 AM	4	49	55	1	0	109	5	1	36	20	0	62	24	63	0	31	0	118	26	47	33	0	
11:15 AM	4	39	59	5	0	107	8	0	61	24	0	93	20	49	0	25	0	94	31	42	48	1	
11:30 AM	3	40	58	6	0	107	3	0	47	38	0	88	27	70	0	30	0	127	30	45	42	0	
11:45 AM	3	52	46	4	0	105	12	0	60	44	0	116	27	51	0	21	0	99	29	44	35	0	
Total	14	180	218	16	0	428	28	1	204	126	0	359	98	233	0	107	0	438	116	178	158	1	
12:00 PM	1	28	54	7	0	90	6	0	46	53	0	105	28	46	0	29	0	103	35	45	48	0	
12:15 PM	8	54	50	5	0	117	11	0	57	35	0	103	23	57	0	19	0	99	34	45	45	0	
12:30 PM	6	50	48	12	0	116	6	1	40	28	0	75	33	53	0	27	0	113	42	58	44	0	
12:45 PM	9	46	43	9	0	107	4	0	50	35	0	89	25	53	0	40	0	118	31	53	41	0	
Total	24	178	195	33	0	430	27	1	193	151	0	372	109	209	0	115	0	433	142	201	178	0	
1:00 PM	4	23	52	8	0	87	5	0	60	20	0	85	15	56	0	17	0	88	35	72	37	0	
1:15 PM	4	35	50	4	0	93	10	1	52	25	0	88	28	51	0	30	0	109	39	56	44	0	
1:30 PM	2	56	50	2	0	110	5	0	46	25	0	76	28	78	1	25	0	132	26	65	53	0	
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
Total	15	156	198	21	0	390	27	1	213	102	0	343	100	250	1	111	0	462	126	258	181	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
2:45 PM	4	35	57	5	0	101	15	1	94	37	0	147	23	57	0	16	0	96	37	65	54	0	
Total	18	165	240	21	0	444	47	4	302	126	0	479	100	228	1	89	0	418	125	286	224	0	
3:00 PM	7	64	76	2	0	149	13	0	81	34	0	128	28	81	0	38	0	147	31	61	49	0	
3:15 PM	6	64	69	6	0	145	14	0	81	34	0	129	23	75	0	33	0	131	35	63	55	0	
3:30 PM	3	63	68	5	0	139	7	0	101	30	0	138	30	94	0	34	0	158	27	45	47	0	
3:45 PM	4	54	87	1	0	146	3	1	123	42	0	169	32	68	0	40	0	140	35	70	39	0	
Total	20	245	300	14	0	579	37	1	386	140	0	564	113	318	0	145	0	576	128	239	190	0	
4:00 PM	4	51	82	3	0	140	3	1	88	42	0	134	26	74	0	30	0	130	40	67	47	0	
4:15 PM	3	52	76	7	0	138	7	0	72	41	0	120	32	83	1	32	0	148	23	66	56	0	
4:30 PM	2	50	72	5	0	129	10	3	85	39	0	137	28	102	0	33	0	163	25	73	39	0	
4:45 PM	3	51	72	3	0	129	3	1	92	50	0	146	29	101	0	31	0	161	28	61	46	0	
Total	12	204	302	18	0	536	23	5	337	172	0	537	115	360	1	126	0	602	116	267	188	0	
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Grand Total	161	2042	2882	231	0	5316	312	21	2808	1392	0	4533	1460	3199	7	1148	0	5814	1429	3546	2267	1	
Approach %	3.0	38.4	54.2	4.3	0.0		6.9	0.5	61.9	30.7	0.0		25.1	55.0	0.1	19.7	0.0		19.7	49.0	31.3	0.0	0
Total %	0.7	8.9	12.6	1.0	0.0	23.2	1.4	0.1	12.3	6.1	0.0	19.8	6.4	14.0	0.0	5.0	0.0	25.4	6.2	15.5	9.9	0.0	0
Exiting Leg Total						5778						5237						5703					
Cars	160	1939	2716	148	0	4963	215	21	2724	1300	0	4260	1389	3016	7	1121	0	5533	1394	3441	2172	1	
% Cars	99.4	95.0	94.2	64.1	0.0	93.4	68.9	100.0	97.0	93.4	0.0	94.0	95.1	94.3	100.0	97.6	0.0	95.2	97.6	97.0	95.8	100.0	0
Exiting Leg Total						5403						4978						5410					
Heavy Vehicles	1	103	166	83	0	353	97	0	84	92	0	273	71	183	0	27	0	281	35	105	95	0	
% Heavy Vehicles	0.6	5.0	5.8	35.9	0.0	6.6	31.1	0.0	3.0	6.6	0.0	6.0	4.9	5.7	0.0	2.4	0.0	4.8	2.4	3.0	4.2	0.0	0
Exiting Leg Total						375						259						293					

AM Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

7:00 AM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
7:00 AM	0	26	60	5	0	91	1	0	39	16	0	56	50	79	0	18	0	147	23	121	53	0	
7:15 AM	1	46	82	10	0	139	3	0	35	33	0	71	44	87	0	16	0	147	31	100	68	0	
7:30 AM	1	43	75	7	0	126	3	0	52	23	0	78	35	79	0	16	0	130	26	128	57	0	
7:45 AM	0	39	76	3	0	118	7	1	28	26	0	62	51	82	0	17	0	150	23	129	47	0	
Total Volume	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
% Approach Total	0.4	32.5	61.8	5.3	0.0		5.2	0.4	57.7	36.7	0.0		31.4	57.0	0.0	11.7	0.0		12.8	59.3	27.9	0.0	0
PHF	0.500	0.837	0.893	0.625	0.000	0.853	0.500	0.250	0.740	0.742	0.000	0.856	0.882	0.940	0.000	0.931	0.000	0.957	0.831	0.926	0.827	0.000	0.00
Cars	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Cars %	100.0	89.6	93.2	56.0	0.0	90.1	64.3	100.0	94.2	95.9	0.0	93.3	96.7	96.3	0.0	95.5	0.0	96.3	96.1	97.7	96.4	0.0	0
Heavy Vehicles	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Heavy Vehicles %	0.0	10.4	6.8	44.0	0.0	9.9	35.7	0.0	5.8	4.1	0.0	6.7	3.3	3.7	0.0	4.5	0.0	3.7	3.9	2.3	3.6	0.0	0
Cars Enter Leg	2	138	273	14	0	427	9	1	145	94	0	249	174	315	0	64	0	553	99	467	217	0	
Heavy Enter Leg	0	16	20	11	0	47	5	0	9	4	0	18	6	12	0	3	0	21	4	11	8	0	
Total Entering Leg	2	154	293	25	0	474	14	1	154	98	0	267	180	327	0	67	0	574	103	478	225	0	
Cars Exiting Leg						541						655						466					
Heavy Exiting Leg						25						28						28					
Total Exiting Leg						566						683						494					

MidDay Peak Hour Analysis from 10:00 AM to 2:00 PM begins at:

1:45 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
1:45 PM	5	42	46	7	0	100	7	0	55	32	0	94	29	65	0	39	0	133	26	65	47	0	
2:00 PM	4	47	58	6	0	115	11	1	67	25	0	104	27	55	1	28	0	111	25	66	65	0	
2:15 PM	5	40	61	2	0	108	12	0	69	32	0	113	28	61	0	26	0	115	34	83	47	0	
2:30 PM	5	43	64	8	0	120	9	2	72	32	0	115	22	55	0	19	0	96	29	72	58	0	
Total Volume	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
% Approach Total	4.3	38.8	51.7	5.2	0.0		9.2	0.7	61.7	28.4	0.0		23.3	51.9	0.2	24.6	0.0		18.5	46.4	35.2	0.0	0
PHF	0.950	0.915	0.895	0.719	0.000	0.923	0.813	0.375	0.913	0.945	0.000	0.926	0.914	0.908	0.250	0.718	0.000	0.855	0.838	0.861	0.835	0.000	0.00
Cars	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Cars %	100.0	98.3	95.2	65.2	0.0	95.0	76.9	100.0	98.5	93.4	0.0	95.1	97.2	94.9	100.0	98.2	0.0	96.3	97.4	98.3	95.9	0.0	0
Heavy Vehicles	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Heavy Vehicles %	0.0	1.7	4.8	34.8	0.0	5.0	23.1	0.0	1.5	6.6	0.0	4.9	2.8	5.1	0.0	1.8	0.0	3.7	2.6	1.7	4.1	0.0	0
Cars Enter Leg	19	169	218	15	0	421	30	3	259	113	0	405	103	224	1	110	0	438	111	281	208	0	
Heavy Enter Leg	0	3	11	8	0	22	9	0	4	8	0	21	3	12	0	2	0	17	3	5	9	0	
Total Entering Leg	19	172	229	23	0	443	39	3	263	121	0	426	106	236	1	112	0	455	114	286	217	0	
Cars Exiting Leg						462						399						442					
Heavy Exiting Leg						30						16						22					
Total Exiting Leg						492						415						464					

PM Peak Hour Analysis from 2:00 PM to 06:00 PM begins at:

PDI File #: **250554 C**
Location: **N: South Main Street S: Paine Street NW: CVS Driveway**
Location: **E: Pulaski Boulevard W: Pulaski Boulevard**
City, State: **Bellingham, MA**
Client: **GM2/ R. Conca**
Site Code: **2023EB027WO5**
Count Date: **Wednesday, May 14, 2025**
Start Time: **6:00 AM**
End Time: **6:00 PM**
Class: **Cars and Heavy Vehicles (Combined)**

	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	South Main Street						Pulaski Boulevard						Paine Street						Pulaski Boulevard				
	from North						from East						from South						from West				
	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Tu
5:00 PM	7	65	75	0	0	147	6	0	125	30	0	161	34	72	0	31	0	137	40	66	51	0	
5:15 PM	4	71	76	3	0	154	3	1	117	45	0	166	36	96	0	33	0	165	31	61	41	0	
5:30 PM	3	69	81	3	0	156	2	0	118	39	0	159	27	90	1	39	0	157	40	55	45	0	
5:45 PM	8	57	78	0	0	143	3	0	132	31	0	166	26	64	0	21	0	111	50	65	60	0	
Total Volume	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
% Approach Total	3.7	43.7	51.7	1.0	0.0		2.1	0.2	75.5	22.2	0.0		21.6	56.5	0.2	21.8	0.0		26.6	40.8	32.6	0.0	0
PHF	0.688	0.923	0.957	0.500	0.000	0.962	0.583	0.250	0.932	0.806	0.000	0.982	0.854	0.839	0.250	0.795	0.000	0.864	0.805	0.936	0.821	0.000	0.0
Cars	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Cars %	100.0	98.5	97.4	83.3	0.0	97.8	100.0	100.0	98.4	97.9	0.0	98.3	98.4	97.5	100.0	100.0	0.0	98.2	100.0	98.8	99.0	0.0	0
Heavy Vehicles	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Heavy Vehicles %	0.0	1.5	2.6	16.7	0.0	2.2	0.0	0.0	1.6	2.1	0.0	1.7	1.6	2.5	0.0	0.0	0.0	1.8	0.0	1.2	1.0	0.0	0
Cars Enter Leg	22	258	302	5	0	587	14	1	484	142	0	641	121	314	1	124	0	560	161	244	195	0	
Heavy Enter Leg	0	4	8	1	0	13	0	0	8	3	0	11	2	8	0	0	0	10	0	3	2	0	
Total Entering Leg	22	262	310	6	0	600	14	1	492	145	0	652	123	322	1	124	0	570	161	247	197	0	
Cars Exiting Leg						523						370						605					
Heavy Exiting Leg						10						6						11					
Total Exiting Leg						533						376						616					

APPENDIX
ORIGINAL BL COMPANIES MEMO AND RESULTS

MEMO AND DATA ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND MAY OR MAY NOT REFLECT THE FINAL PLANS AND SPECIFICATIONS

MEMORANDUM

DATE: 03/27/2024

ATTENTION: Rhode Island Department of Transportation (RIDOT)

PREPARED BY: Andy Foote, P.E.

EMAIL: afoote@blcompanies.com

PROJECT NAME: Woonsocket Corridor

PROJECT NUMBER: 2607D

SUBJECT: Full Closure Detour Analysis

Introduction

BL Companies was tasked with the development of temporary traffic control along RI Route 114 (Privilege Street), RI Route 114 (Diamond Hill Road), RI Route 126 (Social Street), Wood Ave, Bridge No. 963 (RI Route 114 over Harris Pond), Bridge No. 953 (Wood Ave over Peters River), and Bridge No. 954(RI Route 114 over Peters River) in Woonsocket, RI under PTS ID 2607D – Woonsocket Corridor. Bridge rehabilitation is to occur on Bridge No. 954, bridge preservation is to occur at Bridge No. 953, and full replacement is to occur at Bridge No. 963. The detours for bridge No. 953, 954, and 963 will last for 1 month, 2 months, and 4 months respectively.

This memorandum summarizes the findings of the analysis along the proposed detour routes, with the exception of the RI Route 114(Diamond Hill Road) detour over bridge No. 954 which is added to this memo as an addendum.

Roadway Characteristics and Detour Route Description

Bridge 953 Detour

The structure carries Wood Ave which is an urban major collector and has a posted speed limit of 25 mph. There are 12 foot wide travel lanes and 1 foot wide shoulders. The Annual Average Daily Traffic (AADT) as collected in 2021 was 6,592 vehicles. There is illumination, sidewalk on both sides, and the general vertical alignment is rolling through the area.

There are two detour routes for this closure. The west detour route, starting from the intersection of RI Route 114 (Diamond Hill Road) at Wood Ave, follows RI Route 114 northbound to the to the intersection with RI Route 126 (Social Street). The detour route turns south along RI Route 126 southbound (Social Street) to the intersection with Mill Street. From this intersection, the detour route turns east along Mill Street. The detour route then follows Mill Street to its intersection with Wood Ave where it terminates. This detour is expected to be in place for one month. A detour route map has been provided in **Figure 1**.

The east detour route, starting from the intersection of RI Route 114 (Diamond Hill Road) at Wood Ave, follows RI Route 114 southbound to the to the intersection with St Leon Ave. The detour route turns

south along St Leon Ave, which turns into Winthrop Street. The detour continues along Winthrop Street to the intersection with Robinson Street. From this intersection, the detour route turns west along Robinson Street. The detour continues along Robinson Street to the intersection with Wood Ave. The detour turns north along Wood Ave. The detour route then follows Wood Ave to its intersection with Mill Street where it terminates. This detour is expected to be in place for one month. A detour route map has been provided in **Figure 2**.

Bridge 954 Detour

The structure carries RI Route 114 (Diamond Hill Road) which is classified by the Division of Statewide Planning as an urban principal arterial and has a posted speed limit of 35 mph. There are 12 foot wide travel lanes and 8 foot wide shoulders. The Annual Average Daily Traffic (AADT) as collected in 2021 was 11,500 vehicles. There is illumination, sidewalk on both sides, and the general vertical alignment is rolling through the area.

The detour route, starting from the intersection of RI Route 114 (Diamond Hill Road) at Mendon Road, follows Mendon Road to the south. The detour route continues along Mendon Road south to the intersection with Cass Ave. From this intersection, the detour route turns west along Cass Ave. The detour route continues along Cass Ave west to the intersection with RI Route 126 (Cumberland Street). From this intersection, the detour route turns northwest along RI Route 126 (Cumberland Street). The detour route continues along RI Route 126 (Cumberland Street) to the intersection with Clinton Street. From this intersection, the detour route turns northeast along RI Route 126 (Clinton Street) which turns into RI Route 126 (Social Street) at the intersection with East School Street/Elm Street/RI Route 126 (Social Street). The detour continues north along RI Route 126 (Social Street) to the intersection with RI Route 114 (Privilege Street) where it terminates. This detour is expected to be in place for two months. Although there was no analysis done for this bridge, a detour route map has been provided in **Figure 3**. The analysis was a future addendum to this Contract and was therefore provided as a standalone appendix in this memorandum.

Bridge 963 Detour

The structure carries RI Route 114 (Privilege Street) which is classified by the Division of Statewide Planning as an urban minor arterial and has a posted speed limit of 25 mph. There are 12 foot wide travel lanes and 6 foot wide shoulders. The Annual Average Daily Traffic (AADT) as collected in 2021 was 9,981 vehicles. There is illumination, sidewalk on both sides, and the general vertical alignment is rolling through the area.

The detour route, starting from the intersection of RI Route 114 (Privilege Street) at RI Route 126 (Social Street), follows RI Route 126 (Social Street) to the south. The detour route continues south to the intersection of East School Street/Elm Street/RI Route 114(Social Street)/Clinton Street. From this intersection, the detour route turns west along East School Street. The detour route then follows East School Street to its intersection with Pond Street. From this intersection, the detour route turns north along Pond Street. The detour route follows Pond Street to its intersection with Winter Street/RI Route 114(Privilege Street) where it terminates. This detour is expected to be in place for four months. A detour route map has been provided in **Figure 4**.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX–XXXX(00X)	2023	025	042

N

DIAMOND HILL ROAD
RATHBUN STREET
BELLINGHAM STREET
RI ROUTE 114(DIAMOND HILL ROAD)
RI ROUTE 114(PRIVILEGE STREET)
RI ROUTE 126(SOCIAL STREET)
MILL STREET
BURNSIDE AVENUE

48" 12" WOOD AVE D3–1 24"H 30"W DETOUR M4–9L
48" 18" DETOUR M4–10
60" 30" ROAD CLOSED 1/4 MILE AHEAD LOCAL TRAFFIC ONLY R11–3a
48" 12" WOOD AVE D3–1 36" DETOUR 500 W20–2
48" 12" WOOD AVE D3–1 24"H 30"W DETOUR M4–9R
48" 12" WOOD AVE D3–1 24"H 30"W DETOUR M4–9S
48" 12" WOOD AVE D3–1 24"H 30"W END DETOUR M4–8a
48" 12" WOOD AVE D3–1 24"H 30"W DETOUR M4–9S
48" 12" WOOD AVE D3–1 24"H 30"W DETOUR M4–9R
48" 12" WOOD AVE D3–1 24"H 30"W DETOUR M4–9L
48" 18" DETOUR M4–10L
60" 30" ROAD CLOSED 1/4 MILE AHEAD LOCAL TRAFFIC ONLY R11–3a
WOOD AVE 24"H 30"W END DETOUR M4–8a

PCMS

SEE "MAINTENANCE & PROTECTION OF TRAFFIC-ROAD CLOSURE DETAIL" FOR PCMS MESSAGES

TEMPORARY TRAFFIC SIGNAL DURING THIS DETOUR

LEGEND

- CONSTRUCTION SIGN
- WORK ZONE
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TRAVEL DIRECTION
- DETOUR ROUTE

FIGURE 1

WOOD AVENUE DETOUR (WEST LEG)

SHEET NOTES

1. SEE DETOUR PLAN 1 OF 4 FOR NOTES.

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LAND SURVEYING

RI DOT
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	ASF
CHECKED BY:	MD
DATE:	10/10/2023
SHEET:	025
OF:	042

SCALE: 1"=100'
50 0 25 50 100 200
GRAPHIC SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
CONTRACT: 00 VOLUME: 01
WOONSOCKET RHODE ISLAND

TRAFFIC DETOUR PLAN 2 OF 4

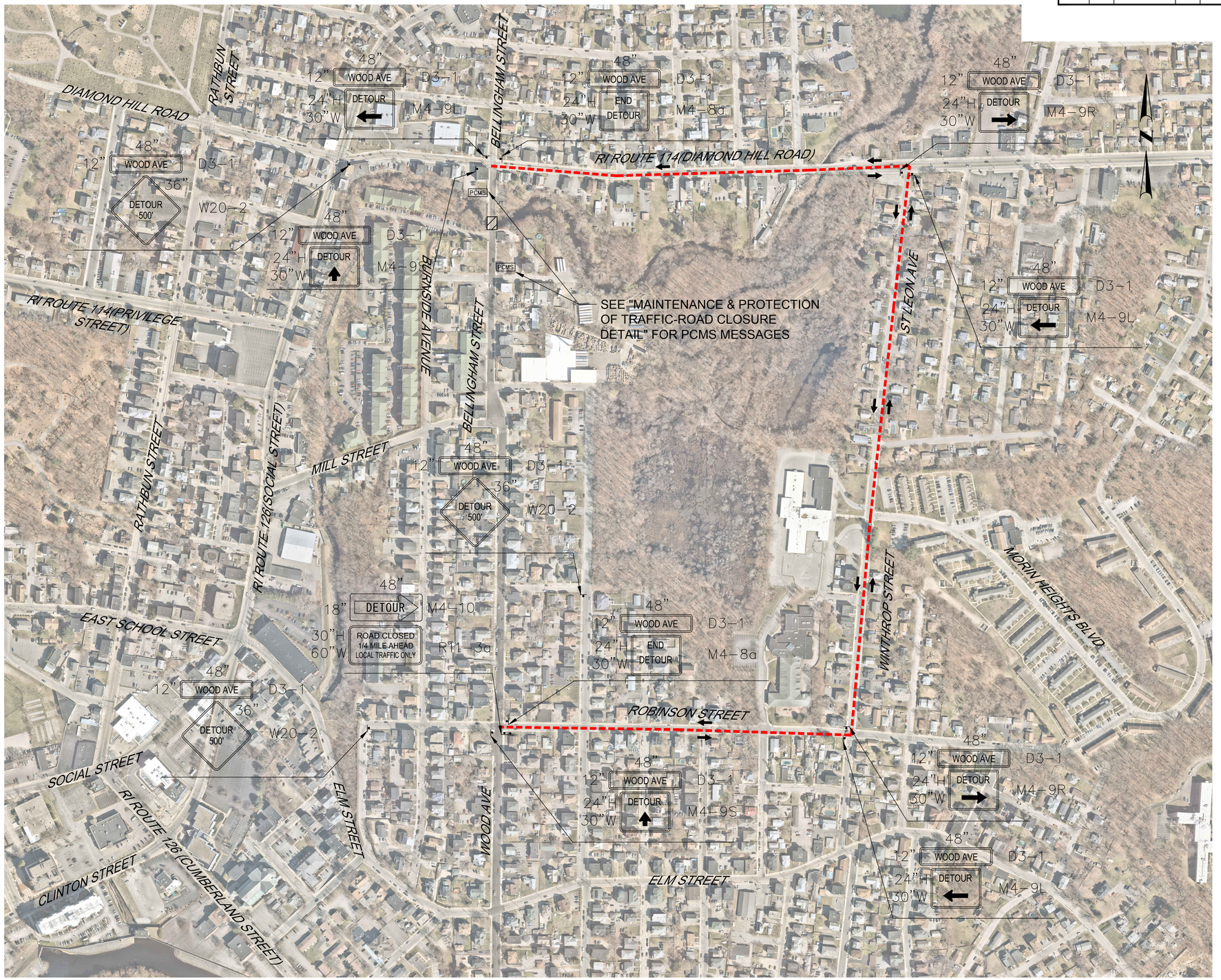
\\BLCOMPANIES.COM\DFS\PROJ\JOBS22\16\2201766\+ASSIGNMENTS\01 – WOONSOCKET CORRIDOR\DWG\2607D_V1_024–031_TCONTROL001.DWG PER DPM 450.06

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX-XXXX(00X)	2023	024	042

NOTES

1. ALL TEMPORARY SIGNS SHALL HAVE BLACK TEXT ON ORANGE BACKGROUND AND SHALL BE INSTALLED ACCORDING TO THE RHODE ISLAND STANDARD DETAILS 24.3.0.
2. ALL RELEVANT MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN PLACE AND APPROVED BY THE ENGINEER PRIOR TO START OF WORK. ALL TRAFFIC CONTROL DEVICES, UNLESS OTHERWISE NOTED, SHALL CONFORM TO THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, 2009 EDITION". ALL SIGNS AND DRUMS SHALL BE REFLECTORIZED.
3. ALL DRUMS SHALL CONFORM TO R.I. STANDARD 26.2.0.
4. ANY CONSTRUCTION SIGNS THAT ARE PLACED BEHIND CHANNELIZING BARRELS MUST BE MOUNTED AT A HEIGHT THAT IS VISIBLE TO ALL MOTORISTS.
5. ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED WHEN THEY ARE NO LONGER NEEDED. PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER ITEM 937.0100 "FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC TRAFFIC PROTECTION."
6. ALL EXISTING AND TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED WHEN THEY ARE IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS.
7. THE LOCATION OF SIGNS SHALL BE APPROVED BY THE ENGINEER. THE DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
8. THE CONTRACTOR SHALL HAVE ALL NOTIFICATION MESSAGES TO BE DISPLAYED ON THE PORTABLE CHANGEABLE MESSAGE SIGN DURING THE DIFFERENT PHASES OF CONSTRUCTION APPROVED BY THE ENGINEER.
9. PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE DEPLOYED 2 WEEKS PRIOR TO DETOUR IMPLEMENTATION OR AS APPROVED BY THE ENGINEER.
10. THE DETOUR SHALL BE IN PLACE PRIOR TO THE CLOSING OF THE ROADWAY.
11. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY OR SET WELL AWAY FROM THE TRAVEL LANE AS POSSIBLE.
12. COST OF TYPE A LIGHTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BARRICADES.
13. DAILY REMOVING AND RESETTING OF BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BARRIER.
14. RESETTING AND/OR RELOCATING OF TEMPORARY FENCE AND/OR GATE SHALL BE INCLUDED UNDER ITEM 937.0100 "FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC PROTECTION."

FIGURE 2



LEGEND

- CONSTRUCTION SIGN
- WORK ZONE
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TRAVEL DIRECTION
- DETOUR ROUTE

WOOD AVENUE DETOUR (EAST LEG)

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RI DOT
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	ASF
CHECKED BY:	MD
DATE:	10/10/2023
SHEET:	024
OF:	042

SCALE: 1"=200'
100 0 50 100 300 400
GRAPHIC SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET
CORRIDOR
CONTRACT: 00 VOLUME: 01
WOONSOCKET RHODE ISLAND

TRAFFIC DETOUR PLAN 1 OF 4

\\BLCOMPANIES.COM\DFS\PROJ\JOBS22\16\2201766\+ASSIGNMENTS\01 - WOONSOCKET CORRIDOR\DWG\2607D_V1_024-031_TCONTROL001.DWG PER DPM 450.06

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX-XXXX(00X)	2023	027	042

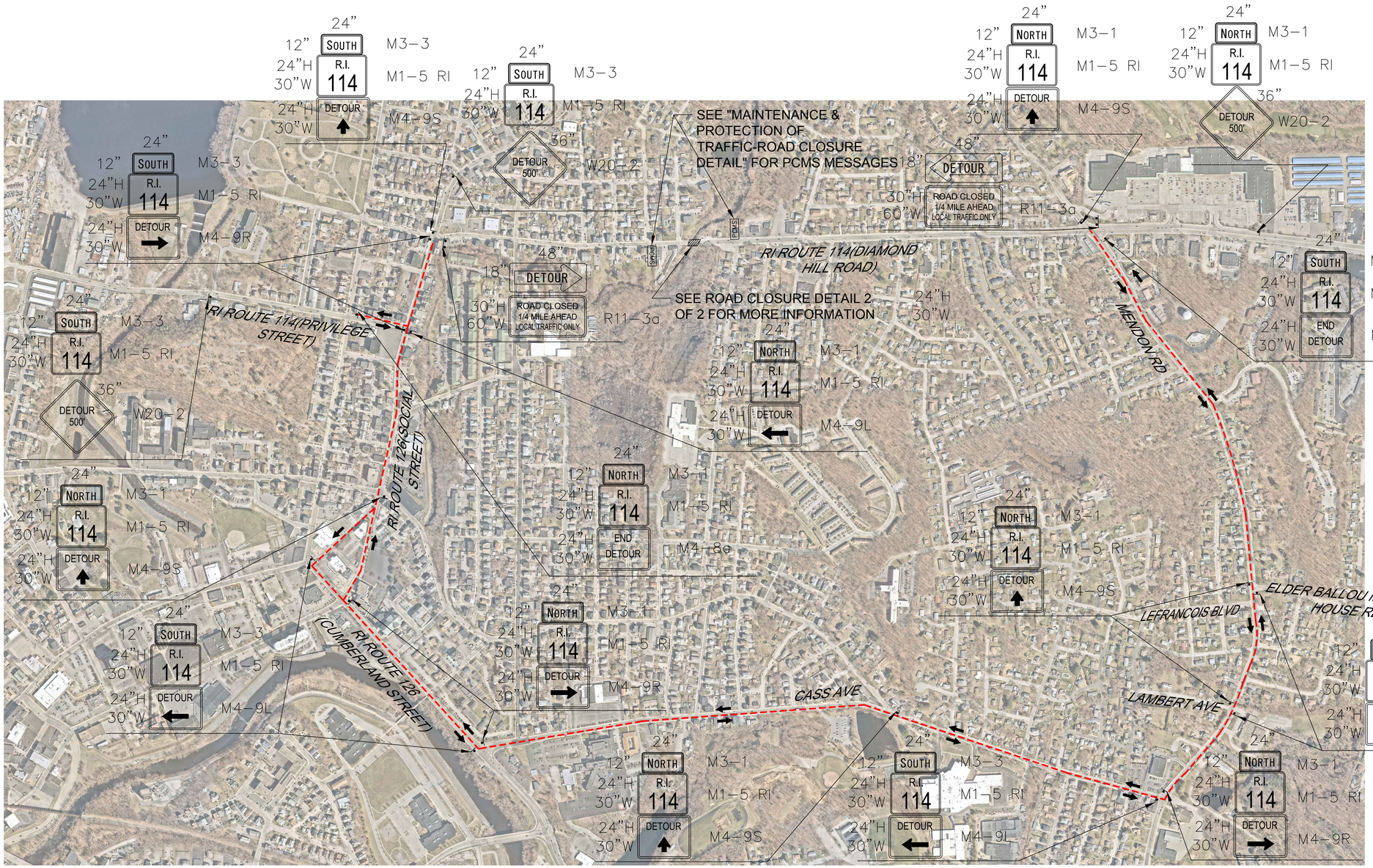

FIGURE 3

LEGEND

- CONSTRUCTION SIGN
- WORK ZONE
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- TRAVEL DIRECTION
- DETOUR ROUTE

SHEET NOTES

1. SEE DETOUR PLAN 1 OF 4 FOR NOTES.

RI ROUTE 114 (DIAMOND HILL RD) DETOUR

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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
RI DOT

DESIGNED BY: ASF
CHECKED BY: MD
DATE: 10/10/2023
SHEET: 027
OF: 042

SCALE: 1"=200'
GRAPHIC SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
CONTRACT: 00 VOLUME: 01
WOONSOCKET RHODE ISLAND

TRAFFIC DETOUR PLAN 4 OF 4

\\BLCOMPANIES.COM\DFS\PROJ\JOBS22\16\2201766\+ASSIGNMENTS\01 - WOONSOCKET CORRIDOR\DWG\2607D_V1_024-031_TCONTROL001.DWG PER DPM 450.06

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX-XXXX(00X)	2023	012	043

SHEET NOTES

1. SEE ROAD CLOSURE DETAIL SHEET FOR NOTES.

LEGEND

- CONSTRUCTION SIGN
- WORK ZONE
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- TRAVEL DIRECTION
- DETOUR ROUTE

FIGURE 4

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RI DOT
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	ASF
CHECKED BY:	MD
DATE:	10/10/2023
SHEET:	012
OF:	043

SCALE: 1"=100'
GRAPHIC SCALE 50 0 25 50 100 200

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF BRIDGE NO. 096301
WOONSOCKET CONTRACT: 00 VOLUME: 02 RHODE ISLAND

TRAFFIC DETOUR PLAN 1 OF 1

\\BLCOMPANIES.COM\DFS\PROJ\JOBS22\16\2201766\+ASSIGNMENTS\01 - WOONSOCKET CORRIDOR\DWG\2607D_V2_012-013_TCONTROL001.DWG PER DPM 450.06

The detour routes analyzed consists of the following roadways:

- **Pond Street** is a city maintained, urban major collector. The roadway has 15 foot wide travel lanes and no striped shoulders. There are sidewalks along the east side of the roadway and illumination on both sides of the roadway along the route. The posted speed limit is 25 mph and generally has a rolling vertical alignment.
- **Mill Street** is a city maintained, local roadway. The roadway has 13 foot wide travel lanes and no striped shoulders. There are sidewalks along the both sides of the roadway and illumination on the north side of the roadway along the route. The assumed speed limit is 25 mph and generally has a rolling vertical alignment.
- **St Leon Ave** is a city maintained, urban minor collector. The roadway has 12 foot wide travel lanes and no striped shoulders. There are no pedestrian accommodations and illumination on the west side of the roadway along the route. The posted speed limit is 15 mph and generally has a rolling vertical alignment.
- **Winthrop Street** is a city maintained, urban minor collector. The roadway has 12 foot wide travel lanes and no striped shoulders. There are sidewalks along the west side of the roadway and illumination on the west side of the roadway along the route. The posted speed limit is 15 mph and generally has a rolling vertical alignment.
- **Robinson Street** is a city maintained, local roadway. The roadway has 13 foot wide travel lanes and no striped shoulders. There are sidewalks along the both sides of the roadway and illumination on the south side of the roadway along the route. The posted speed limit is 25 mph and generally has a rolling vertical alignment.

Intersection Characteristics

Along the proposed detour routes, 16 intersections were analyzed. Below is a description of each of these intersections.

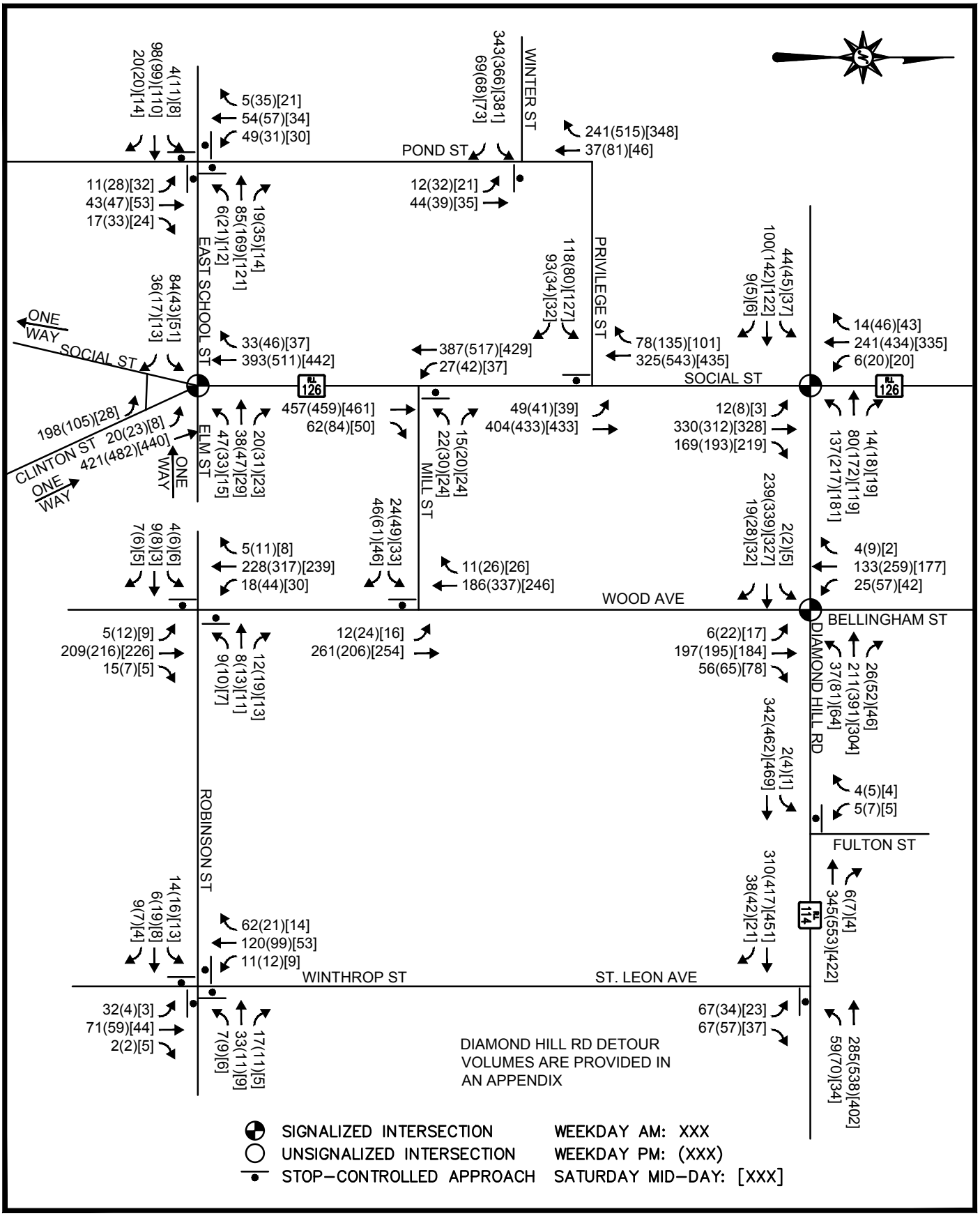
- **RI Route 114 (Winter Street and Privilege Street) at Pond Street** is an unsignalized intersection with a stop control along the Pond Street Northbound approach. RI Route 114(Winter Street) is a free movement. RI Route 114 (Privilege Street) is a yield control. There are no marked crosswalks.
- **Pond Street at East School Street** is an unsignalized intersection with stop control in all directions. There are no marked crosswalks.
- **RI Route 126 (Social Street and Clinton Street) at East School Street/Elm Street** is a signalized intersection. Elm Street is a one-way street westbound and has an exclusive right turn lane, while all three other approaches have a single lane. Permitted phasing is present at all approaches. There are crosswalks at the Social Street northern approach, East School Street approach, and Elm Street approach. Pedestrian signals are present at the intersection.
- **RI Route 126 (Social Street) at Mill Street** is an unsignalized intersection with a stop control along the Mill Street WB approach. RI Route 126 (Social Street) is a free movement in the NB and SB direction. There is a crosswalk at the Mill Street approach.
- **RI Route 126 (Social Street) at RI Route 114 (Privilege Street)** is an unsignalized intersection with a stop control along the RI Route 114 (Privilege Street) EB approach. RI Route 126 (Social Street) is a free movement in the NB and SB direction. There is a crosswalk at the RI Route 114 (Privilege Street) approach and the RI Route 126 (Social Street) southern approach.
- **RI Route 126 (Social Street) at RI Route 114 (Diamond Hill Road)** is a signalized intersection with a single lane approach in all directions. Permitted/protected phasing is present along the RI Route 114 (Diamond Hill Road) NB Approach. There are crosswalks on all four approaches and pedestrian signalization.
- **RI Route 114 (Diamond Hill Road) at Bellingham Street/Wood Ave** is a signalized intersection with a single lane approach in all directions. Permitted phasing is present along all four approaches. There are crosswalks on all four approaches with pedestrian signalization.
- **RI Route 114 (Diamond Hill Road) at Fulton Street** is an unsignalized intersection with a stop control on the Fulton Street SB approach. RI Route 114 (Diamond Hill Road) is a free movement in both directions. There is a crosswalk on the Fulton Street approach.
- **RI Route 114 (Diamond Hill Road) at St Leon Ave** is an unsignalized intersection with a stop control on the St Leon Ave NB approach. RI Route 114(Diamond Hill Road) is a free movement in both directions. There is a crosswalk on the St Leon Ave approach.
- **Winthrop Street at Robinson Street** is an unsignalized intersection with stop control in all directions. There are crosswalks on all four approaches.
- **Wood Ave at Robinson Street** is an unsignalized intersection with stop controls in both directions on Robinson Street. Wood Ave is a free movement in both directions.
- **Wood Ave at Mill Street** is an unsignalized intersection with a stop control in the WB direction on Mill Street. Wood Ave is a free movement in both directions. There are no marked crosswalks.

Detour Traffic Distribution

The counts collected in April 2023 were redistributed based on the bridge closures and proposed detour routes. The distribution of traffic due to the detours is illustrated for each bridge and then were applied to the existing traffic counts. The bridge detour volumes for each impacted bridge are illustrated in the list below:

- **Figure 6** and **Figure 7** are associated with Wood Avenue
- **Figure 8** and **Figure 9** are associated with RI Route 114 (Privilege Street)

The counts collected for the closure of RI Route 114 (Diamond Hill Road) have been collected and are provided as part of an addendum to this memorandum.



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EXISTING TRAFFIC VOLUMES (2023)

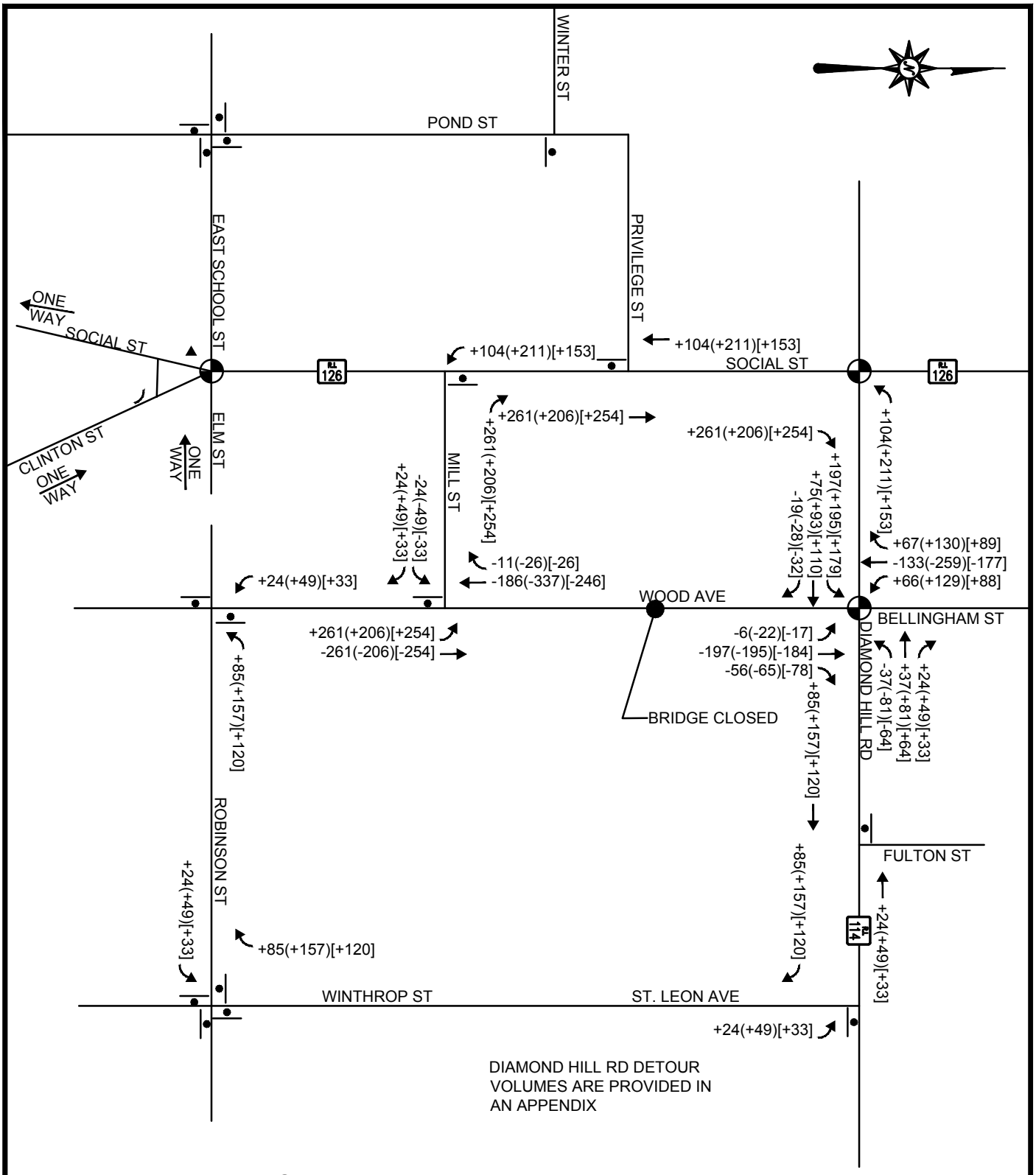
WOONSOCKET CORRIDOR
SCITUATE, RI
SCHEMATIC, NOT TO SCALE

Project No. 2201766
Date MARCH 2024

FIGURE 5

CAD File Unsaved Drawing2

Xref (s): ; TBD2201766_8.5x11



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WOOD AVE DETOUR TRAFFIC DISTRIBUTION

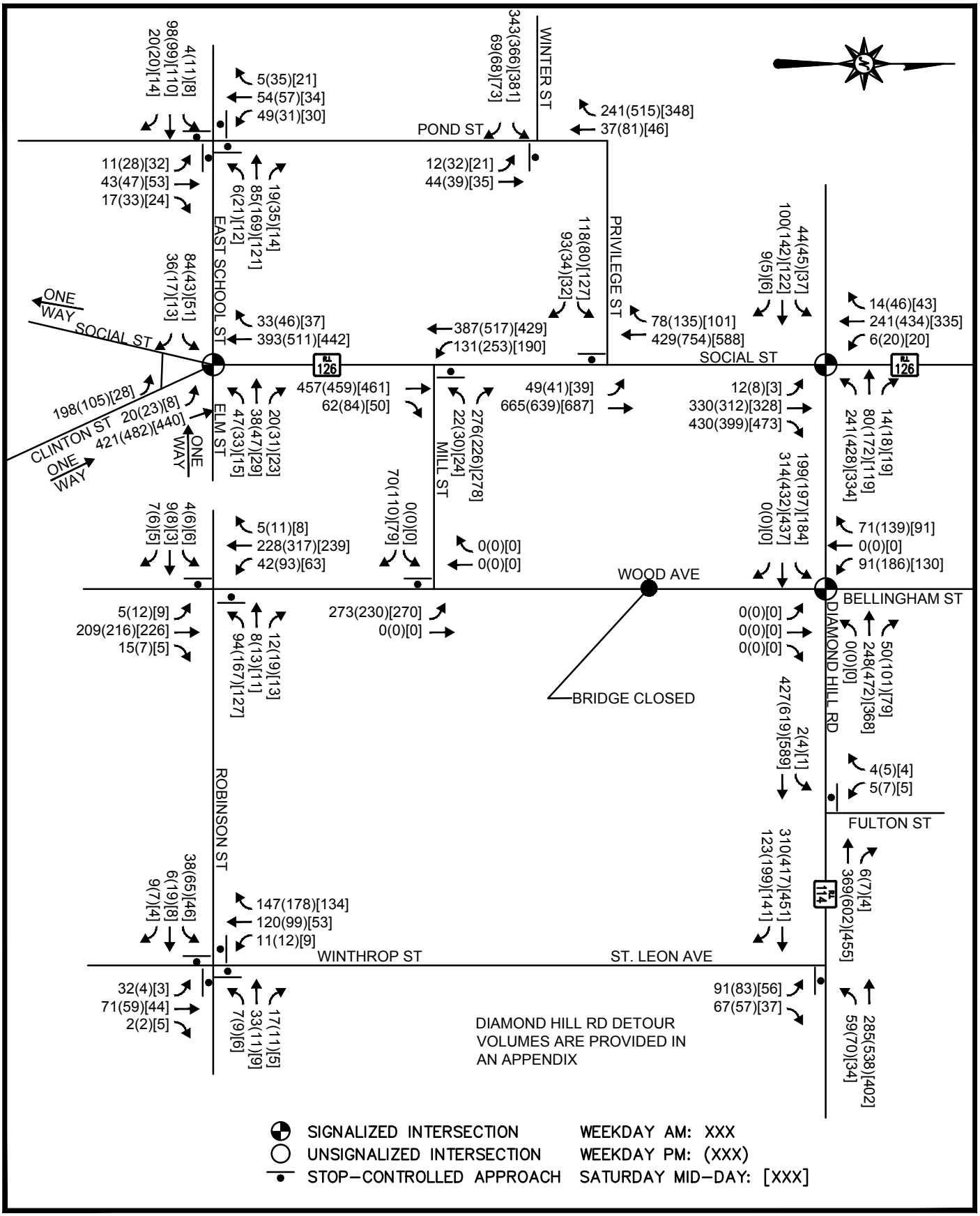
WOONSOCKET CORRIDOR
SCITUATE, RI
SCHEMATIC, NOT TO SCALE

Project No. 2201766
Date MARCH 2024

FIGURE 6

CAD File Unsaved Drawing2

Xref (s): ; TBD2201766_8.5x11



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WOOD AVE DETOUR TRAFFIC VOLUMES (2023)

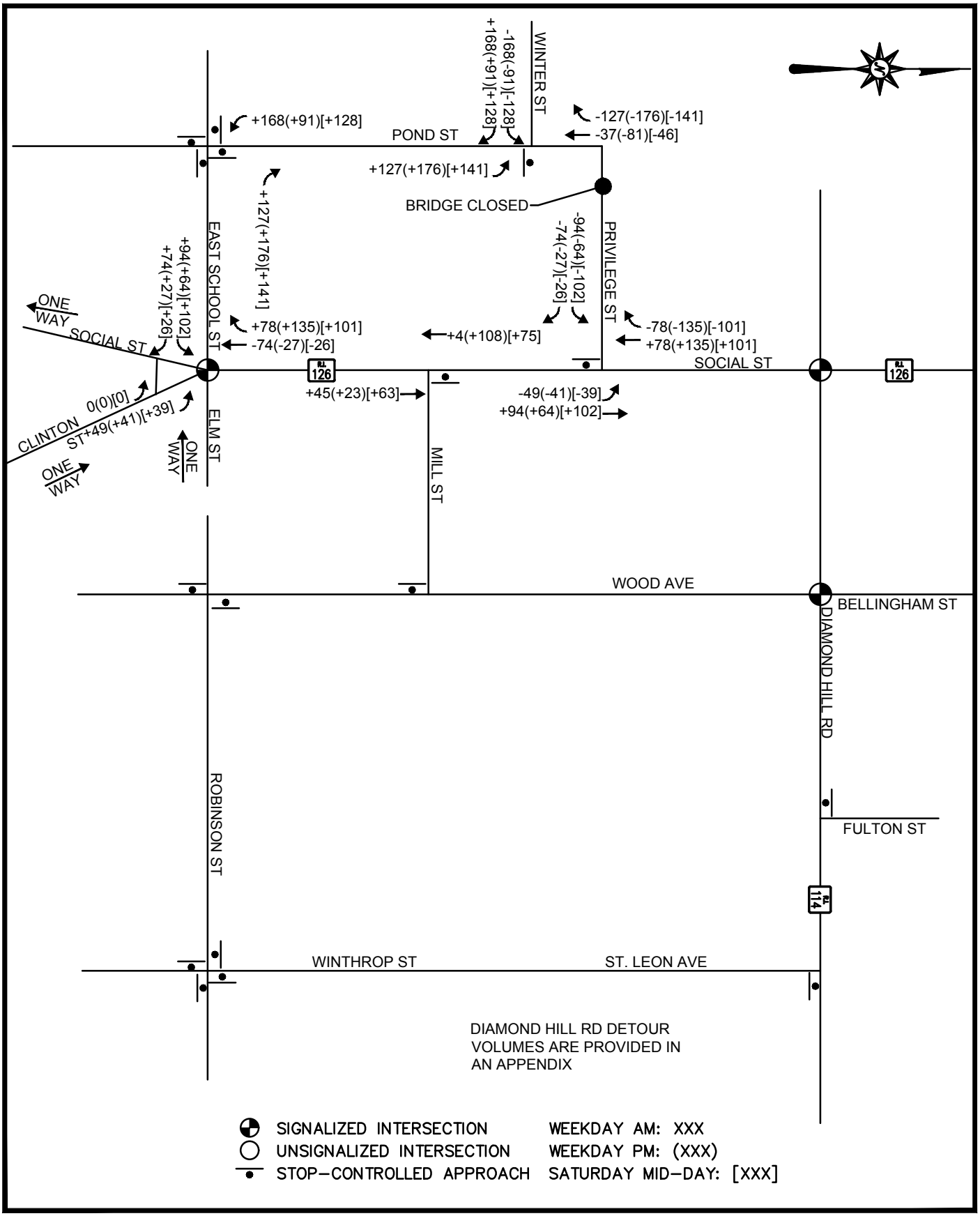
WOONSOCKET CORRIDOR
SCITUATE, RI
SCHEMATIC, NOT TO SCALE

Project No. 2201766
Date MARCH 2024

FIGURE 7

CAD File Unsaved Drawing2

Xref (s): ; TBD2201766_8.5x11



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LAND SURVEYING

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PRIVILEGE ST DETOUR TRAFFIC DISTRIBUTION

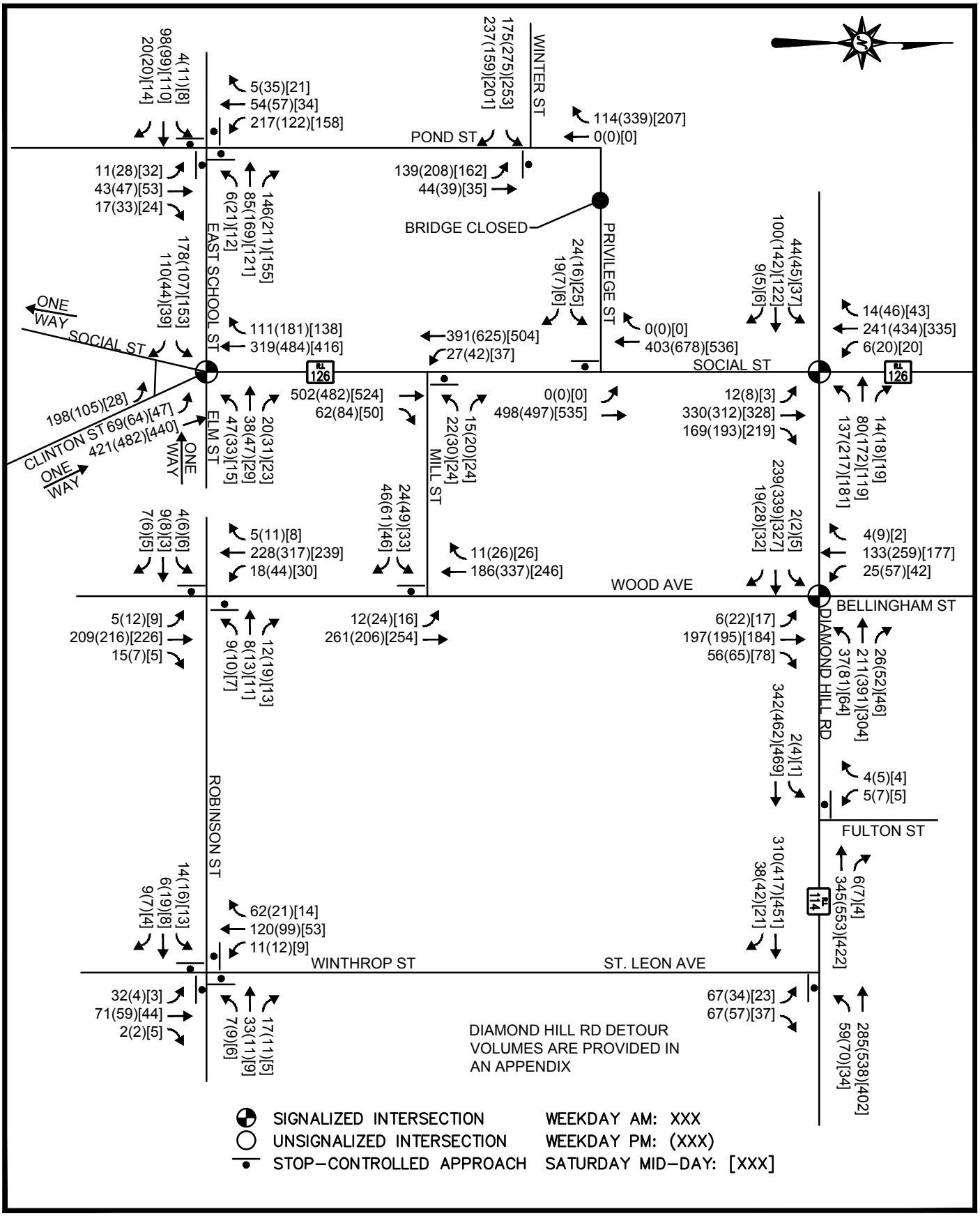
WOONSOCKET CORRIDOR
SCITUATE, RI
SCHEMATIC, NOT TO SCALE

Project No. 2201766
Date MARCH 2024

FIGURE 8

CAD File Unsaved Drawing2

Xref (s): ; TBD2201766_8.5x11



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PRIVILEGE ST DETOUR TRAFFIC VOLUMES (2023)

WOONSOCKET CORRIDOR
SCITUATE, RI
SCHEMATIC, NOT TO SCALE

Project No. 2201766
Date MARCH 2024

FIGURE 9

CAD File Unsaved Drawing2

Xref (s): ; TBD2201766_8.5x11

Detour Analysis Findings

Using Synchro 11, the AM, PM, and SAT Peak Hours were analyzed both the existing and detour conditions. The results are summarized in **Table 1** below.

Table 1 – Capacity Analyses Summary

	Existing Condition			Detour Condition[4]			Detour Condition w/ Improvements		
	AM Peak Hour	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**
Route 114 (Winter Street and Privilege Street) at Pond Street[2]									
Route 114 EB Left/Right	-	-	-	-	-	-			
Pond Street NB Left/Thru	B/12.1/0.10/25	C/19.6/0.23/50	B/14.7/0.14/50	B/13.5/0.31/25	D/28.8/0.64/150	C/17.8/0.43/75			
Route 114 SB Thru/Right	A/1.4/0.03/25	A/2.0/0.08/25	A/1.4/0.05/25	A/0/0/25	A/0/0/25	A/0/0/25			
East School Street at Pond Street[2]									
East School Street EB Left/Thru/Right	A/8.5/0.18/50	A/9.3/0.21/50	A/8.5/0.17/50	A/10.0/0.22/50	B/10.7/0.25/50	A/9.5/0.20/50			
East School Street WB Left/Thru/Right	A/8.4/0.17/50	B/10.4/0.36/75	A/8.6/0.19/50	B/11.1/0.39/75	C/18.4/0.67/175	B/10.8/0.39/75			
Pond Street NB Left/Thru/Right	A/8.2/0.11/25	A/9.2/0.18/50	A/8.4/0.14/50	A/9.3/0.13/25	B/10.7/0.22/50	A/9.4/0.17/50			
Pond Street SB Left/Thru/Right	A/8.7/0.17/50	A/9.4/0.21/50	A/8.3/0.11/25	B/13.4/0.49/100	B/13.1/0.42/75	B/10.8/0.32/50			
Rt 126(Social Street) at East School Street[1]	**A/9.1/0.55**	**A/7.9/0.48**	**A/5.6/0.36**	**B/15.6/0.70**	**B/12.9/0.70**	**B/11.5/0.69**			
East School Street EB Left/Thru/Right	C/24.5/0.55/68	C/20.4/0.35/40	B/19.6/0.36/40	C/28.9/0.70/241	D/35.5/0.70/119	C/30.8/0.69/137			
East School Street WB Left/Thru/Right	C/21.0/0.38/58	C/23.5/0.15/61	B/18.8/0.23/38	B/15.8/0.21/63	C/20.2/0.34/63	B/14.6/0.14/36			
Social Street NB Left/Thru	A/5.8/0.38/137	A/5.5/0.45/141	A/3.7/0.32/109	B/13.5/0.65/144	A/9.9/0.64/169	A/7.8/0.47/139			
Social Street SB Thru/Right	A/5.4/0.36/126	A/5.6/0.48/155	A/3.7/0.35/116	A/9.2/0.51/98	A/9.0/0.65/182	A/7.5/0.52/152			

Legend – LOS/Total Vehicle Delay (sec)/v/c Ratio/95th Percentile Queue Length
1 – Signalized Intersection
2 – Unsignalized Intersection. Analysis of controlled approach.
3 – Unable to utilize HCM methodologies for existing control configuration; Signal Proposed in Detour Condition
4 – Worst condition

	Existing Condition			Detour Condition[4]			Detour Condition w/ Improvements		
	AM Peak Hour	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**
Rt 126(Social Street) at Mill Street[2]							**A/7.8/0.66**	**C/30.4/1.03**	**B/10.9/0.75**
Mill Street WB Left/Right	C/19.6/0.15/50	D/26.0/0.25/50	C/17.6/0.15/50	E/48.9/0.82/250	**F/287.6/1.10/750**	D/33.6/0.72/200	B/10.9/0.66/59	B/12.4/0.64/63	B/11.0/0.66/61
Social Street NB Thru/Right	-	-	-	-	-	-	A/5.7/0.44/159	A/5.4/0.45/163	A/5.7/0.43/157
Social Street SB Left/Thru	A/1.0/0.03/25	A/1.3/0.05/25	A/1.1/0.04/25	A/3.9/0.16/50	B/6.9/0.31/50	A/4.6/0.20/50	A/8.1/0.57/208	D/54.0/1.03/578	B/15.2/0.75/391
Rt 126(Social Street) at Rt 114 Privilege Street[2]									
Privilege Street EB Left/Right	D/32.9/0.65/150	E/37.9/0.53/100	E/42.1/0.64/150	D/32.9/0.65/150	E/37.9/0.53/100	E/42.1/0.64/150			
Social Street NB Left/Thru	A/1.4/0.05/25	A/1.4/0.05/25	A/1.2/0.04/25	A/1.4/0.05/25	A/1.4/0.05/25	A/1.2/0.04/25			
Social Street SB Thru/Right	-	-	-	-	-	-			
Rt 126(Social Street) at Rt 114 Diamond Hill Road[1]	**B/17.3/0.74**	**C/21.7/0.72**	**B/19.5/0.71**	**C/33.2/0.97**	**D/48.4/1.11**	**E/63.1/1.17**	**C/33.2/0.97**	**D/47.5/1.04**	**D/41.0/1.01**
Diamond Hill Road EB Left/Thru/Right	C/23.4/0.40/95	B/13.9/0.29/77	B/16.7/0.30/78	B/14.1/0.27/68	B/10.1/0.24/78	B/10.8/0.23/70	B/14.1/0.27/68	B/11.7/0.25/87	B/15.3/0.26/93
Diamond Hill Road WB Left/Thru/Right	D/36.7/0.74/154	C/24.8/0.72/197	C/28.0/0.71/170	C/26.0/0.72/177	D/36.3/0.91/466	C/26.2/0.80/282	C/26.0/0.72/177	D/50.0/0.97/494	D/47.8/0.93/408
Social Street NB Left/Thru/Right	B/11.1/0.51/266	C/21.5/0.63/375	B/18.4/0.62/409	D/46.0/0.97/701	**F/92.1/1.11/577**	**F/114.2/1.17/715**	D/46.0/0.97/701	E/67.5/1.04/548	D/54.0/1.01/608
Social Street SB Left/Thru/Right	A/8.7/0.25/122	C/22.4/0.61/378	B/15.4/0.46/247	B/15.6/0.33/167	B/15.0/0.59/232	C/25.2/0.63/284	B/15.6/0.33/167	C/29.5/0.76/346	B/17.4/0.53/213

Legend – LOS/Total Vehicle Delay (sec)/v/c Ratio/95th Percentile Queue Length
1 – Signalized Intersection
2 – Unsignalized Intersection. Analysis of controlled approach.
3 – Unable to utilize HCM methodologies for existing control configuration; Signal Proposed in Detour Condition
4 – Worst condition

	Existing Condition			Detour Condition[4]			Detour Condition w/ Improvements		
	AM Peak Hour	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**
Rt 114 Diamond Hill Road at Wood Ave and Bellingham St[1]	**B/12.4/0.62**	**C/25.3/0.88**	**B/13.1/0.63**	**A/9.2/0.70**	**D/43.6/1.05**	**B/14.4/0.76**	**A/8.5/0.58**	**D/43.6/1.05**	**B/14.4/0.76**
Diamond Hill Road EB Left/Thru/Right	A/6.7/0.26/82	A/9.7/0.33/187	A/7.8/0.35/120	A/9.3/0.56/212	E/71.2/1.05/707	B/18.40.76/353	B/11.4/0.58/254	E/71.2/1.05/707	B/18.40.76/353
Diamond Hill Road WB Left/Thru/Right	A/6.9/0.29/87	B/319/0.54/319	A/8.9/0.44/148	A/4.7/0.25/75	B/12.2/0.52/328	A/7.2/0.41/138	A/0.5/0.26/25	B/12.2/0.52/328	A/7.2/0.41/138
Wood Ave NB Left/Thru/Right	C/20.4/0.62/106	C/34.4/0.64/207	B/19.6/0.63/104	-	-	-		-	-
Bellingham St SB Left/Thru/Right	B/18.0/0.42/73	E/55.2/0.88/271	C/21.5/0.57/94	B/17.1/0.54/63	D/45.3/0.84/248	B/18.1/0.62/78	B/14.3/0.50/55	D/45.3/0.84/248	B/18.1/0.62/78
Rt 114(Diamond Hill Road) at Fulton Street[2]									
Diamond Hill Road EB Left/Thru	A/0.1/0/25	A/0.1/0/25	A/0.0/0/25	A/0.1/0/25	A/0.1/0/25	A/0.0/0/25			
Diamond Hill Road WB Thru/Right	-	-	-	-	-	-			
Fulton Street SB Left/Right	B/13.5/0.02/25	C/18.6/0.04/25	C/16.1/0.03/25	B/14.8/0.02/25	C/23.2/0.06/25	C/18.7/0.03/25			
Rt 114(Diamond Hill Road) at St Leon Ave[2]									
Diamond Hill Road EB Thru/Right	-	-	-	-	-	-			
Diamond Hill Road WB Left/Thru	A/1.9/0.06/25	A/1.7/0.07/25	A/1.0/0.03/25	A/2.0/0.06/25	A/1.9/0.08/25	A/1.1/0.04/25			
St Leon Ave NB Left/Right	C/19.5/0.37/75	C/22.6/0.32/50	C/17.1/0.17/50	D/26.1/0.51/100	**F/65.9/0.72/175**	D/25.9/0.36/75			

Legend – LOS/Total Vehicle Delay (sec)/v/c Ratio/95th Percentile Queue Length
1 – Signalized Intersection
2 – Unsignalized Intersection. Analysis of controlled approach.
3 – Unable to utilize HCM methodologies for existing control configuration; Signal Proposed in Detour Condition
4 – Worst condition

	Existing Condition			Detour Condition[4]			Detour Condition w/ Improvements		
	AM Peak Hour	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**
Winthrop Street at Robinson Street[2]									
Robinson Street EB Left/Thru/Right	A/8.5/0.07/25	A/7.7/0.06/25	A/7.5/0.04/25	A/9.6/0.14/50	A/8.7/0.14/50	A/8.4/0.10/25			
Robinson Street WB Left/Thru/Right	A/8.8/0.14/25	A/7.5/0.04/25	A/7.4/0.03/25	A/9.4/0.15/50	A/8.0/0.05/25	A/7.9/0.03/25			
Winthrop Street NB Left/Thru/Right	A/9.2/0.23/25	A/7.7/0.09/25	A/7.5/0.08/25	A/9.8/0.25/50	A/8.1/0.09/25	A/7.8/0.08/25			
Winthrop Street SB Left/Thru/Right	B/10.2/0.40/75	A/8.0/0.17/50	A/7.5/0.11/25	B/13.4/0.58/125	A/9.3/0.36/75	A/9.4/0.32/50			
Wood Ave at Robinson Street[2]									
Robinson Street EB Left/Thru/Right	B/12.8/0.05/25	B/14.4/0.05/25	B/12.9/0.03/25	B/13.4/0.05/25	C/16.1/0.06/25	B/13.8/0.03/25			
Robinson Street WB Left/Thru/Right	B/12.5/0.06/25	B/13.4/0.09/25	B/12,7/0.07/25	C/19.2/0.34/75	E/42.3/0.69/175	C/22.8/0.45/75			
Wood Ave NB Left/Thru/Right	A/0.2/0/25	A/0.5/0.01/25	A/0.4/0.01/25	A/0.2/0/25	A/0.5/0.01/25	A/0.4/0.01/25			
Wood Ave SB Left/Thru/Right	A/0.7/0.02/25	A/1.2/0.03/25	A/1.0/0.02/25	A/1.5/0.04/25	A/2.3/0.07/25	A/2.0/0.05/25			
Wood Ave at Mill Street[2]									
Mill Street EB Left/Right	B/11.1/0.12/25	B/13.6/0.22/50	B/12.4/0.16/50	A/8.9/0.16/50	A/9.5/0.27/50	A/9.2/0.21/50			
Wood Ave NB Left/Thru	A/0.4/0.01/25	A/1.1/0.02/25	A/0.6/0.01/25	A/7.8/0.19/50	A/7.6/0.15/50	A/7.8/0.19/50			
Wood Ave SB Thru/Right	-	-	-	-	-	-			

Legend – LOS/Total Vehicle Delay (sec)/v/c Ratio/95th Percentile Queue Length
1 – Signalized Intersection
2 – Unsignalized Intersection. Analysis of controlled approach.
3 – Unable to utilize HCM methodologies for existing control configuration; Signal Proposed in Detour Condition
4 – Worst condition

Table 1 above shows that all intersections and movements perform adequately in the existing condition scenarios, with the exception of RI Route 114 (Privilege Street) left/right at the intersection with RI Route 126 (Social Street) which operates at LOS E in the PM and SAT peak.

The table provides the worst case scenario of both the Privilege Street and the Wood Avenue Detour. With the implementation of the Privilege Street Detour, there were no undesirable delays (LOS E or LOS F). When implementing the Wood Avenue Detour to the study area, the following intersection movements performed undesirably (LOS E or LOS F):

- Mill Street WB Left/Right at RI Route 126 (Social Street) operates at a LOS E in the PM Peak Hour and LOS F in the SAT Peak Hour
- St Leon Ave NB Left/Right at RI Route 114 (Diamond Hill Road) operates at a LOS F in the PM Peak Hour
- Robinson Street WB Left/Through/Right at Wood Ave operates at LOS E in the PM Peak.
- RI Route 126 (Social Street) NB Left/Thru/Right at RI Route 114 (Diamond Hill Road) operates at LOF F in PM and SAT Peak Hours
- RI Route 114 (Diamond Hill Road) EB Left/Thru/Right at Wood Ave operates at LOS E in the PM Peak Hour

With simple timing changes at RI Route 126 (Social Street) at East School Street/Elm Street, RI Route 126(Social Street) at RI Route 114(Diamond Hill Road), and RI Route 114 (Diamond Hill Road) at Wood Ave/Bellingham Street, the intersections operate desirably. The AM, PM, and SAT cycle lengths remain unchanged due to the fact that each intersection is a part of a coordinated system throughout Woonsocket. Upon further investigation for St Leon Ave NB Left /Right at RI Route 114(Diamond Hill Road) can adequately maintain the queues. Highway Capacity methodologies are inherently conservative when it comes to delay times at stop-controlled intersections. The undesirable levels of service also do not occur over the course of the entire day and instead in limited peak hours. Providing a signal at this intersection would be cost prohibitive based on the other measures of effectiveness, such as queue lengths and volume to capacity at the intersection and is therefore not recommended for mitigation of detour traffic.

Temporary signals following the AM, PM, and SAT cycle length of the RI Route 126 (Social Street) at East School Street/Elm Street operate adequately at RI Route 126 (Social Street) at Mill Street.

Conclusion and Recommendations

Based on the closure of Bridge No. 953, 954, and 963 signal timing revisions and temporary traffic signalization are necessary to help mitigate the impacts of the detour when it is implemented. The following are recommended to alleviate the local passenger car detour:

1. Complete signal timing revisions at RI Route 126 (Social Street) and RI Route 114 (Diamond Hill Road) during Wood Ave detour
2. Complete signal timing revisions at RI Route 114 (Diamond Hill Road) and Wood Ave/Bellingham Street during Wood Ave detour
3. Install a temporary traffic signal at RI Route 126 (Social Street) and Mill Street during Wood Ave detour

Appendix: Traffic Counts

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Winter Street
Street 2:	Pond Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	2	10	0	0	0	3	45	0	81	0	8	0	0	0	0
7:15 AM	0	4	10	0	0	0	2	40	0	88	0	15	0	0	0	0
7:30 AM	0	1	9	0	0	0	11	66	0	87	0	19	0	0	0	0
7:45 AM	0	4	16	0	0	0	9	60	0	70	0	19	0	0	0	0
8:00 AM	0	4	11	0	0	0	10	62	0	89	0	13	0	0	0	0
8:15 AM	0	3	8	0	0	0	7	53	0	97	0	18	0	0	0	0
8:30 AM	0	2	8	0	0	0	15	43	0	76	0	6	0	0	0	0
8:45 AM	0	4	10	0	0	0	9	57	0	69	0	14	0	0	0	0

	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	12	13	0	0	0	19	132	0	90	0	22	0	0	0	0
4:15 PM	0	6	8	0	0	0	20	131	0	92	0	19	0	0	0	0
4:30 PM	0	6	6	0	0	0	18	145	0	104	0	13	0	0	0	0
4:45 PM	0	8	12	0	0	0	24	107	0	80	0	14	0	0	0	0
5:00 PM	0	9	15	0	0	0	15	125	0	76	0	20	0	0	0	0
5:15 PM	0	3	10	0	0	0	14	120	0	109	0	12	0	0	0	0
5:30 PM	0	5	8	0	0	0	14	127	0	81	0	24	0	0	0	0
5:45 PM	0	3	12	0	0	0	14	112	0	110	0	16	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**12**	**44**	**0**	**0**	**0**	**37**	**241**	**0**	**343**	**0**	**69**	**0**	**0**	**0**	**0**
PHF	**0.70**				**0.90**				**0.90**				**0.00**			
HV %	**0.0%**	**0.0%**	**4.5%**	**0.0%**	**0.0%**	**0.0%**	**10.8%**	**6.2%**	**0.0%**	**3.2%**	**0.0%**	**4.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**32**	**39**	**0**	**0**	**0**	**81**	**515**	**0**	**366**	**0**	**68**	**0**	**0**	**0**	**0**
PHF	**0.71**				**0.91**				**0.93**				**0.00**			
HV %	**0.0%**	**3.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.6%**	**0.0%**	**0.8%**	**0.0%**	**1.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Winter Street
Street 2:	Pond Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0
7:15 AM	0	1	1	0	0	0	1	3	0	2	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	2	7	0	1	0	2	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	4	0	6	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	2	2	0	3	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	2	0	1	0	1	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	4	0	7	0	1	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	1	0	2	0	0	0	0	0	0

	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**2**	**0**	**0**	**0**	**5**	**16**	**0**	**12**	**0**	**2**	**0**	**0**	**0**	**0**
PHF	**0.38**				**0.58**				**0.58**				**0.00**			

PM PEAK HOUR 4:15 PM to 5:15 PM	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**
PHF	**0.25**				**0.67**				**0.50**				**0.00**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Winter Street
Street 2:	Pond Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR[1]	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
7:30 AM to 8:30 AM	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0

PM PEAK HOUR[1]	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
4:00 PM to 5:00 PM	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Winter Street
Street 2:	Pond Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	6	18	0	0	0	6	81	0	75	0	14	0	0	0	0
11:15 AM	0	7	8	0	0	0	7	84	0	85	0	14	0	0	0	0
11:30 AM	0	9	11	0	0	0	13	81	0	106	0	18	0	0	0	0
11:45 AM	0	6	10	0	0	0	14	80	0	86	0	15	0	0	0	0
12:00 PM	0	3	8	0	0	0	10	84	0	98	0	18	0	0	0	0
12:15 PM	0	3	6	0	0	0	9	103	0	91	0	22	0	0	0	0
12:30 PM	0	5	10	0	0	0	3	89	0	109	0	16	0	0	0	0
12:45 PM	0	4	14	0	0	0	3	77	0	97	0	11	0	0	0	0

MID PEAK HOUR 11:30 AM to 12:30 PM	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**21**	**35**	**0**	**0**	**0**	**46**	**348**	**0**	**381**	**0**	**73**	**0**	**0**	**0**	**0**
PHF	**0.70**				**0.88**				**0.92**				**0.00**			
HV %	**0.0%**	**4.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**2.2%**	**0.3%**	**0.0%**	**1.3%**	**0.0%**	**1.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Winter Street
Street 2:	Pond Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

MID PEAK HOUR	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
11:15 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.25**				**0.38**				**0.42**				**0.00**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Winter Street
Street 2:	Pond Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:30 AM to 12:30 PM	Pond Street Northbound				Winter Street Southbound				Winter Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	East School Street
Street 2:	Pond Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	13	6	0	10	2	1	0	1	17	2	0	0	9	3
7:15 AM	0	2	9	3	0	11	10	0	0	2	17	2	0	3	16	6
7:30 AM	0	4	8	5	0	19	13	1	0	2	32	9	0	1	15	2
7:45 AM	0	2	13	2	0	12	13	3	0	1	28	5	0	0	33	9
8:00 AM	0	4	11	3	0	9	12	1	0	0	20	2	0	1	20	7
8:15 AM	0	1	11	7	0	9	16	0	0	1	18	4	0	4	17	1
8:30 AM	0	5	11	3	0	7	10	4	0	1	15	1	0	3	18	5
8:45 AM	0	1	12	3	0	9	9	0	0	0	18	6	0	3	25	4

	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	5	17	5	0	9	14	16	0	2	32	8	0	4	50	12
4:15 PM	0	6	11	7	0	5	22	4	0	3	20	4	0	4	44	5
4:30 PM	0	7	12	10	0	12	8	9	0	0	19	4	0	6	35	15
4:45 PM	0	10	7	11	0	5	13	6	0	6	28	4	0	7	40	3
5:00 PM	0	7	19	3	0	6	14	8	0	2	22	7	0	6	53	5
5:15 PM	0	9	15	6	0	7	21	6	0	3	19	5	0	1	43	5
5:30 PM	0	6	8	5	0	9	20	3	0	5	24	7	0	1	48	4
5:45 PM	0	8	12	8	0	9	11	3	0	3	20	3	0	5	34	5

AM PEAK HOUR 7:30 AM to 8:30 AM	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**11**	**43**	**17**	**0**	**49**	**54**	**5**	**0**	**4**	**98**	**20**	**0**	**6**	**85**	**19**
PHF	**0.93**				**0.82**				**0.71**				**0.65**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**8.2%**	**5.6%**	**20.0%**	**0.0%**	**25.0%**	**3.1%**	**5.0%**	**0.0%**	**16.7%**	**2.4%**	**10.5%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**28**	**47**	**33**	**0**	**31**	**57**	**35**	**0**	**11**	**99**	**20**	**0**	**21**	**169**	**35**
PHF	**0.93**				**0.79**				**0.77**				**0.85**			
HV %	**0.0%**	**0.0%**	**2.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.0%**	**5.0%**	**0.0%**	**0.0%**	**3.0%**	**2.9%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	East School Street
Street 2:	Pond Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	1	2	1
7:30 AM	0	0	0	0	0	2	3	0	0	1	1	1	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	1

	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**1**	**0**	**3**	**4**	**0**	**0**	**2**	**3**	**2**	**0**	**1**	**4**	**2**
PHF	**0.25**				**0.35**				**0.58**				**0.44**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**5**	**1**
PHF	**0.25**				**0.00**				**0.50**				**0.50**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	East School Street
Street 2:	Pond Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0

	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	5	0	0	0	2	0	0	0	4	0	0	0	1
4:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2

AM PEAK HOUR[1] 7:30 AM to 8:30 AM	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	7	0	0	0	8	0	0	0	5	0	0	0	2

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	East School Street
Street 2:	Pond Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	8	16	7	0	9	6	3	0	0	16	4	0	0	28	6
11:15 AM	0	9	11	5	0	5	7	2	0	2	31	2	0	3	37	4
11:30 AM	0	9	13	5	0	13	8	4	0	3	29	4	0	3	27	3
11:45 AM	0	6	16	6	0	6	9	9	0	2	23	4	0	4	26	3
12:00 PM	0	8	13	8	0	6	10	6	0	1	27	4	0	2	31	4
12:15 PM	0	6	9	4	0	9	15	2	0	1	25	1	0	2	40	1
12:30 PM	0	4	9	5	0	9	8	3	0	0	19	3	0	0	30	6
12:45 PM	0	7	13	5	0	3	5	2	0	6	20	0	0	4	17	8

MID PEAK HOUR 11:15 AM to 12:15 PM	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**32**	**53**	**24**	**0**	**30**	**34**	**21**	**0**	**8**	**110**	**14**	**0**	**12**	**121**	**14**
PHF	**0.94**				**0.85**				**0.92**				**0.84**			
HV %	**0.0%**	**3.1%**	**1.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.8%**	**0.0%**	**0.0%**	**0.9%**	**7.1%**	**0.0%**	**0.0%**	**0.8%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	East School Street
Street 2:	Pond Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**3**	**0**
PHF	**0.50**				**0.25**				**0.50**				**0.38**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	East School Street
Street 2:	Pond Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1

MID PEAK HOUR 11:15 AM to 12:15 PM	Pond Street Northbound				Pond Street Southbound				East School Street Eastbound				East School Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	1

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	East School Street & Elm Street
Street 2:	Social Street & Clinton Elm Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
7:00 AM	2	3	84	0	0	0	53	3	10	0	0	3	0	7	2	3	0	0	0	0
7:15 AM	16	0	91	0	0	0	90	1	18	0	0	3	0	8	5	3	0	0	0	0
7:30 AM	28	4	108	0	0	0	88	6	15	0	0	11	0	13	10	7	0	0	0	0
7:45 AM	105	10	126	0	0	0	106	10	32	0	0	8	0	14	9	6	0	0	0	0
8:00 AM	49	5	103	0	0	0	101	11	20	0	0	11	0	13	11	4	0	0	0	0
8:15 AM	16	1	84	0	0	0	98	6	17	0	0	6	0	7	8	3	0	0	0	0
8:30 AM	9	1	88	0	0	0	70	7	16	0	0	1	0	12	3	6	0	0	0	0
8:45 AM	9	2	90	0	0	0	88	5	26	0	0	3	0	16	17	4	0	0	0	0

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
4:00 PM	34	13	141	0	0	0	151	13	9	0	0	4	0	14	16	13	0	0	0	0
4:15 PM	38	8	117	0	0	0	115	10	8	0	0	5	0	7	12	4	0	0	0	0
4:30 PM	16	1	114	0	0	0	114	10	14	0	0	5	0	7	10	4	0	0	0	0
4:45 PM	17	1	110	0	0	0	131	13	12	0	0	3	0	5	9	10	0	0	0	0
5:00 PM	10	2	117	0	0	0	103	8	11	0	0	7	0	8	16	5	0	0	0	0
5:15 PM	10	2	107	0	0	0	126	13	7	0	0	2	0	3	9	5	0	0	0	0
5:30 PM	10	2	100	0	0	0	133	7	11	0	0	7	0	7	18	3	0	0	0	0
5:45 PM	6	4	137	0	0	0	122	8	8	0	0	7	0	12	14	9	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
	198	**20**	**421**	**0**	**0**	**0**	**393**	**33**	**84**	**0**	**0**	**36**	**0**	**47**	**38**	**20**	**0**	**0**	**0**	**0**
PHF	**0.66**				**0.92**				**0.75**				**0.88**				**0.00**			
HV %	**3.5%**	**15.0%**	**7.1%**	**0.0%**	**0.0%**	**0.0%**	**7.6%**	**0.0%**	**7.1%**	**0.0%**	**0.0%**	**8.3%**	**0.0%**	**8.5%**	**7.9%**	**10.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
	105	**23**	**482**	**0**	**0**	**0**	**511**	**46**	**43**	**0**	**0**	**17**	**0**	**33**	**47**	**31**	**0**	**0**	**0**	**0**
PHF	**0.81**				**0.85**				**0.79**				**0.65**				**0.00**			
HV %	**1.0%**	**0.0%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**1.8%**	**6.5%**	**2.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**8.5%**	**3.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	East School Street & Elm Street
Street 2:	Social Street & Clinton Elm Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
7:00 AM	0	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	4	0	0	0	3	0	1	0	0	1	0	0	2	1	0	0	0	0
7:30 AM	0	1	6	0	0	0	12	0	1	0	0	1	0	3	0	1	0	0	0	0
7:45 AM	6	2	6	0	0	0	4	0	1	0	0	1	0	1	1	0	0	0	0	0
8:00 AM	1	0	9	0	0	0	6	0	2	0	0	0	0	0	1	1	0	0	0	0
8:15 AM	0	0	9	0	0	0	8	0	2	0	0	1	0	0	1	0	0	0	0	0
8:30 AM	0	0	7	0	0	0	6	1	0	0	0	0	0	2	0	2	0	0	0	0
8:45 AM	0	0	9	0	0	0	5	3	1	0	0	0	0	3	2	1	0	0	0	0

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
4:00 PM	0	0	1	0	0	0	3	1	0	0	0	0	0	0	2	0	0	0	0	0
4:15 PM	1	0	3	0	0	0	2	1	1	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
7:30 AM																				
to	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
8:30 AM	**7**	**3**	**30**	**0**	**0**	**0**	**30**	**0**	**6**	**0**	**0**	**3**	**0**	**4**	**3**	**2**	**0**	**0**	**0**	**0**
PHF	**0.71**				**0.63**				**0.75**				**0.56**				**0.00**			

PM PEAK HOUR	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
4:00 PM																				
to	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
5:00 PM	**1**	**0**	**5**	**0**	**0**	**0**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**
PHF	**0.38**				**0.75**				**0.25**				**0.63**				**0.00**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	East School Street & Elm Street
Street 2:	Social Street & Clinton Elm Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

BICYCLES

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR 4:00 PM to 5:00 PM	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	East School Street & Elm Street
Street 2:	Social Street & Clinton Elm Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED
7:00 AM	-	-	-	2	-	-	-	1	-	-	-	1	-	-	-	4	-	-	-	2
7:15 AM	-	-	-	1	-	-	-	6	-	-	-	2	-	-	-	4	-	-	-	1
7:30 AM	-	-	-	2	-	-	-	0	-	-	-	4	-	-	-	5	-	-	-	2
7:45 AM	-	-	-	3	-	-	-	1	-	-	-	4	-	-	-	1	-	-	-	2
8:00 AM	-	-	-	1	-	-	-	0	-	-	-	6	-	-	-	0	-	-	-	1
8:15 AM	-	-	-	2	-	-	-	1	-	-	-	2	-	-	-	0	-	-	-	2
8:30 AM	-	-	-	1	-	-	-	1	-	-	-	4	-	-	-	0	-	-	-	1
8:45 AM	-	-	-	0	-	-	-	0	-	-	-	1	-	-	-	1	-	-	-	0

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED
4:00 PM	-	-	-	1	-	-	-	0	-	-	-	1	-	-	-	0	-	-	-	1
4:15 PM	-	-	-	0	-	-	-	0	-	-	-	2	-	-	-	1	-	-	-	0
4:30 PM	-	-	-	0	-	-	-	0	-	-	-	12	-	-	-	1	-	-	-	1
4:45 PM	-	-	-	3	-	-	-	1	-	-	-	1	-	-	-	3	-	-	-	3
5:00 PM	-	-	-	6	-	-	-	0	-	-	-	5	-	-	-	3	-	-	-	5
5:15 PM	-	-	-	0	-	-	-	3	-	-	-	2	-	-	-	2	-	-	-	0
5:30 PM	-	-	-	2	-	-	-	0	-	-	-	3	-	-	-	3	-	-	-	2
5:45 PM	-	-	-	0	-	-	-	0	-	-	-	2	-	-	-	2	-	-	-	0

AM PEAK HOUR 7:30 AM	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
to	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED
8:30 AM	0	0	0	8	0	0	0	2	0	0	0	16	0	0	0	6	0	0	0	7

PM PEAK HOUR 4:00 PM	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
to	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED
5:00 PM	0	0	0	4	0	0	0	1	0	0	0	16	0	0	0	5	0	0	0	5

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	East School Street & Elm Street
Street 2:	Social Street & Clinton Elm Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
11:00 AM	4	3	97	0	0	0	88	7	14	0	0	4	0	10	10	5	0	0	0	0
11:15 AM	9	1	105	0	0	0	90	12	14	0	0	3	0	4	8	4	0	0	0	0
11:30 AM	7	2	107	0	0	0	119	11	18	0	0	4	0	6	6	1	0	0	0	0
11:45 AM	5	1	103	0	0	0	100	9	13	0	0	2	0	5	6	8	0	0	0	0
12:00 PM	3	5	106	0	0	0	112	8	9	0	0	3	0	4	7	3	0	0	0	0
12:15 PM	6	0	124	0	0	0	111	9	11	0	0	4	0	8	10	3	0	0	0	0
12:30 PM	5	3	114	0	0	0	87	11	13	0	0	2	0	3	8	4	0	0	0	0
12:45 PM	2	1	92	0	0	0	104	10	9	0	0	3	0	7	5	3	0	0	0	0

MID PEAK HOUR	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street bound			
11:30 AM																				
to	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
12:30 PM	**21**	**8**	**440**	**0**	**0**	**0**	**442**	**37**	**51**	**0**	**0**	**13**	**0**	**23**	**29**	**15**	**0**	**0**	**0**	**0**
PHF	**0.90**				**0.92**				**0.73**				**0.80**				**0.00**			
HV %	**0.0%**	**0.0%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	East School Street & Elm Street
Street 2:	Social Street & Clinton Elm Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
11:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street bound			
11:00 AM																				
to	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
12:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
PHF	**0.38**				**0.50**				**0.00**				**0.25**				**0.00**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	East School Street & Elm Street
Street 2:	Social Street & Clinton Elm Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

BICYCLES

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	1	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0
11:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:30 AM to 12:30 PM	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street bound			
	Hard Left	Left	Thru	Right	Left	Thru	Soft Right	Right	Left	Thru	Right	Hard Right	Left	Soft Left	Thru	Right	Left	Thru	Right	Hard Right
	1	0	5	0	0	1	1	1	0	0	0	1	0	0	0	0	0	1	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	East School Street & Elm Street
Street 2:	Social Street & Clinton Elm Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS

	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street Northeastbound			
Start Time	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED
11:00 AM	-	-	-	0	-	-	-	0	-	-	-	3	-	-	-	0	-	-	-	0
11:15 AM	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	5	-	-	-	0
11:30 AM	-	-	-	0	-	-	-	0	-	-	-	2	-	-	-	0	-	-	-	0
11:45 AM	-	-	-	0	-	-	-	0	-	-	-	3	-	-	-	0	-	-	-	0
12:00 PM	-	-	-	1	-	-	-	2	-	-	-	1	-	-	-	0	-	-	-	1
12:15 PM	-	-	-	1	-	-	-	2	-	-	-	2	-	-	-	0	-	-	-	1
12:30 PM	-	-	-	0	-	-	-	0	-	-	-	7	-	-	-	2	-	-	-	0
12:45 PM	-	-	-	0	-	-	-	0	-	-	-	2	-	-	-	0	-	-	-	0

MID PEAK HOUR	Clinton Street Northbound				Social Street Southbound				East School Street Eastbound				Elm Street Westbound				Social Street bound			
11:30 AM																				
to	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED	-	-	-	PED
12:30 PM	0	0	0	2	0	0	0	4	0	0	0	8	0	0	0	0	0	0	0	2

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Mill Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	93	4	0	1	49	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	97	6	0	3	90	0	0	0	0	0	0	3	0	3
7:30 AM	0	0	117	13	0	5	92	0	0	0	0	0	0	5	0	4
7:45 AM	0	0	145	18	0	8	101	0	0	0	0	0	0	7	0	3
8:00 AM	0	0	110	15	0	8	97	0	0	0	0	0	0	6	0	4
8:15 AM	0	0	85	16	0	6	97	0	0	0	0	0	0	4	0	4
8:30 AM	0	0	101	8	0	8	71	0	0	0	0	0	0	3	0	5
8:45 AM	0	0	102	11	0	9	79	0	0	0	0	0	0	11	0	2

	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	128	31	0	9	149	0	0	0	0	0	0	9	0	7
4:15 PM	0	0	104	21	0	10	121	0	0	0	0	0	0	5	0	5
4:30 PM	0	0	117	15	0	10	115	0	0	0	0	0	0	9	0	5
4:45 PM	0	0	110	17	0	13	132	0	0	0	0	0	0	7	0	3
5:00 PM	0	0	120	7	0	11	107	0	0	0	0	0	0	6	0	7
5:15 PM	0	0	108	9	0	11	122	0	0	0	0	0	0	14	0	7
5:30 PM	0	0	101	14	0	12	131	0	0	0	0	0	0	9	0	9
5:45 PM	0	0	127	15	0	14	121	0	0	0	0	0	0	4	0	5

AM PEAK HOUR 7:30 AM to 8:30 AM	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**457**	**62**	**0**	**27**	**387**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**15**
PHF	**0.80**				**0.95**				**0.00**				**0.93**			
HV %	**0.0%**	**0.0%**	**7.7%**	**3.2%**	**0.0%**	**7.4%**	**6.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.5%**	**0.0%**	**6.7%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**459**	**84**	**0**	**42**	**517**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**20**
PHF	**0.85**				**0.88**				**0.00**				**0.78**			
HV %	**0.0%**	**0.0%**	**1.3%**	**0.0%**	**0.0%**	**2.4%**	**1.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**3.3%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Mill Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	5	1	0	0	3	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	9	0	0	0	10	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	6	0	0	1	3	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	12	0	0	1	5	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	8	2	0	0	8	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	8	1	0	1	7	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	10	0	0	0	6	0	0	0	0	0	0	1	0	0

	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	1	2	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	3	0	0	1	1	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0
5:45 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**38**	**3**	**0**	**2**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
PHF	**0.85**				**0.88**				**0.00**				**0.50**			

PM PEAK HOUR 4:15 PM to 5:15 PM	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**8**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**
PHF	**0.67**				**0.75**				**0.00**				**0.50**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Mill Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0

	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

AM PEAK HOUR[1] 7:30 AM to 8:30 AM	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	6

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Mill Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	103	10	0	6	85	0	0	0	0	0	0	9	0	0
11:15 AM	0	0	118	9	0	7	104	0	0	0	0	0	0	6	0	3
11:30 AM	0	0	122	10	0	12	112	0	0	0	0	0	0	6	0	7
11:45 AM	0	0	111	14	0	10	103	0	0	0	0	0	0	5	0	7
12:00 PM	0	0	102	11	0	5	105	0	0	0	0	0	0	10	0	5
12:15 PM	0	0	126	15	0	10	109	0	0	0	0	0	0	3	0	5
12:30 PM	0	0	125	10	0	8	91	0	0	0	0	0	0	7	0	6
12:45 PM	0	0	94	6	0	6	106	0	0	0	0	0	0	6	0	6

MID PEAK HOUR	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
11:30 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:30 PM	**0**	**0**	**461**	**50**	**0**	**37**	**429**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**24**
PHF	**0.91**				**0.94**				**0.00**				**0.80**			
HV %	**0.0%**	**0.0%**	**0.9%**	**0.0%**	**0.0%**	**0.0%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Mill Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0

MID PEAK HOUR	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
11:00 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.50**				**0.50**				**0.00**				**0.00**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Mill Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:30 AM to 12:30 PM	Social Street Northbound				Social Street Southbound				Eastbound				Mill Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	3	0	3	0	2	0	0	0	0	0	0	0	0	0	2

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 5
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Privilege Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	4	91	0	0	0	50	11	0	34	0	3	0	0	0	0
7:15 AM	0	8	98	0	0	0	61	12	0	30	0	16	0	0	0	0
7:30 AM	0	6	107	0	0	0	73	27	0	29	0	24	0	0	0	0
7:45 AM	0	17	127	0	0	0	90	19	0	23	0	17	0	0	0	0
8:00 AM	0	19	92	0	0	0	78	15	0	35	0	30	0	0	0	0
8:15 AM	0	7	78	0	0	0	84	17	0	31	0	22	0	0	0	0
8:30 AM	0	5	101	0	0	0	66	16	0	28	0	15	0	0	0	0
8:45 AM	0	11	94	0	0	0	70	17	0	34	0	18	0	0	0	0

	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	12	116	0	0	0	142	35	0	20	0	9	0	0	0	0
4:15 PM	0	9	102	0	0	0	130	44	0	22	0	7	0	0	0	0
4:30 PM	0	11	114	0	0	0	137	34	0	26	0	11	0	0	0	0
4:45 PM	0	9	101	0	0	0	134	22	0	12	0	7	0	0	0	0
5:00 PM	0	8	117	0	0	0	112	30	0	27	0	7	0	0	0	0
5:15 PM	0	9	106	0	0	0	125	38	0	24	0	9	0	0	0	0
5:30 PM	0	14	103	0	0	0	130	43	0	22	0	14	0	0	0	0
5:45 PM	0	8	114	0	0	0	131	33	0	21	0	10	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**49**	**404**	**0**	**0**	**0**	**325**	**78**	**0**	**118**	**0**	**93**	**0**	**0**	**0**	**0**
PHF		**0.79**				**0.92**				**0.81**				**0.00**		
HV %	**0.0%**	**14.3%**	**6.7%**	**0.0%**	**0.0%**	**0.0%**	**7.7%**	**7.7%**	**0.0%**	**7.6%**	**0.0%**	**5.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**41**	**433**	**0**	**0**	**0**	**543**	**135**	**0**	**80**	**0**	**34**	**0**	**0**	**0**	**0**
PHF		**0.93**				**0.96**				**0.77**				**0.00**		
HV %	**0.0%**	**0.0%**	**0.9%**	**0.0%**	**0.0%**	**0.0%**	**1.3%**	**1.5%**	**0.0%**	**1.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 5
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Privilege Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	8	0	0	0	3	3	0	2	0	0	0	0	0	0
7:15 AM	0	1	3	0	0	0	3	1	0	2	0	0	0	0	0	0
7:30 AM	0	1	6	0	0	0	9	4	0	1	0	1	0	0	0	0
7:45 AM	0	0	7	0	0	0	4	0	0	4	0	1	0	0	0	0
8:00 AM	0	5	7	0	0	0	3	2	0	2	0	2	0	0	0	0
8:15 AM	0	1	7	0	0	0	9	0	0	2	0	1	0	0	0	0
8:30 AM	0	2	6	0	0	0	7	0	0	5	0	0	0	0	0	0
8:45 AM	0	1	8	0	0	0	6	1	0	5	0	0	0	0	0	0

	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
5:00 PM	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0
5:45 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**9**	**28**	**0**	**0**	**0**	**25**	**3**	**0**	**14**	**0**	**3**	**0**	**0**	**0**	**0**
PHF	**0.77**				**0.78**				**0.85**				**0.00**			

PM PEAK HOUR 4:15 PM to 5:15 PM	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**5**	**0**	**0**	**0**	**6**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.50**				**0.67**				**0.25**				**0.00**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 5
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Privilege Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0
8:15 AM	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0

	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	2	0	1	0	0	0	2	1	0	0	2	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0

AM PEAK HOUR[1]	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
7:30 AM to 8:30 AM	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	0

PM PEAK HOUR[1]	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
4:00 PM to 5:00 PM	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	1	0	2	0	2	1	0	0	7	0	0	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 5
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Privilege Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	4	98	0	0	0	84	29	0	24	0	2	0	0	0	0
11:15 AM	0	5	114	0	0	0	104	32	0	25	0	8	0	0	0	0
11:30 AM	0	10	110	0	0	0	118	23	0	39	0	10	0	0	0	0
11:45 AM	0	11	113	0	0	0	107	26	0	23	0	7	0	0	0	0
12:00 PM	0	5	101	0	0	0	103	23	0	33	0	8	0	0	0	0
12:15 PM	0	13	109	0	0	0	107	29	0	32	0	7	0	0	0	0
12:30 PM	0	8	125	0	0	0	97	23	0	25	0	8	0	0	0	0
12:45 PM	0	10	89	0	0	0	107	21	0	34	0	5	0	0	0	0

MID PEAK HOUR	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
11:30 AM to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:30 PM	**0**	**39**	**433**	**0**	**0**	**0**	**435**	**101**	**0**	**127**	**0**	**32**	**0**	**0**	**0**	**0**
PHF	**0.95**				**0.95**				**0.81**				**0.00**			
HV %	**0.0%**	**2.6%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.5%**	**2.0%**	**0.0%**	**0.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 5
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Privilege Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

MID PEAK HOUR	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
11:15 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:15 PM	**0**	**1**	**3**	**0**	**0**	**0**	**3**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**1.00**				**0.63**				**0.50**				**0.00**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 5
Location:	Woonsocket, RI
Street 1:	Social Street
Street 2:	Privilege Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	1	0	5	0	0	0	0	0	0	0	3	0	0	0	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0
11:30 AM	0	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0
11:45 AM	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0

MID PEAK HOUR 11:30 AM to 12:30 PM	Social Street Northbound				Social Street Southbound				Privilege Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	1	0	0	1	0	2	0	2	0	0	0	5	0	0	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 6
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Diamond Hill Road & Social Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	86	37	0	0	37	2	0	8	16	3	0	19	14	3
7:15 AM	0	0	94	26	0	2	46	2	0	13	26	3	0	28	16	3
7:30 AM	0	2	97	36	0	2	71	5	0	15	19	2	0	27	18	5
7:45 AM	0	5	92	47	0	2	62	4	0	11	24	2	0	39	23	4
8:00 AM	0	3	79	46	0	1	56	4	0	6	27	2	0	34	21	2
8:15 AM	0	2	62	40	0	1	52	1	0	12	30	3	0	37	18	3
8:30 AM	0	1	88	39	0	0	32	6	0	10	24	4	0	50	16	2
8:45 AM	0	5	76	42	0	1	44	3	0	4	22	1	0	43	20	3

	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	2	76	49	0	4	121	9	0	10	36	1	0	55	39	4
4:15 PM	0	3	80	50	0	4	108	12	0	12	29	2	0	62	39	5
4:30 PM	0	2	81	49	0	4	101	17	0	14	37	1	0	47	50	4
4:45 PM	0	1	75	45	0	8	104	8	0	9	40	1	0	53	44	5
5:00 PM	0	1	87	44	0	7	97	8	0	6	32	0	0	55	42	7
5:15 PM	0	1	62	53	0	3	106	10	0	14	35	2	0	51	42	5
5:30 PM	0	2	72	48	0	6	100	10	0	12	33	4	0	61	49	5
5:45 PM	0	0	74	50	0	8	104	8	0	12	42	1	0	64	30	8

AM PEAK HOUR 7:30 AM to 8:30 AM	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**12**	**330**	**169**	**0**	**6**	**241**	**14**	**0**	**44**	**100**	**9**	**0**	**137**	**80**	**14**
PHF		**0.89**				**0.84**				**0.85**				**0.88**		
HV %	**0.0%**	**8.3%**	**7.9%**	**4.7%**	**0.0%**	**0.0%**	**11.2%**	**0.0%**	**0.0%**	**0.0%**	**2.0%**	**0.0%**	**0.0%**	**3.6%**	**1.3%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**8**	**312**	**193**	**0**	**20**	**434**	**46**	**0**	**45**	**142**	**5**	**0**	**217**	**172**	**18**
PHF		**0.96**				**0.93**				**0.92**				**0.96**		
HV %	**0.0%**	**0.0%**	**1.0%**	**1.6%**	**0.0%**	**0.0%**	**1.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.8%**	**2.9%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 6
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Diamond Hill Road & Social Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	9	2	0	0	4	0	0	0	2	0	0	2	0	0
7:15 AM	0	0	3	1	0	1	4	0	0	1	1	0	0	0	1	1
7:30 AM	0	0	5	3	0	0	10	0	0	0	0	0	0	4	0	0
7:45 AM	0	0	10	0	0	0	4	0	0	0	0	0	0	0	1	0
8:00 AM	0	1	6	3	0	0	6	0	0	0	1	0	0	0	0	0
8:15 AM	0	0	5	2	0	0	7	0	0	0	1	0	0	1	0	0
8:30 AM	0	0	10	2	0	0	5	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	11	2	0	0	8	0	0	0	1	0	0	1	0	0

	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	2	0
4:15 PM	0	0	1	2	0	0	2	0	0	0	0	0	0	2	2	0
4:30 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**32**	**9**	**0**	**0**	**26**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**
PHF	**0.81**				**0.81**				**0.75**				**0.75**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**3**	**3**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**5**	**0**
PHF	**0.50**				**0.63**				**0.00**				**0.56**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 6
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Diamond Hill Road & Social Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0

	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	2	0	4	0	0	0	1	0	0	0	1	0	0	0	2
4:15 PM	0	0	0	3	1	1	0	0	0	0	0	1	0	0	0	2
4:30 PM	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	6	0	0	0	0
5:15 PM	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3
5:30 PM	0	0	0	1	0	0	0	3	0	0	0	4	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	15	0	0	0	0

AM PEAK HOUR[1] 7:30 AM to 8:30 AM	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	2

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	2	0	8	1	3	0	2	0	0	0	9	0	0	0	7

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 6
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Diamond Hill Road & Social Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	4	71	41	0	4	73	5	0	11	27	5	0	34	25	6
11:15 AM	0	2	85	48	0	7	90	9	0	7	25	4	0	48	30	5
11:30 AM	0	2	90	58	0	5	91	7	0	14	33	1	0	47	24	4
11:45 AM	0	1	75	54	0	10	83	9	0	4	27	2	0	44	31	6
12:00 PM	0	0	72	49	0	2	74	9	0	7	37	2	0	44	30	4
12:15 PM	0	0	91	58	0	3	87	18	0	12	25	1	0	46	34	5
12:30 PM	0	3	84	50	0	6	83	6	0	9	34	1	0	42	20	5
12:45 PM	0	3	87	47	0	3	69	6	0	12	28	2	0	59	32	7

MID PEAK HOUR 11:30 AM to 12:30 PM	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**3**	**328**	**219**	**0**	**20**	**335**	**43**	**0**	**37**	**122**	**6**	**0**	**181**	**119**	**19**
PHF	**0.92**				**0.92**				**0.86**				**0.94**			
HV %	**0.0%**	**0.0%**	**1.2%**	**1.4%**	**0.0%**	**0.0%**	**0.9%**	**0.0%**	**0.0%**	**0.0%**	**1.6%**	**0.0%**	**0.0%**	**0.6%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 6
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Diamond Hill Road & Social Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0
11:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0

MID PEAK HOUR 11:15 AM to 12:15 PM	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**4**	**3**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
PHF	**0.88**				**0.50**				**0.25**				**0.25**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 6
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Diamond Hill Road & Social Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	1	0	6	0	0	0	0	0	0	0	4	0	0	0	0
11:15 AM	0	1	0	2	0	0	0	3	0	0	0	6	0	0	0	1
11:30 AM	0	1	0	3	0	3	0	0	0	0	0	6	0	0	0	1
11:45 AM	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0
12:30 PM	0	0	2	1	0	0	0	1	0	0	0	4	0	1	0	0
12:45 PM	0	0	0	0	0	0	1	0	0	0	0	7	0	0	0	2

MID PEAK HOUR 11:30 AM to 12:30 PM	Social Street Northbound				Social Street Southbound				Diamond Hill Road Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	8	0	3	0	2	0	0	0	9	0	0	0	2

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 7
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Wood Avenue & Bellingham Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	3	50	15	0	1	22	1	0	2	51	1	0	7	31	7
7:15 AM	0	2	69	12	0	6	50	1	0	1	52	2	0	9	46	5
7:30 AM	0	1	64	18	0	7	34	1	0	0	56	3	0	10	52	4
7:45 AM	0	2	31	14	0	7	24	1	0	0	65	6	0	6	59	4
8:00 AM	0	1	33	12	0	5	25	1	0	1	66	8	0	12	54	13
8:15 AM	0	1	38	21	0	5	19	1	0	1	66	3	0	7	57	10
8:30 AM	0	3	37	10	0	3	24	1	0	1	57	7	0	10	64	12
8:45 AM	0	5	57	8	0	7	27	1	0	2	61	4	0	16	61	15

	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	5	41	20	0	10	61	2	0	3	85	3	0	19	89	14
4:15 PM	0	6	36	19	0	16	56	3	0	1	76	7	0	22	101	8
4:30 PM	0	2	53	14	0	14	62	2	0	0	87	4	0	18	97	13
4:45 PM	0	3	45	17	0	16	74	0	0	2	79	10	0	19	99	15
5:00 PM	0	3	39	14	0	17	63	0	0	1	84	5	0	24	102	13
5:15 PM	0	6	44	19	0	10	66	4	0	1	80	7	0	24	88	17
5:30 PM	0	10	55	17	0	15	51	2	0	0	80	10	0	17	103	10
5:45 PM	0	3	57	15	0	15	79	3	0	0	95	6	0	16	98	12

AM PEAK HOUR 7:15 AM to 8:15 AM	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**6**	**197**	**56**	**0**	**25**	**133**	**4**	**0**	**2**	**239**	**19**	**0**	**37**	**211**	**26**
PHF	**0.78**				**0.71**				**0.87**				**0.87**			
HV %	**0.0%**	**16.7%**	**1.5%**	**1.8%**	**0.0%**	**0.0%**	**3.0%**	**0.0%**	**0.0%**	**0.0%**	**3.8%**	**0.0%**	**0.0%**	**0.0%**	**2.8%**	**3.8%**

PM PEAK HOUR 5:00 PM to 6:00 PM	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**22**	**195**	**65**	**0**	**57**	**259**	**9**	**0**	**2**	**339**	**28**	**0**	**81**	**391**	**52**
PHF	**0.86**				**0.84**				**0.91**				**0.94**			
HV %	**0.0%**	**4.5%**	**0.5%**	**1.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.6%**	**3.6%**	**0.0%**	**1.2%**	**0.5%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 7
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Wood Avenue & Bellingham Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	1	1	0	0	0	0	0	0	3	0	0	0	2	0
7:15 AM	0	1	2	0	0	0	1	0	0	0	3	0	0	0	1	0
7:30 AM	0	0	0	1	0	0	2	0	0	0	3	0	0	0	4	1
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
8:15 AM	0	0	2	0	0	0	0	0	0	0	3	0	0	1	1	0
8:30 AM	0	0	1	0	0	0	3	0	0	0	3	0	0	0	1	0
8:45 AM	0	0	1	0	0	0	2	0	0	1	2	0	0	2	1	0

	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	1	2	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	1	1	0	0	4	0
4:30 PM	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM	0	1	0	1	0	0	0	0	0	0	1	0	0	0	2	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**4**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**8**	**1**
PHF	**0.58**				**0.38**				**0.75**				**0.45**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**3**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**1**	**0**	**2**	**7**	**0**
PHF	**0.33**				**0.33**				**0.38**				**0.56**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 7
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Wood Avenue & Bellingham Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	1
4:30 PM	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	5	0	0	0	6	0	0	0	2
5:00 PM	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0

AM PEAK HOUR[1] 7:15 AM to 8:15 AM	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	4

PM PEAK HOUR[1] 5:00 PM to 6:00 PM	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	2	0	0	1	3	0	0	0	1	0	0	0	1

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 7
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Wood Avenue & Bellingham Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	6	50	18	0	10	28	1	0	1	68	3	0	11	58	11
11:15 AM	0	3	49	18	0	11	36	2	0	0	76	3	0	12	73	14
11:30 AM	0	2	42	21	0	10	41	0	0	1	87	8	0	9	73	18
11:45 AM	0	6	49	18	0	11	43	0	0	0	85	8	0	16	78	17
12:00 PM	0	2	49	19	0	10	46	1	0	2	82	5	0	12	79	17
12:15 PM	0	7	44	20	0	11	47	1	0	2	73	11	0	9	74	12
12:30 PM	0	4	46	16	0	16	48	1	0	1	80	5	0	10	61	16
12:45 PM	0	11	37	5	0	16	35	3	0	0	74	6	0	17	84	12

MID PEAK HOUR 11:30 AM to 12:30 PM	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**17**	**184**	**78**	**0**	**42**	**177**	**2**	**0**	**5**	**327**	**32**	**0**	**46**	**304**	**64**
PHF	**0.96**				**0.94**				**0.95**				**0.93**			
HV %	**0.0%**	**0.0%**	**0.5%**	**1.3%**	**0.0%**	**4.8%**	**1.1%**	**0.0%**	**0.0%**	**0.0%**	**0.6%**	**9.4%**	**0.0%**	**0.0%**	**0.7%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 7
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Wood Avenue & Bellingham Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0
11:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	1	0	0	0	0	0	0	1	3	0	0	1	0
12:30 PM	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0
12:45 PM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0

MID PEAK HOUR 11:00 AM to 12:00 PM	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**1**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**
PHF	**0.25**				**0.58**				**0.38**				**0.50**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 7
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Wood Avenue & Bellingham Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	1
11:45 AM	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	1
12:00 PM	0	0	0	1	0	1	0	0	0	0	0	3	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	1	0	1
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:30 AM to 12:30 PM	Wood Avenue Northbound				Bellingham Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	1	1	0	2	0	0	0	7	0	0	1	3

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 8
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Fulton Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Fulton Street Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	1	0	1	0	1	64	0	0	0	45	0
7:15 AM	0	0	0	0	0	2	0	3	0	0	74	0	0	0	58	2
7:30 AM	0	0	0	0	0	6	0	3	0	0	80	0	0	0	59	2
7:45 AM	0	0	0	0	0	2	0	2	0	1	95	0	0	0	68	0
8:00 AM	0	0	0	0	0	1	0	2	0	0	83	0	0	0	76	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	100	0	0	0	77	2
8:30 AM	0	0	0	0	0	2	0	1	0	1	81	0	0	0	89	2
8:45 AM	0	0	0	0	0	1	0	1	0	1	78	0	0	0	103	2

	Fulton Street Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	5	0	0	0	0	121	0	0	0	139	2
4:15 PM	0	0	0	0	0	4	0	3	0	0	113	0	0	0	129	2
4:30 PM	0	0	0	0	0	1	0	0	0	1	112	0	0	0	122	2
4:45 PM	0	0	0	0	0	3	0	1	0	0	116	0	0	0	133	6
5:00 PM	0	0	0	0	0	1	0	1	0	1	113	0	0	0	144	2
5:15 PM	0	0	0	0	0	3	0	0	0	1	112	0	0	0	138	2
5:30 PM	0	0	0	0	0	1	0	0	0	1	108	0	0	0	147	0
5:45 PM	0	0	0	0	0	2	0	4	0	1	129	0	0	0	124	3

AM PEAK HOUR 8:00 AM to 9:00 AM	Fulton Street Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**5**	**0**	**4**	**0**	**2**	**342**	**0**	**0**	**0**	**345**	**6**
PHF	**0.00**				**0.75**				**0.86**				**0.84**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**3.8%**	**0.0%**	**0.0%**	**0.0%**	**2.0%**	**16.7%**

PM PEAK HOUR 5:00 PM to 6:00 PM	Fulton Street Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**7**	**0**	**5**	**0**	**4**	**462**	**0**	**0**	**0**	**553**	**7**
PHF	**0.00**				**0.50**				**0.90**				**0.95**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**1.1%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 8
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Fulton Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	5	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	4	0

	Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**10**	**0**
PHF	**0.00**				**0.25**				**0.69**				**0.50**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**13**	**0**
PHF	**0.00**				**0.00**				**0.38**				**0.46**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 8
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Fulton Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Fulton Street Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Fulton Street Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

AM PEAK HOUR[1] 8:00 AM to 9:00 AM	Fulton Street Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

PM PEAK HOUR[1] 5:00 PM to 6:00 PM	Fulton Street Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 8
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Fulton Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	4	0	0	0	1	93	0	0	0	89	1
11:15 AM	0	0	0	0	0	2	0	2	0	0	117	0	0	0	97	2
11:30 AM	0	0	0	0	0	0	0	1	0	0	120	0	0	0	105	0
11:45 AM	0	0	0	0	0	3	0	1	0	1	119	0	0	0	111	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	113	0	0	0	109	2
12:15 PM	0	0	0	0	0	0	0	1	0	0	108	0	0	0	94	2
12:30 PM	0	0	0	0	0	3	0	0	0	0	107	0	0	0	97	1
12:45 PM	0	0	0	0	0	2	0	1	0	1	111	0	0	0	126	1

MID PEAK HOUR					Fulton Street				Route 114 (Diamond Hill Road)				Route 114 (Diamond Hill Road)			
11:15 AM	Northbound				Southbound				Eastbound				Westbound			
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:15 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**4**	**0**	**1**	**469**	**0**	**0**	**0**	**422**	**4**
PHF	**0.00**				**0.56**				**0.98**				**0.96**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 8
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Fulton Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

MID PEAK HOUR 11:00 AM to 12:00 PM	Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**
PHF	**0.00**				**0.00**				**0.75**				**0.50**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 8
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Fulton Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:15 AM to 12:15 PM	Northbound				Fulton Street Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 9
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	St. Leon Avenue
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	3	0	13	0	0	0	0	0	0	65	1	0	2	42	0
7:15 AM	0	3	0	10	0	0	0	0	0	0	73	4	0	6	56	0
7:30 AM	0	4	0	11	0	0	0	0	0	0	80	6	0	3	56	0
7:45 AM	0	5	0	16	0	0	0	0	0	0	94	4	0	10	64	0
8:00 AM	0	5	0	15	0	0	0	0	0	0	80	4	0	12	71	0
8:15 AM	0	3	0	9	0	0	0	0	0	0	90	9	0	10	76	0
8:30 AM	0	23	0	16	0	0	0	0	0	0	72	13	0	20	69	0
8:45 AM	0	36	0	27	0	0	0	0	0	0	68	12	0	17	69	0

	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	7	0	5	0	0	0	0	0	0	115	11	0	25	131	0
4:15 PM	0	6	0	12	0	0	0	0	0	0	107	10	0	21	128	0
4:30 PM	0	7	0	13	0	0	0	0	0	0	110	5	0	15	117	0
4:45 PM	0	11	0	20	0	0	0	0	0	0	110	8	0	23	128	0
5:00 PM	0	9	0	12	0	0	0	0	0	0	104	11	0	12	137	0
5:15 PM	0	6	0	11	0	0	0	0	0	0	108	9	0	17	135	0
5:30 PM	0	8	0	14	0	0	0	0	0	0	95	14	0	18	138	0
5:45 PM	0	8	0	11	0	0	0	0	0	0	118	13	0	12	119	0

AM PEAK HOUR 8:00 AM to 9:00 AM	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**67**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**310**	**38**	**0**	**59**	**285**	**0**
PHF	**0.53**				**0.00**				**0.88**				**0.97**			
HV %	**0.0%**	**1.5%**	**0.0%**	**3.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**3.2%**	**7.9%**	**0.0%**	**3.4%**	**2.5%**	**0.0%**

PM PEAK HOUR 4:45 PM to 5:45 PM	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**34**	**0**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**417**	**42**	**0**	**70**	**538**	**0**
PHF	**0.73**				**0.00**				**0.97**				**0.97**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.4%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 9
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	St. Leon Avenue
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	3	1	0	0	4	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	3	0	0	1	1	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	2	1	0	0	2	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	3	2	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	4	0

	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0

AM PEAK HOUR 8:00 AM to 9:00 AM	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**3**	**0**	**2**	**7**	**0**
PHF	**0.75**				**0.00**				**0.65**				**0.45**			

PM PEAK HOUR 4:00 PM to 5:00 PM	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**1**	**9**	**0**
PHF	**0.25**				**0.00**				**0.50**				**0.50**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 9
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	St. Leon Avenue
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2

AM PEAK HOUR[1] 8:00 AM to 9:00 AM	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1

PM PEAK HOUR[1] 4:45 PM to 5:45 PM	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 9
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	St. Leon Avenue
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	4	0	7	0	0	0	0	0	0	91	6	0	7	85	0
11:15 AM	0	10	0	14	0	0	0	0	0	0	110	8	0	9	91	0
11:30 AM	0	3	0	11	0	0	0	0	0	0	115	4	0	7	99	0
11:45 AM	0	4	0	8	0	0	0	0	0	0	117	5	0	10	107	0
12:00 PM	0	6	0	4	0	0	0	0	0	0	109	4	0	8	105	0
12:15 PM	0	2	0	9	0	0	0	0	0	0	105	1	0	7	93	0
12:30 PM	0	8	0	12	0	0	0	0	0	0	108	2	0	9	90	0
12:45 PM	0	4	0	10	0	0	0	0	0	0	107	6	0	6	123	0

MID PEAK HOUR	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
11:15 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:15 PM	**0**	**23**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**451**	**21**	**0**	**34**	**402**	**0**
PHF	**0.63**				**0.00**				**0.97**				**0.93**			
HV %	**0.0%**	**0.0%**	**0.0%**	**2.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.1%**	**0.0%**	**0.0%**	**5.9%**	**0.2%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 9
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	St. Leon Avenue
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0
11:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

MID PEAK HOUR 11:00 AM to 12:00 PM	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**2**	**0**
PHF	**0.25**				**0.00**				**0.63**				**0.50**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 9
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	St. Leon Avenue
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:15 AM to 12:15 PM	St. Leon Avenue Northbound				St. Leon Avenue Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 10
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Winthrop Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	13	1	0	0	7	2	0	4	1	0	0	3	2	2
7:15 AM	0	0	7	1	0	2	8	2	0	2	2	1	0	1	2	0
7:30 AM	0	6	7	0	0	1	9	3	0	2	3	1	0	2	5	2
7:45 AM	0	4	19	0	1	3	18	8	0	2	0	1	0	3	1	2
8:00 AM	0	8	13	0	0	0	11	5	0	2	4	2	0	1	6	4
8:15 AM	0	5	13	0	0	3	12	5	0	3	0	1	0	1	6	2
8:30 AM	0	10	26	1	0	4	32	19	0	4	0	1	0	2	7	7
8:45 AM	0	9	19	1	0	4	65	33	0	5	2	5	0	3	14	4

	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	1	11	0	0	5	25	5	0	5	5	0	0	2	3	3
4:15 PM	0	0	12	1	0	2	20	5	0	3	4	1	0	1	1	3
4:30 PM	0	2	19	1	0	0	26	3	0	5	7	3	0	3	4	3
4:45 PM	0	1	17	0	0	5	28	8	0	3	3	3	0	3	3	2
5:00 PM	0	1	22	0	0	1	12	9	0	1	0	1	0	1	5	2
5:15 PM	0	3	11	1	0	4	17	11	0	1	1	1	0	1	2	3
5:30 PM	0	2	19	0	0	1	33	7	0	3	5	3	0	1	5	0
5:45 PM	0	0	13	3	0	3	21	14	0	4	1	3	0	1	3	3

AM PEAK HOUR 8:00 AM to 9:00 AM	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**32**	**71**	**2**	**0**	**11**	**120**	**62**	**0**	**14**	**6**	**9**	**0**	**7**	**33**	**17**
PHF	**0.71**				**0.47**				**0.60**				**0.68**			
HV %	**0.0%**	**3.1%**	**11.3%**	**0.0%**	**0.0%**	**27.3%**	**10.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**0.0%**	**0.0%**	**0.0%**	**6.1%**	**5.9%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**4**	**59**	**2**	**0**	**12**	**99**	**21**	**0**	**16**	**19**	**7**	**0**	**9**	**11**	**11**
PHF	**0.74**				**0.80**				**0.70**				**0.78**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**9.1%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 10
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Winthrop Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
8:15 AM	0	0	4	0	0	1	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	1	0	0	1	8	0	0	0	1	0	0	0	1	1

	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**8**	**0**	**0**	**3**	**12**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**1**
PHF	**0.56**				**0.42**				**0.38**				**0.38**			

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 10
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Winthrop Street
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1
8:30 AM	0	0	0	2	0	0	0	14	0	0	0	8	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	18	0	0	0	2	0	0	0	1

	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	0
5:45 PM	0	0	0	3	0	0	0	5	0	0	0	3	0	0	0	0

AM PEAK HOUR[1] 8:00 AM to 9:00 AM	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	0	0	0	34	0	0	0	14	0	0	0	5

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	3	0	0	0	4	0	0	0	2	0	0	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 10
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Winthrop Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	4	1	0	1	11	0	0	1	1	0	0	3	2	2
11:15 AM	0	0	8	0	0	2	13	5	0	7	5	0	0	5	6	2
11:30 AM	0	0	9	1	0	1	10	2	0	4	4	0	0	1	4	3
11:45 AM	0	1	9	0	0	1	17	3	0	2	3	2	0	1	0	2
12:00 PM	0	0	11	1	0	3	13	3	0	1	2	0	0	3	2	0
12:15 PM	0	1	10	1	0	1	10	4	0	3	0	2	0	0	5	0
12:30 PM	0	1	14	3	0	4	13	4	0	7	3	0	0	2	2	3
12:45 PM	0	0	8	0	0	1	10	2	0	1	2	1	0	3	2	2

MID PEAK HOUR 11:45 AM to 12:45 PM	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**3**	**44**	**5**	**0**	**9**	**53**	**14**	**0**	**13**	**8**	**4**	**0**	**6**	**9**	**5**
PHF	**0.72**				**0.90**				**0.63**				**0.71**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 10
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Winthrop Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
PHF	**0.25**				**0.25**				**0.00**				**0.25**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 10
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Winthrop Street
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:45 AM to 12:45 PM	Winthrop Street Northbound				Winthrop Street Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	2

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 11
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Wood Avenue
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	54	0	0	5	34	0	0	0	0	1	0	4	2	1
7:15 AM	0	1	60	3	0	4	60	0	0	1	0	2	0	1	0	4
7:30 AM	0	2	69	4	0	6	55	2	0	1	2	2	0	4	4	3
7:45 AM	0	1	44	6	0	4	55	2	0	1	4	3	0	1	3	3
8:00 AM	0	1	36	2	0	4	58	1	0	1	3	0	0	3	1	2
8:15 AM	0	2	45	8	0	9	27	1	0	1	0	3	0	2	4	2
8:30 AM	0	3	43	8	0	21	33	1	0	0	6	5	0	3	1	3
8:45 AM	0	2	52	12	0	16	44	3	0	3	5	0	0	3	6	6

	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	55	3	0	11	73	2	0	1	2	3	0	1	5	7
4:15 PM	0	1	51	1	0	7	79	1	0	2	1	1	0	3	4	6
4:30 PM	0	4	59	2	0	14	78	4	0	1	4	0	0	3	1	3
4:45 PM	0	4	51	1	0	12	87	4	0	2	1	2	0	3	3	3
5:00 PM	0	4	45	2	0	6	75	0	0	1	1	3	0	1	4	2
5:15 PM	0	3	65	2	0	13	69	3	0	3	2	1	0	2	5	6
5:30 PM	0	0	61	2	0	13	66	2	0	0	3	3	0	2	6	6
5:45 PM	0	5	55	2	0	21	88	2	0	2	0	2	0	2	5	3

AM PEAK HOUR 7:15 AM to 8:15 AM	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**5**	**209**	**15**	**0**	**18**	**228**	**5**	**0**	**4**	**9**	**7**	**0**	**9**	**8**	**12**
PHF		**0.76**				**0.98**				**0.63**				**0.66**		
HV %	**0.0%**	**0.0%**	**1.9%**	**13.3%**	**0.0%**	**0.0%**	**1.8%**	**20.0%**	**0.0%**	**0.0%**	**11.1%**	**0.0%**	**0.0%**	**0.0%**	**12.5%**	**8.3%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**12**	**216**	**7**	**0**	**44**	**317**	**11**	**0**	**6**	**8**	**6**	**0**	**10**	**13**	**19**
PHF		**0.90**				**0.90**				**0.83**				**0.81**		
HV %	**0.0%**	**8.3%**	**2.3%**	**14.3%**	**0.0%**	**2.3%**	**1.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**16.7%**	**0.0%**	**0.0%**	**0.0%**	**5.3%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 11
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Wood Avenue
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0
8:30 AM	0	0	1	0	0	0	2	0	0	0	1	1	0	0	0	0
8:45 AM	0	0	2	0	0	0	4	0	0	1	0	0	0	0	0	0

	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	1	0	0	2	0	0	0	0	1	0	0	0	0
4:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**4**	**0**	**0**	**1**	**7**	**0**	**0**	**2**	**2**	**1**	**0**	**0**	**1**	**0**
PHF	**0.50**				**0.50**				**0.63**				**0.25**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**5**	**1**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
PHF	**0.58**				**0.88**				**0.25**				**0.25**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 11
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Wood Avenue
Count Date:	4/20/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0	1
8:30 AM	0	0	0	7	0	0	0	13	0	0	0	1	0	0	0	3
8:45 AM	0	0	0	1	0	0	0	7	0	0	0	2	0	0	0	2

	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0

AM PEAK HOUR[1] 7:15 AM to 8:15 AM	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	1	0	2	0	0	0	2	0	0	0	5

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	0	0	6	0	1	0	1	0	0	0	4

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 11
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Wood Avenue
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	2	52	1	0	5	37	1	0	2	0	1	0	4	2	1
11:15 AM	0	1	57	2	0	6	43	3	0	1	1	2	0	4	4	4
11:30 AM	0	2	47	0	0	7	49	1	0	1	2	1	0	5	3	5
11:45 AM	0	1	58	0	0	9	61	2	0	2	0	1	0	0	0	2
12:00 PM	0	1	52	1	0	2	59	1	0	1	1	1	0	1	2	3
12:15 PM	0	4	61	3	0	8	57	3	0	2	1	1	0	3	6	2
12:30 PM	0	3	55	1	0	11	62	2	0	1	1	2	0	3	3	6
12:45 PM	0	1	37	2	0	5	55	0	0	3	0	2	0	5	1	3

MID PEAK HOUR 11:45 AM to 12:45 PM	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**9**	**226**	**5**	**0**	**30**	**239**	**8**	**0**	**6**	**3**	**5**	**0**	**7**	**11**	**13**
PHF	**0.88**				**0.92**				**0.88**				**0.65**			
HV %	**0.0%**	**0.0%**	**1.3%**	**0.0%**	**0.0%**	**0.0%**	**1.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**14.3%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 11
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Wood Avenue
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0
12:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0

MID PEAK HOUR	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
11:45 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:45 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
PHF	**0.75**				**0.50**				**0.00**				**0.25**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 11
Location:	Woonsocket, RI
Street 1:	Robinson Street
Street 2:	Wood Avenue
Count Date:	4/22/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	2
12:45 PM	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1

MID PEAK HOUR 11:45 AM to 12:45 PM	Wood Avenue Northbound				Wood Avenue Southbound				Robinson Street Eastbound				Robinson Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	1	0	2	0	8	0	0	0	0	0	0	0	4

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 12
Location:	Woonsocket, RI
Street 1:	Wood Avenue
Street 2:	Mill Street
Count Date:	4/27/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 50°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	3	73	0	0	0	26	2	0	5	0	8	0	0	0	0
7:15 AM	0	2	70	0	0	0	66	4	0	2	0	7	0	0	0	0
7:30 AM	0	1	58	0	0	0	54	4	0	6	0	11	0	0	0	0
7:45 AM	0	6	60	0	0	0	40	1	0	11	0	20	0	0	0	0
8:00 AM	0	3	50	0	0	0	31	9	0	4	0	11	0	0	0	0
8:15 AM	0	3	41	0	0	0	30	3	0	7	0	10	0	0	0	0
8:30 AM	0	4	48	0	0	0	52	8	0	3	0	14	0	0	0	0
8:45 AM	0	5	47	0	0	0	27	8	0	3	0	11	0	0	0	0

	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	6	56	0	0	0	76	5	0	5	0	28	0	0	0	0
4:15 PM	0	4	46	0	0	0	75	4	0	12	0	12	0	0	0	0
4:30 PM	0	9	61	0	0	0	72	11	0	8	0	19	0	0	0	0
4:45 PM	0	5	50	0	0	0	88	4	0	11	0	11	0	0	0	0
5:00 PM	0	4	40	0	0	0	88	12	0	13	0	19	0	0	0	0
5:15 PM	0	8	54	0	0	0	74	5	0	14	0	17	0	0	0	0
5:30 PM	0	7	62	0	0	0	87	5	0	11	0	14	0	0	0	0
5:45 PM	0	4	47	0	0	0	69	4	0	14	0	13	0	0	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**12**	**261**	**0**	**0**	**0**	**186**	**11**	**0**	**24**	**0**	**46**	**0**	**0**	**0**	**0**
PHF	**0.90**				**0.70**				**0.56**				**0.00**			
HV %	**0.0%**	**16.7%**	**1.5%**	**0.0%**	**0.0%**	**0.0%**	**0.5%**	**9.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:45 PM to 5:45 PM	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**24**	**206**	**0**	**0**	**0**	**337**	**26**	**0**	**49**	**0**	**61**	**0**	**0**	**0**	**0**
PHF	**0.83**				**0.91**				**0.86**				**0.00**			
HV %	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**4.9%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 12
Location:	Woonsocket, RI
Street 1:	Wood Avenue
Street 2:	Mill Street
Count Date:	4/27/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 50°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0

	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR 8:00 AM to 9:00 AM	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**2**	**0**	**0**	**0**	**2**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**
PHF	**0.25**				**0.50**				**0.38**				**0.00**			

PM PEAK HOUR 4:15 PM to 5:15 PM	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
PHF	**0.25**				**0.42**				**0.25**				**0.00**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 12
Location:	Woonsocket, RI
Street 1:	Wood Avenue
Street 2:	Mill Street
Count Date:	4/27/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 50°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0

	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

AM PEAK HOUR[1] 7:00 AM to 8:00 AM	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	2	0	0	0	1	0	0	0	2	0	0	0	0

PM PEAK HOUR[1] 4:45 PM to 5:45 PM	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	1	1	0	2	0	0	0	0	0	0	0	3	0	0	0	0

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

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 12
Location:	Woonsocket, RI
Street 1:	Wood Avenue
Street 2:	Mill Street
Count Date:	4/29/2023
Day of Week:	Saturday
Weather:	Cloudy, 50°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	2	54	0	0	0	48	5	0	6	0	8	0	0	0	0
11:15 AM	0	4	78	0	0	0	44	5	0	6	0	13	0	0	0	0
11:30 AM	0	4	63	0	0	0	59	6	0	4	0	9	0	0	0	0
11:45 AM	0	6	64	0	0	0	66	5	0	8	0	7	0	0	0	0
12:00 PM	0	4	55	0	0	0	43	9	0	5	0	7	0	0	0	0
12:15 PM	0	5	65	0	0	0	65	4	0	7	0	19	0	0	0	0
12:30 PM	0	1	70	0	0	0	72	8	0	13	0	13	0	0	0	0
12:45 PM	1	5	49	0	0	0	57	5	0	10	0	19	0	0	0	0

MID PEAK HOUR	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
11:45 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:45 PM	**0**	**16**	**254**	**0**	**0**	**0**	**246**	**26**	**0**	**33**	**0**	**46**	**0**	**0**	**0**	**0**
PHF	**0.95**				**0.85**				**0.76**				**0.00**			
HV %	**0.0%**	**0.0%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.8%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**2.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 12
Location:	Woonsocket, RI
Street 1:	Wood Avenue
Street 2:	Mill Street
Count Date:	4/29/2023
Day of Week:	Saturday
Weather:	Cloudy, 50°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
10:45 AM																
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:45 AM	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
PHF	**0.33**				**0.50**				**0.25**				**0.00**			

Client:	Michael Shepley, PE, PTOE
Project #:	1237_4_BL
BTD #:	Location 12
Location:	Woonsocket, RI
Street 1:	Wood Avenue
Street 2:	Mill Street
Count Date:	4/29/2023
Day of Week:	Saturday
Weather:	Cloudy, 50°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

MID PEAK HOUR 11:45 AM to 12:45 PM	Wood Avenue Northbound				Wood Avenue Southbound				Mill Street Eastbound				Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0

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

Appendix: Synchro Analysis

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	343	69	12	44	37	241
Future Volume (vph)	343	69	12	44	37	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977				0.883	
Flt Protected	0.960			0.989		
Satd. Flow (prot)	1747	0	0	1842	1645	0
Flt Permitted	0.960			0.989		
Satd. Flow (perm)	1747	0	0	1842	1645	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	373	75	13	48	40	262
Shared Lane Traffic (%)						
Lane Group Flow (vph)	448	0	0	61	302	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

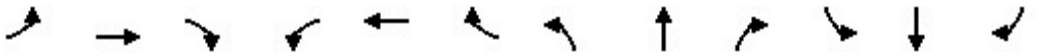
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	343	69	12	44	37	241
Future Vol, veh/h	343	69	12	44	37	241
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	373	75	13	48	40	262

Major/Minor	Minor2		Major2	
Conflicting Flow All	171	171	-	0
Stage 1	171	171	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	819	722	-	-
Stage 1	859	757	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	819	0	-	-
Mov Cap-2 Maneuver	819	0	-	-
Stage 1	859	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	9.7	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	819	-	-
HCM Lane V/C Ratio	0.074	-	-
HCM Control Delay (s)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	98	20	6	85	19	11	43	17	49	54	5
Future Volume (vph)	4	98	20	6	85	19	11	43	17	49	54	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.976			0.968			0.994	
Flt Protected		0.998			0.997			0.992			0.978	
Satd. Flow (prot)	0	1818	0	0	1813	0	0	1789	0	0	1811	0
Flt Permitted		0.998			0.997			0.992			0.978	
Satd. Flow (perm)	0	1818	0	0	1813	0	0	1789	0	0	1811	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	107	22	7	92	21	12	47	18	53	59	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	0	0	120	0	0	77	0	0	117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	98	20	6	85	19	11	43	17	49	54	5
Future Vol, veh/h	4	98	20	6	85	19	11	43	17	49	54	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	107	22	7	92	21	12	47	18	53	59	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.2	8.1	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	3%	5%	45%
Vol Thru, %	61%	80%	77%	50%
Vol Right, %	24%	16%	17%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	122	110	108
LT Vol	11	4	6	49
Through Vol	43	98	85	54
RT Vol	17	20	19	5
Lane Flow Rate	77	133	120	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.163	0.148	0.152
Departure Headway (Hd)	4.536	4.438	4.451	4.66
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	790	809	806	770
Service Time	2.564	2.461	2.474	2.687
HCM Lane V/C Ratio	0.097	0.164	0.149	0.152
HCM Control Delay	8.1	8.3	8.2	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.5	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	0	36	47	38	20	20	421	0	0	393	33
Future Volume (vph)	84	0	36	47	38	20	20	421	0	0	393	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959				0.850					0.989	
Flt Protected		0.966			0.973			0.998				
Satd. Flow (prot)	0	1726	0	0	1812	1583	0	1859	0	0	1842	0
Flt Permitted		0.732			0.807			0.974				
Satd. Flow (perm)	0	1308	0	0	1503	1583	0	1814	0	0	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				29					15	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	95	0	41	53	43	23	23	478	0	0	447	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	0	0	96	23	0	501	0	0	485	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	41.5	41.5			41.5	
Total Split (%)	27.2%	27.2%		27.2%	27.2%	27.2%	72.8%	72.8%			72.8%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	37.0	37.0			37.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		9.5			9.5	9.5		41.3			41.3	
Actuated g/C Ratio		0.17			0.17	0.17		0.72			0.72	
v/c Ratio		0.55			0.38	0.08		0.38			0.36	
Control Delay		24.5			24.2	7.3		5.8			5.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.5			24.2	7.3		5.8			5.4	
LOS		C			C	A		A			A	
Approach Delay		24.5			21.0			5.8			5.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		32			30	0		60			54	
Queue Length 95th (ft)		68			58	12		137			126	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		296			310	349		1338			1363	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.46			0.31	0.07		0.37			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Route 126 (Social Street) & East School Street

Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	136	96	23	501	485
v/c Ratio	0.55	0.38	0.08	0.38	0.36
Control Delay	24.5	24.2	7.3	5.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	24.2	7.3	5.8	5.4
Queue Length 50th (ft)	32	30	0	60	54
Queue Length 95th (ft)	68	58	12	137	126
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	296	310	349	1338	1363
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.31	0.07	0.37	0.36

Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	15	457	62	27	387
Future Volume (vph)	22	15	457	62	27	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.984			
Flt Protected	0.971					0.997
Satd. Flow (prot)	1711	0	1833	0	0	1857
Flt Permitted	0.971					0.997
Satd. Flow (perm)	1711	0	1833	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	16	497	67	29	421
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	564	0	0	450
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	15	457	62	27	387
Future Vol, veh/h	22	15	457	62	27	387
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	16	497	67	29	421

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1010	531	0	0	564	0
Stage 1	531	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	266	548	-	-	1008	-
Stage 1	590	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	256	548	-	-	1008	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	1008	-
HCM Lane V/C Ratio	-	-	0.123	0.029	-
HCM Control Delay (s)	-	-	17.5	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	118	93	49	404	325	78
Future Volume (vph)	118	93	49	404	325	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940				0.974	
Flt Protected	0.973			0.995		
Satd. Flow (prot)	1704	0	0	1853	1814	0
Flt Permitted	0.973			0.995		
Satd. Flow (perm)	1704	0	0	1853	1814	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	128	101	53	439	353	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	229	0	0	492	438	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	118	93	49	404	325	78
Future Vol, veh/h	118	93	49	404	325	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	101	53	439	353	85

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	941	396	438	0	-	0
Stage 1	396	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	292	653	1122	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	274	653	1122	-	-	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	581	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.7	0.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1122	-	368	-	-
HCM Lane V/C Ratio	0.047	-	0.623	-	-
HCM Control Delay (s)	8.4	0	29.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	100	9	137	80	14	12	330	169	6	241	14
Future Volume (vph)	44	100	9	137	80	14	12	330	169	6	241	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.992			0.955			0.993	
Flt Protected		0.986			0.971			0.999			0.999	
Satd. Flow (prot)	0	1822	0	0	1794	0	0	1777	0	0	1848	0
Flt Permitted		0.866			0.704			0.992			0.989	
Satd. Flow (perm)	0	1600	0	0	1301	0	0	1765	0	0	1829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7			36			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	109	10	149	87	15	13	359	184	7	262	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	251	0	0	556	0	0	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	30.0		15.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	25.5	25.5		11.0	40.5		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		19.4			19.4			46.1			46.1	
Actuated g/C Ratio		0.26			0.26			0.61			0.61	
v/c Ratio		0.40			0.74			0.51			0.25	
Control Delay		23.4			36.7			11.1			8.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.4			36.7			11.1			8.7	
LOS		C			D			B			A	
Approach Delay		23.4			36.7			11.1			8.7	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		62			104			118			52	
Queue Length 95th (ft)		95			154			266			122	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		558			705			1098			1125	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.36			0.51			0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	167	251	556	284
v/c Ratio	0.40	0.74	0.51	0.25
Control Delay	23.4	36.7	11.1	8.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	23.4	36.7	11.1	8.7
Queue Length 50th (ft)	62	104	118	52
Queue Length 95th (ft)	95	154	266	122
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	558	705	1098	1125
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.36	0.51	0.25

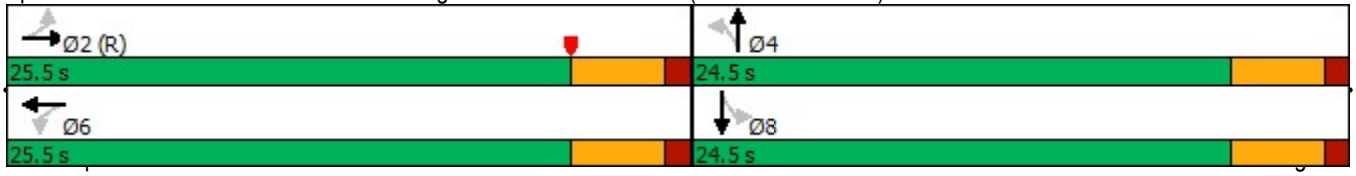
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	239	19	37	211	26	6	197	56	25	133	4
Future Volume (vph)	2	239	19	37	211	26	6	197	56	25	133	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.987			0.971			0.997	
Flt Protected					0.993			0.999			0.992	
Satd. Flow (prot)	0	1844	0	0	1826	0	0	1807	0	0	1842	0
Flt Permitted		0.999			0.940			0.992			0.925	
Satd. Flow (perm)	0	1842	0	0	1728	0	0	1794	0	0	1718	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			13			33			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	254	20	39	224	28	6	210	60	27	141	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	276	0	0	291	0	0	276	0	0	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	25.5	25.5		25.5	25.5		24.5	24.5		24.5	24.5	
Total Split (%)	51.0%	51.0%		51.0%	51.0%		49.0%	49.0%		49.0%	49.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		29.2			29.2			11.8			11.8	
Actuated g/C Ratio		0.58			0.58			0.24			0.24	
v/c Ratio		0.26			0.29			0.62			0.42	
Control Delay		6.7			6.9			20.4			18.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.7			6.9			20.4			18.0	
LOS		A			A			C			B	
Approach Delay		6.7			6.9			20.4			18.0	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		32			34			63			42	
Queue Length 95th (ft)		82			87			106			73	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		1080			1015			737			689	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.29			0.37			0.25	

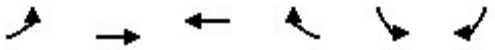
Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 29 (58%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	276	291	276	172
v/c Ratio	0.26	0.29	0.62	0.42
Control Delay	6.7	6.9	20.4	18.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.7	6.9	20.4	18.0
Queue Length 50th (ft)	32	34	63	42
Queue Length 95th (ft)	82	87	106	73
Internal Link Dist (ft)	538	452	378	147
Turn Bay Length (ft)				
Base Capacity (vph)	1080	1015	737	689
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.29	0.37	0.25

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	342	345	6	5	4
Future Volume (vph)	2	342	345	6	5	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.940	
Flt Protected					0.973	
Satd. Flow (prot)	0	1863	1859	0	1704	0
Flt Permitted					0.973	
Satd. Flow (perm)	0	1863	1859	0	1704	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	372	375	7	5	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	374	382	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	342	345	6	5	4
Future Vol, veh/h	2	342	345	6	5	4
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	372	375	7	5	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	382	0	-	0	755	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	376	-
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	1176	-	-	-	376	668
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1176	-	-	-	375	668
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	694	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1176	-	-	-	466
HCM Lane V/C Ratio	0.002	-	-	-	0.021
HCM Control Delay (s)	8.1	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	310	38	59	285	67	67
Future Volume (vph)	310	38	59	285	67	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.932	
Flt Protected				0.992	0.976	
Satd. Flow (prot)	1835	0	0	1848	1694	0
Flt Permitted				0.992	0.976	
Satd. Flow (perm)	1835	0	0	1848	1694	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	41	64	310	73	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	378	0	0	374	146	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

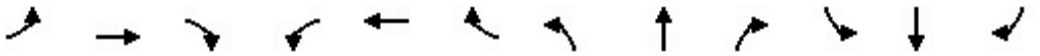
Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	310	38	59	285	67	67
Future Vol, veh/h	310	38	59	285	67	67
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	337	41	64	310	73	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	378	0	796	358
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	438	-
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	-	-	1180	-	356	686
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1180	-	333	686
Mov Cap-2 Maneuver	-	-	-	-	333	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	608	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	1180	-
HCM Lane V/C Ratio	0.325	-	-	0.054	-
HCM Control Delay (s)	16.9	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	6	9	7	33	17	32	71	2	11	120	62
Future Volume (vph)	14	6	9	7	33	17	32	71	2	11	120	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.961			0.998			0.957	
Flt Protected		0.977			0.994			0.985			0.997	
Satd. Flow (prot)	0	1743	0	0	1779	0	0	1831	0	0	1777	0
Flt Permitted		0.977			0.994			0.985			0.997	
Satd. Flow (perm)	0	1743	0	0	1779	0	0	1831	0	0	1777	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	7	10	8	36	18	35	77	2	12	130	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	62	0	0	114	0	0	209	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

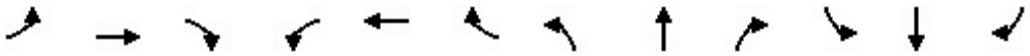
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	6	9	7	33	17	32	71	2	11	120	62
Future Vol, veh/h	14	6	9	7	33	17	32	71	2	11	120	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	7	10	8	36	18	35	77	2	12	130	67
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.9	8.1	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	48%	12%	6%
Vol Thru, %	68%	21%	58%	62%
Vol Right, %	2%	31%	30%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	29	57	193
LT Vol	32	14	7	11
Through Vol	71	6	33	120
RT Vol	2	9	17	62
Lane Flow Rate	114	32	62	210
Geometry Grp	1	1	1	1
Degree of Util (X)	0.14	0.04	0.078	0.239
Departure Headway (Hd)	4.411	4.624	4.522	4.105
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	815	776	794	881
Service Time	2.425	2.644	2.54	2.105
HCM Lane V/C Ratio	0.14	0.041	0.078	0.238
HCM Control Delay	8.1	7.8	7.9	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.3	0.9



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	9	7	9	8	12	5	209	15	18	228	5
Future Volume (vph)	4	9	7	9	8	12	5	209	15	18	228	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.945			0.991			0.998	
Flt Protected		0.991			0.985			0.999			0.996	
Satd. Flow (prot)	0	1756	0	0	1734	0	0	1844	0	0	1852	0
Flt Permitted		0.991			0.985			0.999			0.996	
Satd. Flow (perm)	0	1756	0	0	1734	0	0	1844	0	0	1852	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	10	8	10	9	13	5	227	16	20	248	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	32	0	0	248	0	0	273	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	9	7	9	8	12	5	209	15	18	228	5
Future Vol, veh/h	4	9	7	9	8	12	5	209	15	18	228	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	10	8	10	9	13	5	227	16	20	248	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	547	544	251	545	538	235	253	0	0	243	0	0
Stage 1	291	291	-	245	245	-	-	-	-	-	-	-
Stage 2	256	253	-	300	293	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	448	446	788	449	450	804	1312	-	-	1323	-	-
Stage 1	717	672	-	759	703	-	-	-	-	-	-	-
Stage 2	749	698	-	709	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	427	436	788	430	440	804	1312	-	-	1323	-	-
Mov Cap-2 Maneuver	427	436	-	430	440	-	-	-	-	-	-	-
Stage 1	714	660	-	756	700	-	-	-	-	-	-	-
Stage 2	725	695	-	679	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	12.1	0.2	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	514	537	1323	-	-
HCM Lane V/C Ratio	0.004	-	-	0.042	0.059	0.015	-	-
HCM Control Delay (s)	7.8	0	-	12.3	12.1	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	24	46	12	261	186	11
Future Volume (vph)	24	46	12	261	186	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911				0.992	
Flt Protected	0.983			0.998		
Satd. Flow (prot)	1668	0	0	1859	1848	0
Flt Permitted	0.983			0.998		
Satd. Flow (perm)	1668	0	0	1859	1848	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	50	13	284	202	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	0	297	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

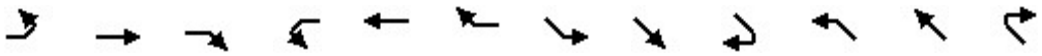
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	46	12	261	186	11
Future Vol, veh/h	24	46	12	261	186	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	50	13	284	202	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	518	208	214	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	518	832	1356	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	512	832	1356	-	-	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	685	-	-
HCM Lane V/C Ratio	0.01	-	0.111	-	-
HCM Control Delay (s)	7.7	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

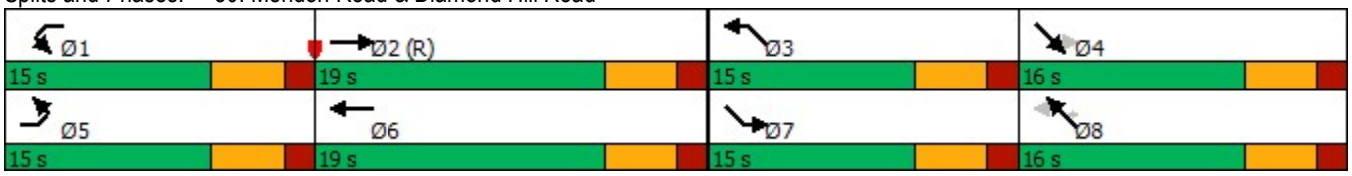
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	400		0	200		0	160		120
Storage Lanes	1		0	2		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	1863	3539	0	3614	3539	0	1863	1863	0	1863	1863	1863
Flt Permitted												
Satd. Flow (perm)	1863	3539	0	3614	3539	0	1863	1863	0	1863	1863	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		585			627			461			567	
Travel Time (s)		13.3			14.3			10.5			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot			Prot			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							4			8		8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	5	2		1	6		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.0	19.0		15.0	19.0		12.0	16.0		12.0	16.0	16.0
Total Split (s)	15.0	19.0		15.0	19.0		15.0	16.0		15.0	16.0	16.0
Total Split (%)	23.1%	29.2%		23.1%	29.2%		23.1%	24.6%		23.1%	24.6%	24.6%
Maximum Green (s)	10.0	14.0		10.0	14.0		10.0	11.0		10.0	11.0	11.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		None	Min		None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		505			547			381			487	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 50: Mendon Road & Diamond Hill Road



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	1863	1863	1863
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	407			454	422	
Travel Time (s)	9.3			10.3	9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot		Prot			Perm
Protected Phases	4		5		6	
Permitted Phases				2		6
Minimum Split (s)	23.0		9.5	23.0	23.0	23.0
Total Split (s)	24.0		16.0	50.0	34.0	34.0
Total Split (%)	32.4%		21.6%	67.6%	45.9%	45.9%
Maximum Green (s)	19.0		12.0	45.0	29.0	29.0
Yellow Time (s)	4.0		3.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

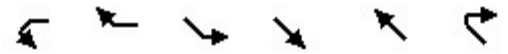
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	327			374	342	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary			
Area Type:	Other		
Cycle Length: 74			
Actuated Cycle Length: 74			
Offset: 22.5 (30%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 54: Mendon Road & Cass Ave

Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	200			100
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3614	1863	1863	3539	3539	1863
Flt Permitted						
Satd. Flow (perm)	3614	1863	1863	3539	3539	1863
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	767			545	659	
Travel Time (s)	17.4			12.4	15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type	Prot	Perm	pm+pt			custom
Protected Phases	8		1	6	2	
Permitted Phases		8	6			1
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	32.5	32.5	19.5	49.0	29.5	19.5
Total Split (%)	39.9%	39.9%	23.9%	60.1%	36.2%	23.9%
Maximum Green (s)	28.0	28.0	15.0	44.5	25.0	15.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

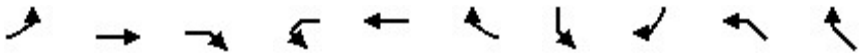
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	687			465	579	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.5			
Actuated Cycle Length: 81.5			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

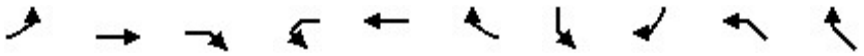
Splits and Phases: 60: Cumberland St & Cass Ave

Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



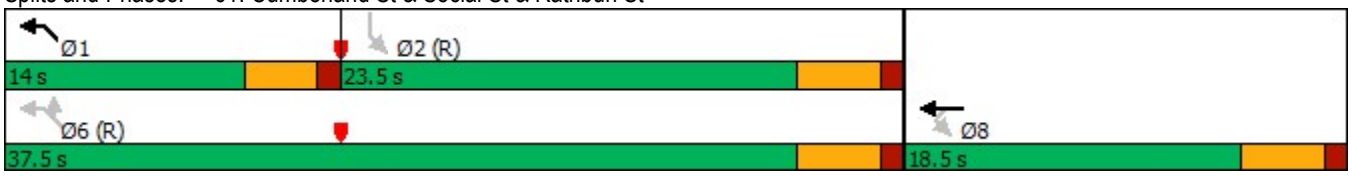
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0	0	0	0
Storage Lanes	0		0	1		0	1	0	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt										
Flt Protected										
Satd. Flow (prot)	0	0	0	1863	3539	0	1863	0	1863	1863
Flt Permitted										
Satd. Flow (perm)	0	0	0	1863	3539	0	1863	0	1863	1863
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)										
Link Speed (mph)		30			30		30		25	
Link Distance (ft)		565			337		403		394	
Travel Time (s)		12.8			7.7		9.2		10.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		12			12		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Number of Detectors				1	2		1		1	1
Detector Template				Left	Thru		Left		Left	Right
Leading Detector (ft)				20	100		20		20	20
Trailing Detector (ft)				0	0		0		0	0
Detector 1 Position(ft)				0	0		0		0	0
Detector 1 Size(ft)				20	6		20		20	20
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)					94					
Detector 2 Size(ft)					6					
Detector 2 Type					Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)					0.0					
Turn Type				Perm			Perm		pm+pt	Perm
Protected Phases					8				1	
Permitted Phases				8			2		6	6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				8	8		2		1	6
Switch Phase										
Minimum Initial (s)				2.5	2.5		5.0		3.0	5.0
Minimum Split (s)				7.0	7.0		22.5		7.0	22.5
Total Split (s)				18.5	18.5		23.5		14.0	37.5
Total Split (%)				33.0%	33.0%		42.0%		25.0%	67.0%
Maximum Green (s)				14.0	14.0		19.0		10.0	33.0
Yellow Time (s)				3.5	3.5		3.5		3.0	3.5
All-Red Time (s)				1.0	1.0		1.0		1.0	1.0
Lost Time Adjust (s)				0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)				4.5	4.5		4.5		4.0	4.5
Lead/Lag							Lag		Lead	
Lead-Lag Optimize?							Yes		Yes	
Vehicle Extension (s)				3.0	3.0		3.0		3.0	3.0
Recall Mode				None	None		C-Max		None	C-Max
Walk Time (s)				7.0	7.0		7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0		0		0	0
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)		485			257		323		314	
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

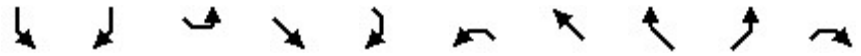
Intersection Summary			
Area Type:	Other		
Cycle Length: 56			
Actuated Cycle Length: 56			
Offset: 24 (43%), Referenced to phase 2:SBL and 6:NWL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 61: Cumberland St & Social St & Rathbun St



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

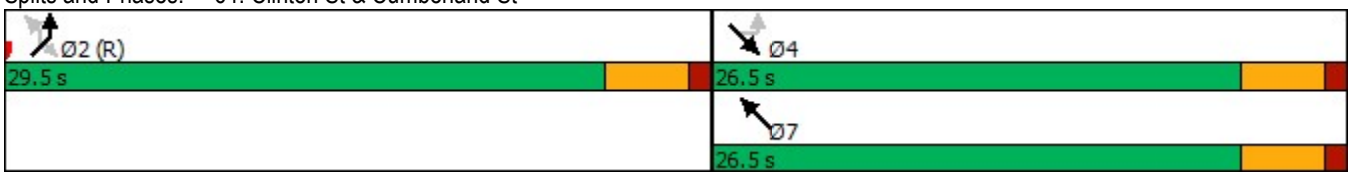


Lane Group	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0		0	0		0	0	100
Storage Lanes	0	0	0		0	0		0	2	1
Taper Length (ft)	25		25			25			25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	0.97	1.00
Frt										
Flt Protected										
Satd. Flow (prot)	0	0	0	3539	0	0	3539	0	3614	1863
Flt Permitted										
Satd. Flow (perm)	0	0	0	3539	0	0	3539	0	3614	1863
Right Turn on Red					Yes			Yes		Yes
Satd. Flow (RTOR)										
Link Speed (mph)	30			25			25		30	
Link Distance (ft)	493			394			714		761	
Travel Time (s)	11.2			10.7			19.5		17.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		24	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9	15		9	15	9
Turn Type									Prot	Perm
Protected Phases				4			7		2	
Permitted Phases			4						2	2
Minimum Split (s)			22.5	22.5			22.5		22.5	22.5
Total Split (s)			26.5	26.5			26.5		29.5	29.5
Total Split (%)			47.3%	47.3%			47.3%		52.7%	52.7%
Maximum Green (s)			22.0	22.0			22.0		25.0	25.0
Yellow Time (s)			3.5	3.5			3.5		3.5	3.5
All-Red Time (s)			1.0	1.0			1.0		1.0	1.0
Lost Time Adjust (s)				0.0			0.0		0.0	0.0
Total Lost Time (s)				4.5			4.5		4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Walk Time (s)			7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)			11.0	11.0			11.0		11.0	11.0
Pedestrian Calls (#/hr)			0	0			0		0	0
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										

Lane Group	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)	413			314			634		681	
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

Intersection Summary			
Area Type:	Other		
Cycle Length: 56			
Actuated Cycle Length: 56			
Offset: 40 (71%), Referenced to phase 2:NEL and 6:, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 64: Clinton St & Cumberland St



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	366	68	32	39	81	515
Future Volume (vph)	366	68	32	39	81	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979				0.883	
Flt Protected	0.960			0.978		
Satd. Flow (prot)	1751	0	0	1822	1645	0
Flt Permitted	0.960			0.978		
Satd. Flow (perm)	1751	0	0	1822	1645	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	398	74	35	42	88	560
Shared Lane Traffic (%)						
Lane Group Flow (vph)	472	0	0	77	648	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

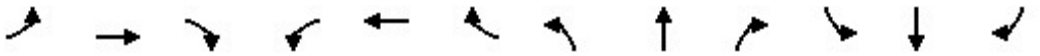
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	366	68	32	39	81	515
Future Vol, veh/h	366	68	32	39	81	515
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	398	74	35	42	88	560

Major/Minor	Minor2		Major2	
Conflicting Flow All	368	368	-	0
Stage 1	368	368	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	632	561	-	-
Stage 1	700	621	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	632	0	-	-
Mov Cap-2 Maneuver	632	0	-	-
Stage 1	700	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	11.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	632	-	-
HCM Lane V/C Ratio	0.122	-	-
HCM Control Delay (s)	11.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	99	20	21	169	35	28	47	33	31	57	35
Future Volume (vph)	11	99	20	21	169	35	28	47	33	31	57	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.979			0.958			0.962	
Flt Protected		0.996			0.995			0.987			0.987	
Satd. Flow (prot)	0	1816	0	0	1815	0	0	1761	0	0	1769	0
Flt Permitted		0.996			0.995			0.987			0.987	
Satd. Flow (perm)	0	1816	0	0	1815	0	0	1761	0	0	1769	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	108	22	23	184	38	30	51	36	34	62	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	142	0	0	245	0	0	117	0	0	134	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	99	20	21	169	35	28	47	33	31	57	35
Future Vol, veh/h	11	99	20	21	169	35	28	47	33	31	57	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	108	22	23	184	38	30	51	36	34	62	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	9.8	8.9	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	8%	9%	25%
Vol Thru, %	44%	76%	75%	46%
Vol Right, %	31%	15%	16%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	130	225	123
LT Vol	28	11	21	31
Through Vol	47	99	169	57
RT Vol	33	20	35	35
Lane Flow Rate	117	141	245	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.159	0.187	0.315	0.181
Departure Headway (Hd)	4.882	4.764	4.642	4.87
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	749	770	731
Service Time	2.945	2.822	2.694	2.932
HCM Lane V/C Ratio	0.16	0.188	0.318	0.183
HCM Control Delay	8.9	8.9	9.8	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.7	1.4	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	0	17	33	47	31	23	482	0	0	511	46
Future Volume (vph)	43	0	17	33	47	31	23	482	0	0	511	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962				0.850					0.989	
Flt Protected		0.965			0.980			0.998				
Satd. Flow (prot)	0	1729	0	0	1825	1583	0	1859	0	0	1842	0
Flt Permitted		0.725			0.867			0.962				
Satd. Flow (perm)	0	1299	0	0	1615	1583	0	1792	0	0	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				37					16	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	52	0	20	40	57	37	28	581	0	0	616	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	97	37	0	609	0	0	671	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	45.5	45.5			45.5	
Total Split (%)	25.4%	25.4%		25.4%	25.4%	25.4%	74.6%	74.6%			74.6%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	41.0	41.0			41.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		8.6			8.6	8.6		46.2			46.2	
Actuated g/C Ratio		0.14			0.14	0.14		0.76			0.76	
v/c Ratio		0.35			0.43	0.15		0.45			0.48	
Control Delay		20.4			28.8	9.6		5.5			5.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.4			28.8	9.6		5.5			5.6	
LOS		C			C	A		A			A	
Approach Delay		20.4			23.5			5.5			5.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		15			33	0		74			82	
Queue Length 95th (ft)		40			61	18		141			155	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		261			297	321		1363			1405	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.33	0.12		0.45			0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 61			
Actuated Cycle Length: 61			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 7.9		Intersection LOS: A	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Route 126 (Social Street) & East School Street

Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	72	97	37	609	671
v/c Ratio	0.35	0.43	0.15	0.45	0.48
Control Delay	20.4	28.8	9.6	5.5	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	28.8	9.6	5.5	5.6
Queue Length 50th (ft)	15	33	0	74	82
Queue Length 95th (ft)	40	61	18	141	155
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	261	297	321	1363	1405
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.33	0.12	0.45	0.48

Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	20	459	84	42	517
Future Volume (vph)	30	20	459	84	42	517
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.979			
Flt Protected	0.971					0.996
Satd. Flow (prot)	1711	0	1824	0	0	1855
Flt Permitted	0.971					0.996
Satd. Flow (perm)	1711	0	1824	0	0	1855
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	22	499	91	46	562
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	590	0	0	608
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	20	459	84	42	517
Future Vol, veh/h	30	20	459	84	42	517
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	22	499	91	46	562

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1199	545	0	0	590	0
Stage 1	545	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	205	538	-	-	985	-
Stage 1	581	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	191	538	-	-	985	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	482	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	257	985	-
HCM Lane V/C Ratio	-	-	0.211	0.046	-
HCM Control Delay (s)	-	-	22.7	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	34	41	433	543	135
Future Volume (vph)	80	34	41	433	543	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960				0.973	
Flt Protected	0.966			0.996		
Satd. Flow (prot)	1727	0	0	1855	1812	0
Flt Permitted	0.966			0.996		
Satd. Flow (perm)	1727	0	0	1855	1812	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	37	45	471	590	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	0	516	737	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.8

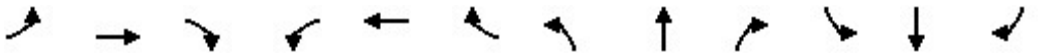
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	80	34	41	433	543	135
Future Vol, veh/h	80	34	41	433	543	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	37	45	471	590	147

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1225	664	737	0	-	0
Stage 1	664	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	198	461	869	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	184	461	869	-	-	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.3	0.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	869	-	224	-	-
HCM Lane V/C Ratio	0.051	-	0.553	-	-
HCM Control Delay (s)	9.4	0	39.3	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.2	-	3	-	-

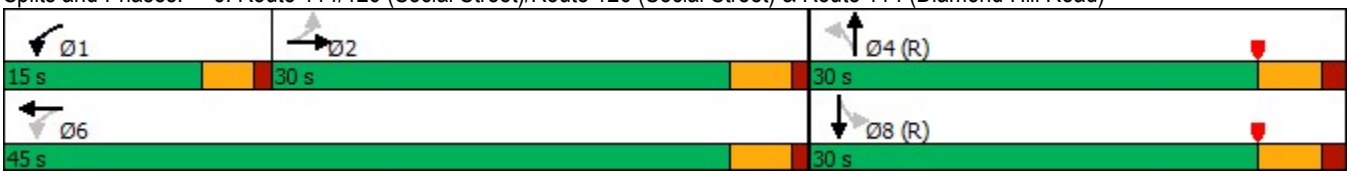
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	142	5	217	172	18	8	312	193	20	434	46
Future Volume (vph)	45	142	5	217	172	18	8	312	193	20	434	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.994			0.949			0.988	
Flt Protected		0.988			0.974			0.999			0.998	
Satd. Flow (prot)	0	1835	0	0	1803	0	0	1766	0	0	1837	0
Flt Permitted		0.863			0.735			0.992			0.973	
Satd. Flow (perm)	0	1603	0	0	1361	0	0	1754	0	0	1791	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			43			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	45	143	5	219	174	18	8	315	195	20	438	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	193	0	0	411	0	0	518	0	0	504	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	30.0		15.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	25.5	25.5		11.0	40.5		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		31.2			31.2			34.3			34.3	
Actuated g/C Ratio		0.42			0.42			0.46			0.46	
v/c Ratio		0.29			0.72			0.63			0.61	
Control Delay		13.9			24.8			21.5			22.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.9			24.8			21.5			22.4	
LOS		B			C			C			C	
Approach Delay		13.9			24.8			21.5			22.4	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		56			149			164			170	
Queue Length 95th (ft)		77			197			#375			#378	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		692			737			826			823	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.56			0.63			0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

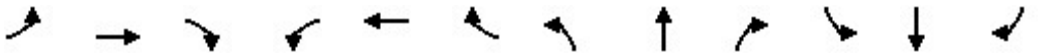
Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	193	411	518	504
v/c Ratio	0.29	0.72	0.63	0.61
Control Delay	13.9	24.8	21.5	22.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.9	24.8	21.5	22.4
Queue Length 50th (ft)	56	149	164	170
Queue Length 95th (ft)	77	197	#375	#378
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	692	737	826	823
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.56	0.63	0.61

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	339	28	81	391	52	22	195	65	57	259	9
Future Volume (vph)	2	339	28	81	391	52	22	195	65	57	259	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.987			0.969			0.996	
Flt Protected					0.992			0.996			0.991	
Satd. Flow (prot)	0	1844	0	0	1824	0	0	1798	0	0	1839	0
Flt Permitted		0.999			0.882			0.948			0.804	
Satd. Flow (perm)	0	1842	0	0	1622	0	0	1711	0	0	1492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			9			18			2	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	361	30	86	416	55	23	207	69	61	276	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	0	0	557	0	0	299	0	0	347	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		5.0	5.0	

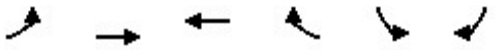
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	56.5	56.5		56.5	56.5		37.5	37.5		37.5	37.5	
Total Split (%)	60.1%	60.1%		60.1%	60.1%		39.9%	39.9%		39.9%	39.9%	
Maximum Green (s)	52.0	52.0		52.0	52.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		60.2			60.2			24.8			24.8	
Actuated g/C Ratio		0.64			0.64			0.26			0.26	
v/c Ratio		0.33			0.54			0.64			0.88	
Control Delay		9.7			12.8			34.4			55.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.7			12.8			34.4			55.2	
LOS		A			B			C			E	
Approach Delay		9.7			12.8			34.4			55.2	
Approach LOS		A			B			C			E	
Queue Length 50th (ft)		95			161			148			197	
Queue Length 95th (ft)		187			319			207			271	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		1182			1042			613			526	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.53			0.49			0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	393	557	299	347
v/c Ratio	0.33	0.54	0.64	0.88
Control Delay	9.7	12.8	34.4	55.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.7	12.8	34.4	55.2
Queue Length 50th (ft)	95	161	148	197
Queue Length 95th (ft)	187	319	207	271
Internal Link Dist (ft)	538	452	378	147
Turn Bay Length (ft)				
Base Capacity (vph)	1182	1042	613	526
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.53	0.49	0.66

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	462	553	7	7	5
Future Volume (vph)	4	462	553	7	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.948	
Flt Protected					0.970	
Satd. Flow (prot)	0	1863	1859	0	1713	0
Flt Permitted					0.970	
Satd. Flow (perm)	0	1863	1859	0	1713	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	502	601	8	8	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	506	609	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	18
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	462	553	7	7	5
Future Vol, veh/h	4	462	553	7	7	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	502	601	8	8	5
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	15.6	20.2	9.3
HCM LOS	C	C	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	58%
Vol Thru, %	99%	99%	0%
Vol Right, %	0%	1%	42%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	466	560	12
LT Vol	4	0	7
Through Vol	462	553	0
RT Vol	0	7	5
Lane Flow Rate	507	609	13
Geometry Grp	1	1	1
Degree of Util (X)	0.646	0.759	0.022
Departure Headway (Hd)	4.591	4.488	6.13
Convergence, Y/N	Yes	Yes	Yes
Cap	785	810	580
Service Time	2.618	2.514	4.207
HCM Lane V/C Ratio	0.646	0.752	0.022
HCM Control Delay	15.6	20.2	9.3
HCM Lane LOS	C	C	A
HCM 95th-tile Q	4.8	7.3	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	417	42	70	538	34	57
Future Volume (vph)	417	42	70	538	34	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988				0.915	
Flt Protected				0.994	0.982	
Satd. Flow (prot)	1840	0	0	1852	1674	0
Flt Permitted				0.994	0.982	
Satd. Flow (perm)	1840	0	0	1852	1674	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	453	46	76	585	37	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	499	0	0	661	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

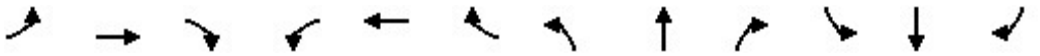
Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	417	42	70	538	34	57
Future Vol, veh/h	417	42	70	538	34	57
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	46	76	585	37	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	499	0	1213	476
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	737	-
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	-	-	1065	-	201	589
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1065	-	180	589
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	423	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	319	-	-	1065	-
HCM Lane V/C Ratio	0.31	-	-	0.071	-
HCM Control Delay (s)	21.3	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	19	7	9	11	11	4	59	2	12	99	21
Future Volume (vph)	16	19	7	9	11	11	4	59	2	12	99	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.952			0.996			0.978	
Flt Protected		0.982			0.986			0.997			0.996	
Satd. Flow (prot)	0	1787	0	0	1749	0	0	1850	0	0	1814	0
Flt Permitted		0.982			0.986			0.997			0.996	
Satd. Flow (perm)	0	1787	0	0	1749	0	0	1850	0	0	1814	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	21	8	10	12	12	4	64	2	13	108	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	34	0	0	70	0	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

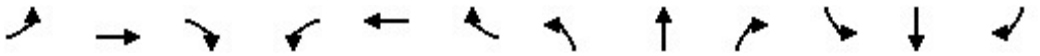
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	19	7	9	11	11	4	59	2	12	99	21
Future Vol, veh/h	16	19	7	9	11	11	4	59	2	12	99	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	21	8	10	12	12	4	64	2	13	108	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.5	7.6	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	38%	29%	9%
Vol Thru, %	91%	45%	35%	75%
Vol Right, %	3%	17%	35%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	42	31	132
LT Vol	4	16	9	12
Through Vol	59	19	11	99
RT Vol	2	7	11	21
Lane Flow Rate	71	46	34	143
Geometry Grp	1	1	1	1
Degree of Util (X)	0.082	0.056	0.04	0.161
Departure Headway (Hd)	4.177	4.414	4.298	4.049
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	816	838	877
Service Time	2.256	2.415	2.299	2.115
HCM Lane V/C Ratio	0.084	0.056	0.041	0.163
HCM Control Delay	7.6	7.7	7.5	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	8	6	10	13	19	12	216	7	44	317	11
Future Volume (vph)	6	8	6	10	13	19	12	216	7	44	317	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.938			0.996			0.996	
Flt Protected		0.985			0.988			0.997			0.994	
Satd. Flow (prot)	0	1760	0	0	1726	0	0	1850	0	0	1844	0
Flt Permitted		0.985			0.988			0.997			0.994	
Satd. Flow (perm)	0	1760	0	0	1726	0	0	1850	0	0	1844	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	9	7	11	14	21	13	235	8	48	345	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	46	0	0	256	0	0	405	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	8	6	10	13	19	12	216	7	44	317	11
Future Vol, veh/h	6	8	6	10	13	19	12	216	7	44	317	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	9	7	11	14	21	13	235	8	48	345	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	730	716	351	720	718	239	357	0	0	243	0	0
Stage 1	447	447	-	265	265	-	-	-	-	-	-	-
Stage 2	283	269	-	455	453	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	338	356	692	343	355	800	1202	-	-	1323	-	-
Stage 1	591	573	-	740	689	-	-	-	-	-	-	-
Stage 2	724	687	-	585	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	305	336	692	319	335	800	1202	-	-	1323	-	-
Mov Cap-2 Maneuver	305	336	-	319	335	-	-	-	-	-	-	-
Stage 1	583	547	-	730	680	-	-	-	-	-	-	-
Stage 2	682	678	-	545	544	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15	14	0.4	0.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1202	-	-	383	447	1323	-	-
HCM Lane V/C Ratio	0.011	-	-	0.057	0.102	0.036	-	-
HCM Control Delay (s)	8	0	-	15	14	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	49	61	24	206	337	26
Future Volume (vph)	49	61	24	206	337	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925				0.990	
Flt Protected	0.978			0.995		
Satd. Flow (prot)	1685	0	0	1853	1844	0
Flt Permitted	0.978			0.995		
Satd. Flow (perm)	1685	0	0	1853	1844	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	66	26	224	366	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	250	394	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.5

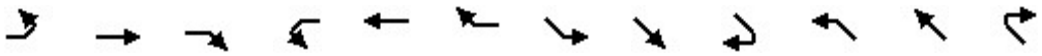
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	61	24	206	337	26
Future Vol, veh/h	49	61	24	206	337	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	66	26	224	366	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	656	380	394	0	-	0
Stage 1	380	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	430	667	1165	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	419	667	1165	-	-	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1165	-	528	-	-
HCM Lane V/C Ratio	0.022	-	0.226	-	-
HCM Control Delay (s)	8.2	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

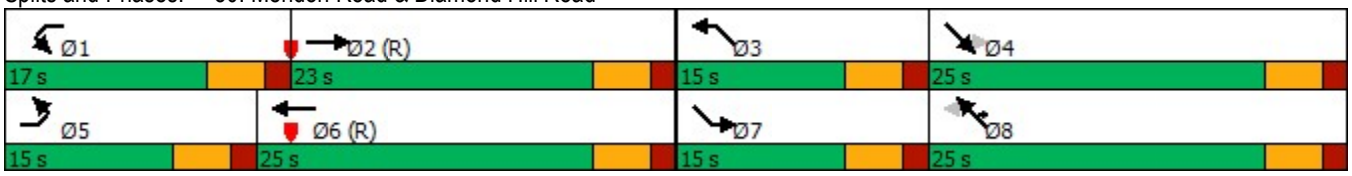
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	400		0	200		0	160		120
Storage Lanes	1		0	2		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	1863	3539	0	3614	3539	0	1863	1863	0	1863	1863	1863
Flt Permitted												
Satd. Flow (perm)	1863	3539	0	3614	3539	0	1863	1863	0	1863	1863	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		585			627			461			567	
Travel Time (s)		13.3			14.3			10.5			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot			Prot			pm+pt			pm+pt		custom
Protected Phases	5	2		1	6		7	4		3	8	8
Permitted Phases							4			8		8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	5	2		1	6		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.0	23.0		15.0	23.0		12.0	23.0		12.0	23.0	23.0
Total Split (s)	15.0	23.0		17.0	25.0		15.0	25.0		15.0	25.0	25.0
Total Split (%)	18.8%	28.8%		21.3%	31.3%		18.8%	31.3%		18.8%	31.3%	31.3%
Maximum Green (s)	10.0	18.0		12.0	20.0		10.0	20.0		10.0	20.0	20.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		505			547			381			487	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 50: Mendon Road & Diamond Hill Road



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

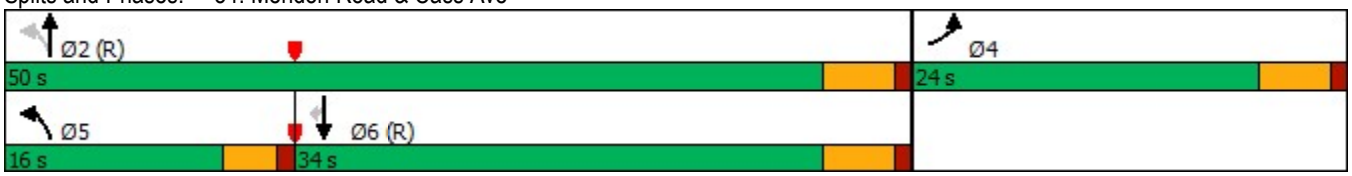
Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	1863	1863	1863
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	407			454	422	
Travel Time (s)	9.3			10.3	9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Turn Type	Prot		pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Minimum Split (s)	23.0		9.5	23.0	23.0	23.0
Total Split (s)	24.0		16.0	50.0	34.0	34.0
Total Split (%)	32.4%		21.6%	67.6%	45.9%	45.9%
Maximum Green (s)	19.0		12.0	45.0	29.0	29.0
Yellow Time (s)	4.0		3.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	327			374	342	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

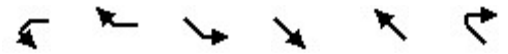
Intersection Summary			
Area Type:	Other		
Cycle Length: 74			
Actuated Cycle Length: 74			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 54: Mendon Road & Cass Ave



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	200			100
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3614	1863	1863	3539	3539	1863
Flt Permitted						
Satd. Flow (perm)	3614	1863	1863	3539	3539	1863
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	767			545	659	
Travel Time (s)	17.4			12.4	15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Turn Type	Prot	Perm	pm+pt			custom
Protected Phases	8		1	6	2	
Permitted Phases		8	6			1
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	32.5	32.5	19.5	49.0	29.5	19.5
Total Split (%)	39.9%	39.9%	23.9%	60.1%	36.2%	23.9%
Maximum Green (s)	28.0	28.0	15.0	44.5	25.0	15.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

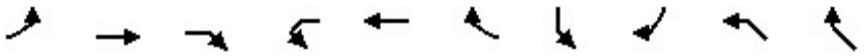
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	687			465	579	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.5			
Actuated Cycle Length: 81.5			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

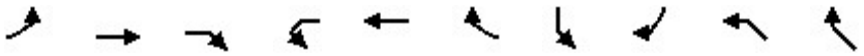
Splits and Phases: 60: Cumberland St & Cass Ave

Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



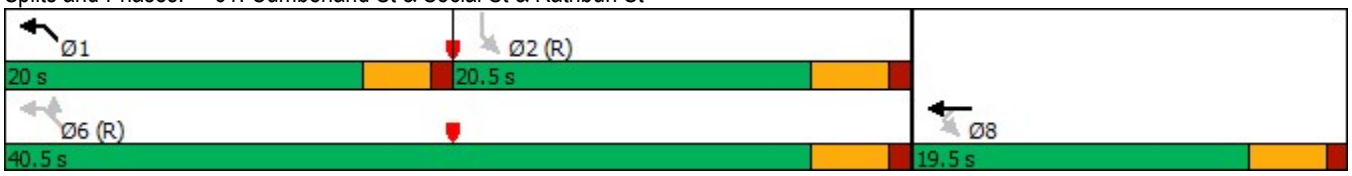
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0	0	0	0
Storage Lanes	0		0	1		0	1	0	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt										
Flt Protected										
Satd. Flow (prot)	0	0	0	1863	3539	0	1863	0	1863	1863
Flt Permitted										
Satd. Flow (perm)	0	0	0	1863	3539	0	1863	0	1863	1863
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)										
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		565			337		403		394	
Travel Time (s)		12.8			7.7		9.2		9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		12			12		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60	60	60
Number of Detectors				1	2		1		1	1
Detector Template				Left	Thru		Left		Left	Right
Leading Detector (ft)				20	100		20		20	20
Trailing Detector (ft)				0	0		0		0	0
Detector 1 Position(ft)				0	0		0		0	0
Detector 1 Size(ft)				20	6		20		20	20
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)					94					
Detector 2 Size(ft)					6					
Detector 2 Type					Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)					0.0					
Turn Type				Perm			Perm		pm+pt	Perm
Protected Phases					8				1	
Permitted Phases				8			2		6	6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				8	8		2		1	6
Switch Phase										
Minimum Initial (s)				2.5	2.5		5.0		3.0	5.0
Minimum Split (s)				7.0	7.0		22.5		7.0	22.5
Total Split (s)				19.5	19.5		20.5		20.0	40.5
Total Split (%)				32.5%	32.5%		34.2%		33.3%	67.5%
Maximum Green (s)				15.0	15.0		16.0		16.0	36.0
Yellow Time (s)				3.5	3.5		3.5		3.0	3.5
All-Red Time (s)				1.0	1.0		1.0		1.0	1.0
Lost Time Adjust (s)				0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)				4.5	4.5		4.5		4.0	4.5
Lead/Lag							Lag		Lead	
Lead-Lag Optimize?							Yes		Yes	
Vehicle Extension (s)				3.0	3.0		3.0		3.0	3.0
Recall Mode				None	None		C-Max		None	C-Max
Walk Time (s)				7.0	7.0		7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0		0		0	0
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)		485			257		323		314	
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

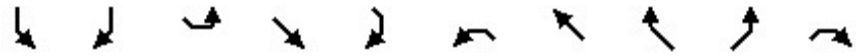
Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 15 (25%), Referenced to phase 2:SBL and 6:NWL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 61: Cumberland St & Social St & Rathbun St



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



Lane Group	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0		0	0		0	0	100
Storage Lanes	0	0	0		0	0		0	2	1
Taper Length (ft)	25		25			25			25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	0.97	1.00
Frt										
Flt Protected										
Satd. Flow (prot)	0	0	0	3539	0	0	3539	0	3614	1863
Flt Permitted										
Satd. Flow (perm)	0	0	0	3539	0	0	3539	0	3614	1863
Right Turn on Red					Yes			Yes		Yes
Satd. Flow (RTOR)										
Link Speed (mph)	30			30			30		30	
Link Distance (ft)	493			394			714		761	
Travel Time (s)	11.2			9.0			16.2		17.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		24	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60		60	60		60	60	60
Turn Type									Prot	Perm
Protected Phases				4			7		2	
Permitted Phases			4						2	2
Minimum Split (s)			22.5	22.5			22.5		22.5	22.5
Total Split (s)			25.5	25.5			25.5		34.5	34.5
Total Split (%)			42.5%	42.5%			42.5%		57.5%	57.5%
Maximum Green (s)			21.0	21.0			21.0		30.0	30.0
Yellow Time (s)			3.5	3.5			3.5		3.5	3.5
All-Red Time (s)			1.0	1.0			1.0		1.0	1.0
Lost Time Adjust (s)				0.0			0.0		0.0	0.0
Total Lost Time (s)				4.5			4.5		4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Walk Time (s)			7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)			11.0	11.0			11.0		11.0	11.0
Pedestrian Calls (#/hr)			0	0			0		0	0
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										

Lane Group	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)	413			314			634		681	
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 45 (75%), Referenced to phase 2:NEL and 6:, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 64: Clinton St & Cumberland St

Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	381	73	21	35	46	348
Future Volume (vph)	381	73	21	35	46	348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.881	
Flt Protected	0.960			0.981		
Satd. Flow (prot)	1749	0	0	1827	1641	0
Flt Permitted	0.960			0.981		
Satd. Flow (perm)	1749	0	0	1827	1641	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	414	79	23	38	50	378
Shared Lane Traffic (%)						
Lane Group Flow (vph)	493	0	0	61	428	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

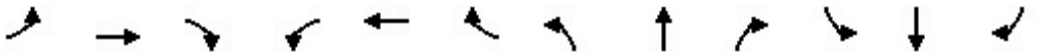
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	381	73	21	35	46	348
Future Vol, veh/h	381	73	21	35	46	348
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	414	79	23	38	50	378

Major/Minor	Minor2		Major2	
Conflicting Flow All	239	239	-	0
Stage 1	239	239	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	749	662	-	-
Stage 1	801	708	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	749	0	-	-
Mov Cap-2 Maneuver	749	0	-	-
Stage 1	801	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	10.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	749	-	-
HCM Lane V/C Ratio	0.081	-	-
HCM Control Delay (s)	10.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	110	14	12	121	14	32	53	24	30	34	21
Future Volume (vph)	8	110	14	12	121	14	32	53	24	30	34	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.987			0.971			0.967	
Flt Protected		0.997			0.996			0.986			0.983	
Satd. Flow (prot)	0	1831	0	0	1831	0	0	1783	0	0	1771	0
Flt Permitted		0.997			0.996			0.986			0.983	
Satd. Flow (perm)	0	1831	0	0	1831	0	0	1783	0	0	1771	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	120	15	13	132	15	35	58	26	33	37	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	160	0	0	119	0	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	110	14	12	121	14	32	53	24	30	34	21
Future Vol, veh/h	8	110	14	12	121	14	32	53	24	30	34	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	120	15	13	132	15	35	58	26	33	37	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.8	8.6	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	6%	8%	35%
Vol Thru, %	49%	83%	82%	40%
Vol Right, %	22%	11%	10%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	132	147	85
LT Vol	32	8	12	30
Through Vol	53	110	121	34
RT Vol	24	14	14	21
Lane Flow Rate	118	143	160	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.154	0.182	0.203	0.121
Departure Headway (Hd)	4.676	4.571	4.563	4.705
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	765	783	786	760
Service Time	2.715	2.605	2.596	2.745
HCM Lane V/C Ratio	0.154	0.183	0.204	0.121
HCM Control Delay	8.6	8.6	8.8	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	0.8	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	0	13	15	29	23	8	440	0	0	442	37
Future Volume (vph)	51	0	13	15	29	23	8	440	0	0	442	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973				0.850					0.990	
Flt Protected		0.962			0.984			0.999				
Satd. Flow (prot)	0	1744	0	0	1833	1583	0	1861	0	0	1844	0
Flt Permitted		0.737			0.887			0.992				
Satd. Flow (perm)	0	1336	0	0	1652	1583	0	1848	0	0	1844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				29					15	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	0	14	16	32	25	9	478	0	0	480	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	48	25	0	487	0	0	520	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	41.5	41.5			41.5	
Total Split (%)	27.2%	27.2%		27.2%	27.2%	27.2%	72.8%	72.8%			72.8%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	37.0	37.0			37.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		7.2			7.3	7.3		46.4			46.4	
Actuated g/C Ratio		0.13			0.13	0.13		0.81			0.81	
v/c Ratio		0.36			0.23	0.11		0.32			0.35	
Control Delay		19.6			23.8	9.3		3.7			3.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		19.6			23.8	9.3		3.7			3.7	
LOS		B			C	A		A			A	
Approach Delay		19.6			18.8			3.7			3.7	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		13			15	0		45			47	
Queue Length 95th (ft)		40			38	15		109			116	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		281			318	328		1505			1505	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.25			0.15	0.08		0.32			0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Route 126 (Social Street) & East School Street

Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	69	48	25	487	520
v/c Ratio	0.36	0.23	0.11	0.32	0.35
Control Delay	19.6	23.8	9.3	3.7	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	23.8	9.3	3.7	3.7
Queue Length 50th (ft)	13	15	0	45	47
Queue Length 95th (ft)	40	38	15	109	116
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	281	318	328	1505	1505
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.15	0.08	0.32	0.35

Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	24	461	50	37	429
Future Volume (vph)	24	24	461	50	37	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.987			
Flt Protected	0.976					0.996
Satd. Flow (prot)	1694	0	1839	0	0	1855
Flt Permitted	0.976					0.996
Satd. Flow (perm)	1694	0	1839	0	0	1855
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	26	501	54	40	466
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	555	0	0	506
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	24	461	50	37	429
Future Vol, veh/h	24	24	461	50	37	429
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	26	501	54	40	466

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1074	528	0	0	555	0
Stage 1	528	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	243	550	-	-	1015	-
Stage 1	592	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	230	550	-	-	1015	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	324	1015	-
HCM Lane V/C Ratio	-	-	0.161	0.04	-
HCM Control Delay (s)	-	-	18.2	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	127	32	39	433	435	101
Future Volume (vph)	127	32	39	433	435	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.975	
Flt Protected	0.962			0.996		
Satd. Flow (prot)	1744	0	0	1855	1816	0
Flt Permitted	0.962			0.996		
Satd. Flow (perm)	1744	0	0	1855	1816	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	35	42	471	473	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	173	0	0	513	583	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.3

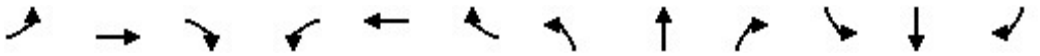
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	127	32	39	433	435	101
Future Vol, veh/h	127	32	39	433	435	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	138	35	42	471	473	110

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1083	528	583	0	-	0
Stage 1	528	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	240	550	991	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	226	550	991	-	-	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	44	0.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	256	-	-
HCM Lane V/C Ratio	0.043	-	0.675	-	-
HCM Control Delay (s)	8.8	0	44	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	4.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	122	6	181	119	19	3	328	219	20	335	43
Future Volume (vph)	37	122	6	181	119	19	3	328	219	20	335	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.992			0.946			0.985	
Flt Protected		0.989			0.972						0.998	
Satd. Flow (prot)	0	1833	0	0	1796	0	0	1762	0	0	1831	0
Flt Permitted		0.889			0.726			0.998			0.963	
Satd. Flow (perm)	0	1648	0	0	1342	0	0	1759	0	0	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			7			48			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	130	6	193	127	20	3	349	233	21	356	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	340	0	0	585	0	0	423	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

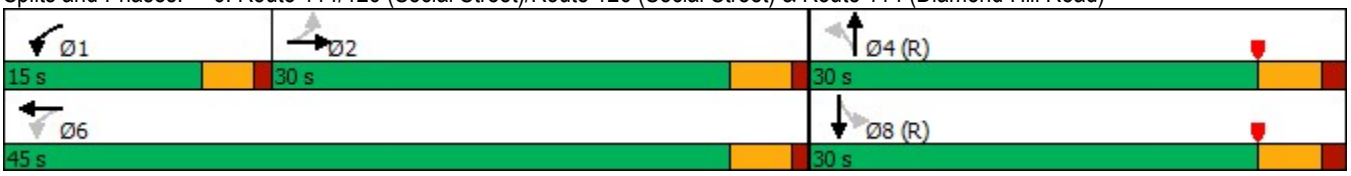


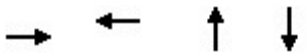
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	30.0		15.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	25.5	25.5		11.0	40.5		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		26.4			26.4			39.1			39.1	
Actuated g/C Ratio		0.35			0.35			0.52			0.52	
v/c Ratio		0.30			0.71			0.62			0.46	
Control Delay		16.7			28.0			18.4			15.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.7			28.0			18.4			15.4	
LOS		B			C			B			B	
Approach Delay		16.7			28.0			18.4			15.4	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		57			131			165			113	
Queue Length 95th (ft)		78			170			#409			247	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		642			727			939			924	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.47			0.62			0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)

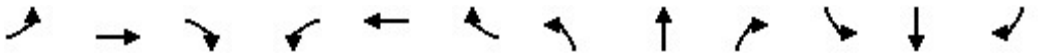




Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	175	340	585	423
v/c Ratio	0.30	0.71	0.62	0.46
Control Delay	16.7	28.0	18.4	15.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.7	28.0	18.4	15.4
Queue Length 50th (ft)	57	131	165	113
Queue Length 95th (ft)	78	170	#409	247
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	642	727	939	924
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.47	0.62	0.46

Intersection Summary

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

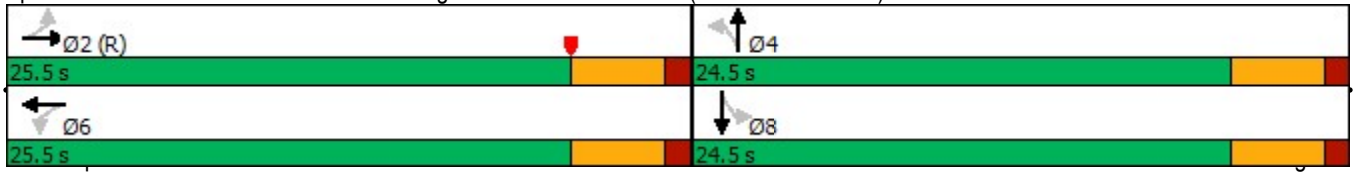


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	327	32	64	304	46	17	184	78	42	177	2
Future Volume (vph)	5	327	32	64	304	46	17	184	78	42	177	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.985			0.962			0.999	
Flt Protected		0.999			0.992			0.997			0.991	
Satd. Flow (prot)	0	1839	0	0	1820	0	0	1787	0	0	1844	0
Flt Permitted		0.995			0.902			0.973			0.877	
Satd. Flow (perm)	0	1831	0	0	1655	0	0	1744	0	0	1632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			15			46			1	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	5	337	33	66	313	47	18	190	80	43	182	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	0	0	426	0	0	288	0	0	227	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	25.5	25.5		25.5	25.5		24.5	24.5		24.5	24.5	
Total Split (%)	51.0%	51.0%		51.0%	51.0%		49.0%	49.0%		49.0%	49.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		28.9			28.9			12.1			12.1	
Actuated g/C Ratio		0.58			0.58			0.24			0.24	
v/c Ratio		0.35			0.44			0.63			0.57	
Control Delay		7.8			8.9			19.6			21.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.8			8.9			19.6			21.5	
LOS		A			A			B			C	
Approach Delay		7.8			8.9			19.6			21.5	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		47			57			63			58	
Queue Length 95th (ft)		120			148			104			94	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		1062			961			725			653	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.44			0.40			0.35	

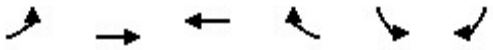
Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	375	426	288	227
v/c Ratio	0.35	0.44	0.63	0.57
Control Delay	7.8	8.9	19.6	21.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.8	8.9	19.6	21.5
Queue Length 50th (ft)	47	57	63	58
Queue Length 95th (ft)	120	148	104	94
Internal Link Dist (ft)	538	452	378	147
Turn Bay Length (ft)				
Base Capacity (vph)	1062	961	725	653
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.35	0.44	0.40	0.35

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	469	422	4	5	4
Future Volume (vph)	1	469	422	4	5	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.940	
Flt Protected					0.973	
Satd. Flow (prot)	0	1863	1861	0	1704	0
Flt Permitted					0.973	
Satd. Flow (perm)	0	1863	1861	0	1704	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	510	459	4	5	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	511	463	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	469	422	4	5	4
Future Vol, veh/h	1	469	422	4	5	4
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	510	459	4	5	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	463	0	-	0	973	461
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	512	-
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	1098	-	-	-	280	600
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1098	-	-	-	280	600
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	602	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1098	-	-	-	367
HCM Lane V/C Ratio	0.001	-	-	-	0.027
HCM Control Delay (s)	8.3	0	-	-	15.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	451	21	34	402	23	37
Future Volume (vph)	451	21	34	402	23	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.917	
Flt Protected				0.996	0.981	
Satd. Flow (prot)	1852	0	0	1855	1676	0
Flt Permitted				0.996	0.981	
Satd. Flow (perm)	1852	0	0	1855	1676	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	490	23	37	437	25	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	513	0	0	474	65	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

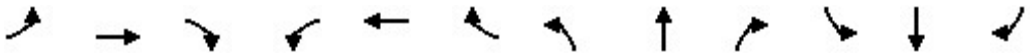
Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	451	21	34	402	23	37
Future Vol, veh/h	451	21	34	402	23	37
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	490	23	37	437	25	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	513	0	1013	502
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	511	-
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	-	-	1052	-	265	569
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1052	-	253	569
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	574	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	385	-	-	1052	-
HCM Lane V/C Ratio	0.169	-	-	0.035	-
HCM Control Delay (s)	16.2	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	8	4	6	9	5	3	44	5	9	53	14
Future Volume (vph)	13	8	4	6	9	5	3	44	5	9	53	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.969			0.988			0.976	
Flt Protected		0.975			0.984			0.997			0.994	
Satd. Flow (prot)	0	1780	0	0	1776	0	0	1835	0	0	1807	0
Flt Permitted		0.975			0.984			0.997			0.994	
Satd. Flow (perm)	0	1780	0	0	1776	0	0	1835	0	0	1807	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	9	4	7	10	5	3	48	5	10	58	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	22	0	0	56	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

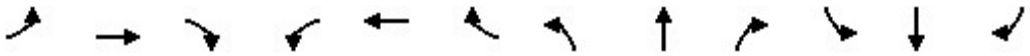
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	8	4	6	9	5	3	44	5	9	53	14
Future Vol, veh/h	13	8	4	6	9	5	3	44	5	9	53	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	9	4	7	10	5	3	48	5	10	58	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	52%	30%	12%
Vol Thru, %	85%	32%	45%	70%
Vol Right, %	10%	16%	25%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	52	25	20	76
LT Vol	3	13	6	9
Through Vol	44	8	9	53
RT Vol	5	4	5	14
Lane Flow Rate	57	27	22	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.063	0.032	0.025	0.091
Departure Headway (Hd)	4.034	4.198	4.104	3.974
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	884	845	863	899
Service Time	2.077	2.263	2.171	2.012
HCM Lane V/C Ratio	0.064	0.032	0.025	0.092
HCM Control Delay	7.4	7.4	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	3	5	7	11	13	9	226	5	30	239	8
Future Volume (vph)	6	3	5	7	11	13	9	226	5	30	239	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.944			0.997			0.996	
Flt Protected		0.977			0.988			0.998			0.995	
Satd. Flow (prot)	0	1738	0	0	1737	0	0	1853	0	0	1846	0
Flt Permitted		0.977			0.988			0.998			0.995	
Satd. Flow (perm)	0	1738	0	0	1737	0	0	1853	0	0	1846	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	3	5	8	12	14	10	246	5	33	260	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	34	0	0	261	0	0	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	3	5	7	11	13	9	226	5	30	239	8
Future Vol, veh/h	6	3	5	7	11	13	9	226	5	30	239	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	3	5	8	12	14	10	246	5	33	260	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	613	602	265	604	604	249	269	0	0	251	0	0
Stage 1	331	331	-	269	269	-	-	-	-	-	-	-
Stage 2	282	271	-	335	335	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	405	414	774	410	412	790	1295	-	-	1314	-	-
Stage 1	682	645	-	737	687	-	-	-	-	-	-	-
Stage 2	725	685	-	679	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	377	398	774	393	396	790	1295	-	-	1314	-	-
Mov Cap-2 Maneuver	377	398	-	393	396	-	-	-	-	-	-	-
Stage 1	676	626	-	730	681	-	-	-	-	-	-	-
Stage 2	693	679	-	651	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	12.7	0.3	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	468	500	1314	-	-
HCM Lane V/C Ratio	0.008	-	-	0.033	0.067	0.025	-	-
HCM Control Delay (s)	7.8	0	-	13	12.7	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	46	16	254	246	26
Future Volume (vph)	33	46	16	254	246	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922				0.987	
Flt Protected	0.979			0.997		
Satd. Flow (prot)	1681	0	0	1857	1839	0
Flt Permitted	0.979			0.997		
Satd. Flow (perm)	1681	0	0	1857	1839	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	50	17	276	267	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	0	293	295	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	46	16	254	246	26
Future Vol, veh/h	33	46	16	254	246	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	50	17	276	267	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	591	281	295	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	470	758	1266	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	462	758	1266	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.5	0
HCM LOS	B		

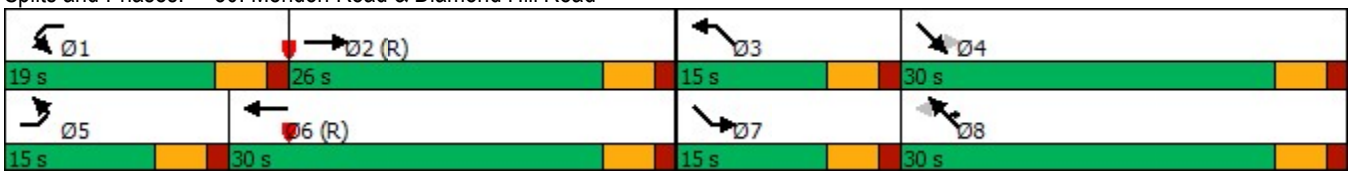
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1266	-	598	-	-
HCM Lane V/C Ratio	0.014	-	0.144	-	-
HCM Control Delay (s)	7.9	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	400		0	200		0	160		120
Storage Lanes	1		0	2		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	1863	3539	0	3614	3539	0	1863	1863	0	1863	1863	1863
Flt Permitted												
Satd. Flow (perm)	1863	3539	0	3614	3539	0	1863	1863	0	1863	1863	1863
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		585			627			461			567	
Travel Time (s)		13.3			14.3			10.5			12.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot			Prot			pm+pt			pm+pt		custom
Protected Phases	5	2		1	6		7	4		3	8	8
Permitted Phases							4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	5	2		1	6		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.0	23.0		15.0	23.0		12.0	23.0		12.0	23.0	23.0
Total Split (s)	15.0	26.0		19.0	30.0		15.0	30.0		15.0	30.0	30.0
Total Split (%)	16.7%	28.9%		21.1%	33.3%		16.7%	33.3%		16.7%	33.3%	33.3%
Maximum Green (s)	10.0	21.0		14.0	25.0		10.0	25.0		10.0	25.0	25.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0			0			0	0
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay												
Queue Delay												
Total Delay												
LOS												
Approach Delay												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		505			547			381			487	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 50: Mendon Road & Diamond Hill Road



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

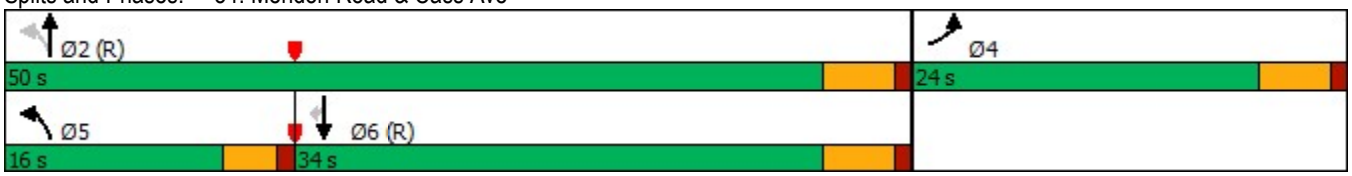
Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			100
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	1863	1863	1863
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	407			454	422	
Travel Time (s)	9.3			10.3	9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Turn Type	Prot		pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Minimum Split (s)	23.0		9.5	23.0	23.0	23.0
Total Split (s)	24.0		16.0	50.0	34.0	34.0
Total Split (%)	32.4%		21.6%	67.6%	45.9%	45.9%
Maximum Green (s)	19.0		12.0	45.0	29.0	29.0
Yellow Time (s)	4.0		3.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0		4.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	327			374	342	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

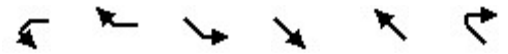
Intersection Summary			
Area Type:	Other		
Cycle Length: 74			
Actuated Cycle Length: 74			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 54: Mendon Road & Cass Ave



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	200			100
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3614	1863	1863	3539	3539	1863
Flt Permitted						
Satd. Flow (perm)	3614	1863	1863	3539	3539	1863
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	767			545	659	
Travel Time (s)	17.4			12.4	15.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Turn Type	Prot	Perm	pm+pt			custom
Protected Phases	8		1	6	2	
Permitted Phases		8	6			1
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	32.5	32.5	19.5	49.0	29.5	19.5
Total Split (%)	39.9%	39.9%	23.9%	60.1%	36.2%	23.9%
Maximum Green (s)	28.0	28.0	15.0	44.5	25.0	15.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						

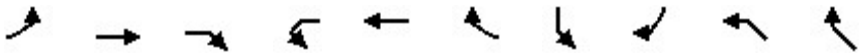
Lane Group	WBL	WBR	SEL	SET	NWT	NWR
Control Delay						
Queue Delay						
Total Delay						
LOS						
Approach Delay						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)	687			465	579	
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary			
Area Type:	Other		
Cycle Length: 81.5			
Actuated Cycle Length: 81.5			
Offset: 0 (0%), Referenced to phase 2:NWT and 6:SETL, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

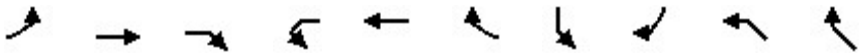
Splits and Phases: 60: Cumberland St & Cass Ave

Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



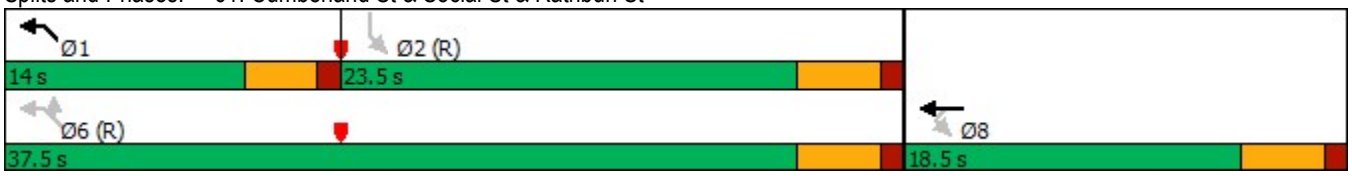
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		0	0	0	0	0
Storage Lanes	0		0	1		0	1	0	1	1
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt										
Flt Protected										
Satd. Flow (prot)	0	0	0	1863	3539	0	1863	0	1863	1863
Flt Permitted										
Satd. Flow (perm)	0	0	0	1863	3539	0	1863	0	1863	1863
Right Turn on Red			Yes			Yes		Yes		
Satd. Flow (RTOR)										
Link Speed (mph)		30			30		30		30	
Link Distance (ft)		565			337		403		394	
Travel Time (s)		12.8			7.7		9.2		9.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		12			12		12		12	
Link Offset(ft)		0			0		0		0	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60	60	60
Number of Detectors				1	2		1		1	1
Detector Template				Left	Thru		Left		Left	Right
Leading Detector (ft)				20	100		20		20	20
Trailing Detector (ft)				0	0		0		0	0
Detector 1 Position(ft)				0	0		0		0	0
Detector 1 Size(ft)				20	6		20		20	20
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel										
Detector 1 Extend (s)				0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)				0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)				0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)					94					
Detector 2 Size(ft)					6					
Detector 2 Type					Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)					0.0					
Turn Type				Perm			Perm		pm+pt	Perm
Protected Phases					8				1	
Permitted Phases				8			2		6	6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Detector Phase				8	8		2		1	6
Switch Phase										
Minimum Initial (s)				2.5	2.5		5.0		3.0	5.0
Minimum Split (s)				7.0	7.0		22.5		7.0	22.5
Total Split (s)				18.5	18.5		23.5		14.0	37.5
Total Split (%)				33.0%	33.0%		42.0%		25.0%	67.0%
Maximum Green (s)				14.0	14.0		19.0		10.0	33.0
Yellow Time (s)				3.5	3.5		3.5		3.0	3.5
All-Red Time (s)				1.0	1.0		1.0		1.0	1.0
Lost Time Adjust (s)				0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)				4.5	4.5		4.5		4.0	4.5
Lead/Lag							Lag		Lead	
Lead-Lag Optimize?							Yes		Yes	
Vehicle Extension (s)				3.0	3.0		3.0		3.0	3.0
Recall Mode				None	None		C-Max		None	C-Max
Walk Time (s)				7.0	7.0		7.0		7.0	7.0
Flash Dont Walk (s)				11.0	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)				0	0		0		0	0
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)		485			257		323		314	
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

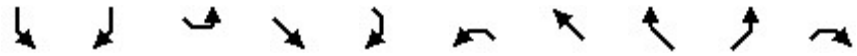
Intersection Summary			
Area Type:	Other		
Cycle Length: 56			
Actuated Cycle Length: 56			
Offset: 24 (43%), Referenced to phase 2:SBL and 6:NWL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 61: Cumberland St & Social St & Rathbun St



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

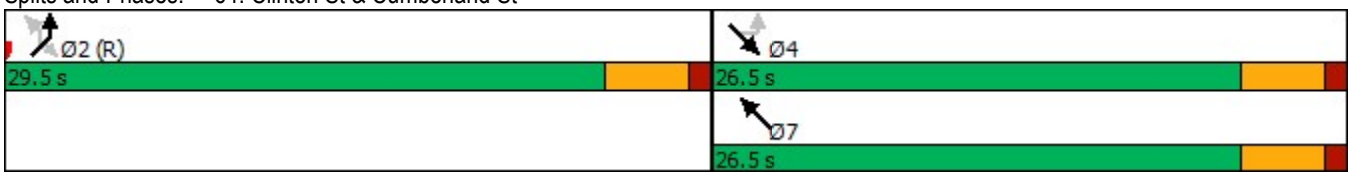


Lane Group	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0		0	0		0	0	100
Storage Lanes	0	0	0		0	0		0	2	1
Taper Length (ft)	25		25			25			25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	0.97	1.00
Frt										
Flt Protected										
Satd. Flow (prot)	0	0	0	3539	0	0	3539	0	3614	1863
Flt Permitted										
Satd. Flow (perm)	0	0	0	3539	0	0	3539	0	3614	1863
Right Turn on Red					Yes			Yes		Yes
Satd. Flow (RTOR)										
Link Speed (mph)	30			30			30		30	
Link Distance (ft)	493			394			714		761	
Travel Time (s)	11.2			9.0			16.2		17.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)	0			0			0		24	
Link Offset(ft)	0			0			0		0	
Crosswalk Width(ft)	16			16			16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60		60	60		60	60	60
Turn Type									Prot	Perm
Protected Phases				4			7		2	
Permitted Phases			4						2	2
Minimum Split (s)			22.5	22.5			22.5		22.5	22.5
Total Split (s)			26.5	26.5			26.5		29.5	29.5
Total Split (%)			47.3%	47.3%			47.3%		52.7%	52.7%
Maximum Green (s)			22.0	22.0			22.0		25.0	25.0
Yellow Time (s)			3.5	3.5			3.5		3.5	3.5
All-Red Time (s)			1.0	1.0			1.0		1.0	1.0
Lost Time Adjust (s)				0.0			0.0		0.0	0.0
Total Lost Time (s)				4.5			4.5		4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Walk Time (s)			7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)			11.0	11.0			11.0		11.0	11.0
Pedestrian Calls (#/hr)			0	0			0		0	0
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										

Lane Group	SBL	SBR	SEL	SET	SER	NWL	NWT	NWR	NEL	NER
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)	413			314			634		681	
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

Intersection Summary			
Area Type:	Other		
Cycle Length: 56			
Actuated Cycle Length: 56			
Offset: 40 (71%), Referenced to phase 2:NEL and 6:, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay: 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 64: Clinton St & Cumberland St



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	175	237	139	44	0	114
Future Volume (vph)	175	237	139	44	0	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922				0.865	
Flt Protected	0.979			0.963		
Satd. Flow (prot)	1681	0	0	1794	1611	0
Flt Permitted	0.979			0.963		
Satd. Flow (perm)	1681	0	0	1794	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	258	151	48	0	124
Shared Lane Traffic (%)						
Lane Group Flow (vph)	448	0	0	199	124	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

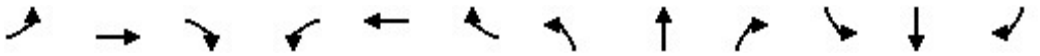
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	175	237	139	44	0	114
Future Vol, veh/h	175	237	139	44	0	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	190	258	151	48	0	124

Major/Minor	Minor2		Major2	
Conflicting Flow All	62	62	-	0
Stage 1	62	62	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	944	829	-	-
Stage 1	961	843	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	944	0	-	-
Mov Cap-2 Maneuver	944	0	-	-
Stage 1	961	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	944	-	-
HCM Lane V/C Ratio	0.211	-	-
HCM Control Delay (s)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	98	20	6	85	146	11	43	17	217	54	5
Future Volume (vph)	4	98	20	6	85	146	11	43	17	217	54	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.917			0.968			0.998	
Flt Protected		0.998			0.999			0.992			0.962	
Satd. Flow (prot)	0	1818	0	0	1706	0	0	1789	0	0	1788	0
Flt Permitted		0.998			0.999			0.992			0.962	
Satd. Flow (perm)	0	1818	0	0	1706	0	0	1789	0	0	1788	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	107	22	7	92	159	12	47	18	236	59	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	0	0	258	0	0	77	0	0	300	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

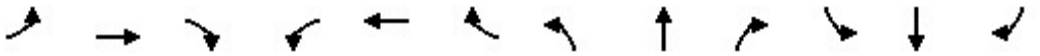
Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	98	20	6	85	146	11	43	17	217	54	5
Future Vol, veh/h	4	98	20	6	85	146	11	43	17	217	54	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	107	22	7	92	159	12	47	18	236	59	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	10.2	9	12
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	3%	3%	79%
Vol Thru, %	61%	80%	36%	20%
Vol Right, %	24%	16%	62%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	122	237	276
LT Vol	11	4	6	217
Through Vol	43	98	85	54
RT Vol	17	20	146	5
Lane Flow Rate	77	133	258	300
Geometry Grp	1	1	1	1
Degree of Util (X)	0.113	0.193	0.337	0.425
Departure Headway (Hd)	5.285	5.238	4.713	5.105
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	681	690	755	696
Service Time	3.293	3.238	2.802	3.203
HCM Lane V/C Ratio	0.113	0.193	0.342	0.431
HCM Control Delay	9	9.5	10.2	12
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.4	0.7	1.5	2.1

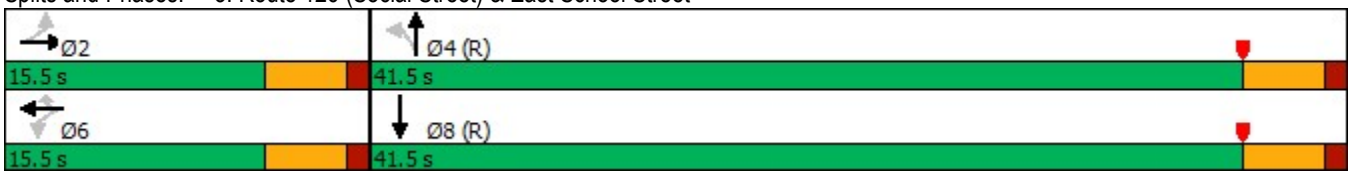
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	0	110	47	38	20	69	421	0	0	319	111
Future Volume (vph)	178	0	110	47	38	20	69	421	0	0	319	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948				0.850					0.965	
Flt Protected		0.970			0.973			0.993				
Satd. Flow (prot)	0	1713	0	0	1812	1583	0	1850	0	0	1798	0
Flt Permitted		0.756			0.771			0.882				
Satd. Flow (perm)	0	1335	0	0	1436	1583	0	1643	0	0	1798	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48				29					62	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	202	0	125	53	43	23	78	478	0	0	363	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	327	0	0	96	23	0	556	0	0	489	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	41.5	41.5			41.5	
Total Split (%)	27.2%	27.2%		27.2%	27.2%	27.2%	72.8%	72.8%			72.8%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	37.0	37.0			37.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		18.5			18.5	18.5		29.5			29.5	
Actuated g/C Ratio		0.32			0.32	0.32		0.52			0.52	
v/c Ratio		0.70			0.21	0.04		0.65			0.51	
Control Delay		28.9			17.8	7.2		13.5			9.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		28.9			17.8	7.2		13.5			9.2	
LOS		C			B	A		B			A	
Approach Delay		28.9			15.8			13.5			9.2	
Approach LOS		C			B			B			A	
Queue Length 50th (ft)		75			22	0		139			94	
Queue Length 95th (ft)		#241			63	13		144			98	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		464			465	532		1066			1188	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.70			0.21	0.04		0.52			0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 84.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Route 126 (Social Street) & East School Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	327	96	23	556	489
v/c Ratio	0.70	0.21	0.04	0.65	0.51
Control Delay	28.9	17.8	7.2	13.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	17.8	7.2	13.5	9.2
Queue Length 50th (ft)	75	22	0	139	94
Queue Length 95th (ft)	#241	63	13	144	98
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	464	465	532	1066	1188
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.21	0.04	0.52	0.41

Intersection Summary

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	15	502	62	27	391
Future Volume (vph)	22	15	502	62	27	391
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.985			
Flt Protected	0.971					0.997
Satd. Flow (prot)	1711	0	1835	0	0	1857
Flt Permitted	0.971					0.997
Satd. Flow (perm)	1711	0	1835	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	16	546	67	29	425
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	613	0	0	454
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	15	502	62	27	391
Future Vol, veh/h	22	15	502	62	27	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	16	546	67	29	425

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1063	580	0	0	613	0
Stage 1	580	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	247	514	-	-	966	-
Stage 1	560	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	237	514	-	-	966	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	596	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	303	966	-
HCM Lane V/C Ratio	-	-	0.133	0.03	-
HCM Control Delay (s)	-	-	18.7	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	24	19	0	498	403	0
Future Volume (vph)	24	19	0	498	403	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940					
Flt Protected	0.973					
Satd. Flow (prot)	1704	0	0	1863	1863	0
Flt Permitted	0.973					
Satd. Flow (perm)	1704	0	0	1863	1863	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	21	0	541	438	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	541	438	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

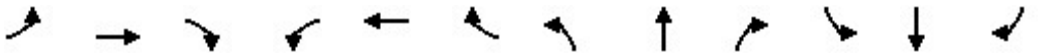
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	19	0	498	403	0
Future Vol, veh/h	24	19	0	498	403	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	21	0	541	438	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	979	438	438	0	-	0
Stage 1	438	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	277	619	1122	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	277	619	1122	-	-	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1122	-	366	-	-
HCM Lane V/C Ratio	-	-	0.128	-	-
HCM Control Delay (s)	0	-	16.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	100	9	137	80	14	12	330	169	6	241	14
Future Volume (vph)	44	100	9	137	80	14	12	330	169	6	241	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.992			0.955			0.993	
Flt Protected		0.986			0.971			0.999			0.999	
Satd. Flow (prot)	0	1822	0	0	1794	0	0	1777	0	0	1848	0
Flt Permitted		0.866			0.704			0.992			0.989	
Satd. Flow (perm)	0	1600	0	0	1301	0	0	1765	0	0	1829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7			36			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	109	10	149	87	15	13	359	184	7	262	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	251	0	0	556	0	0	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	30.0		15.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	25.5	25.5		11.0	40.5		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		19.4			19.4			46.1			46.1	
Actuated g/C Ratio		0.26			0.26			0.61			0.61	
v/c Ratio		0.40			0.74			0.51			0.25	
Control Delay		23.4			36.7			11.1			8.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.4			36.7			11.1			8.7	
LOS		C			D			B			A	
Approach Delay		23.4			36.7			11.1			8.7	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		62			104			118			52	
Queue Length 95th (ft)		95			154			266			122	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		558			705			1098			1125	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.36			0.51			0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	167	251	556	284
v/c Ratio	0.40	0.74	0.51	0.25
Control Delay	23.4	36.7	11.1	8.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	23.4	36.7	11.1	8.7
Queue Length 50th (ft)	62	104	118	52
Queue Length 95th (ft)	95	154	266	122
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	558	705	1098	1125
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.36	0.51	0.25

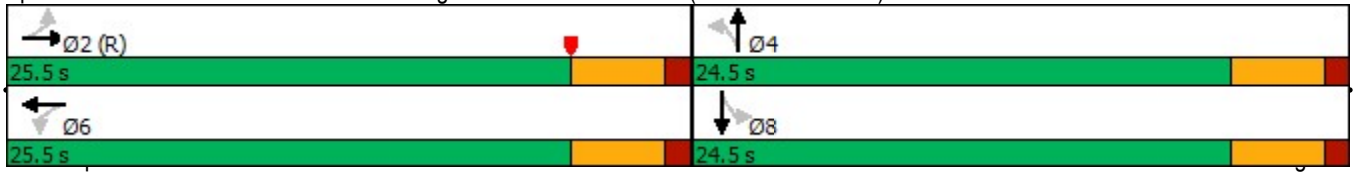
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	239	19	37	211	26	6	197	56	25	133	4
Future Volume (vph)	2	239	19	37	211	26	6	197	56	25	133	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.987			0.971			0.997	
Flt Protected					0.993			0.999			0.992	
Satd. Flow (prot)	0	1844	0	0	1826	0	0	1807	0	0	1842	0
Flt Permitted		0.999			0.940			0.992			0.925	
Satd. Flow (perm)	0	1842	0	0	1728	0	0	1794	0	0	1718	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			13			33			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	254	20	39	224	28	6	210	60	27	141	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	276	0	0	291	0	0	276	0	0	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	25.5	25.5		25.5	25.5		24.5	24.5		24.5	24.5	
Total Split (%)	51.0%	51.0%		51.0%	51.0%		49.0%	49.0%		49.0%	49.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		29.2			29.2			11.8			11.8	
Actuated g/C Ratio		0.58			0.58			0.24			0.24	
v/c Ratio		0.26			0.29			0.62			0.42	
Control Delay		6.7			6.9			20.4			18.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.7			6.9			20.4			18.0	
LOS		A			A			C			B	
Approach Delay		6.7			6.9			20.4			18.0	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		32			34			63			42	
Queue Length 95th (ft)		82			87			106			73	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		1080			1015			737			689	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.29			0.37			0.25	

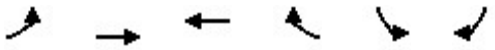
Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 29 (58%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)

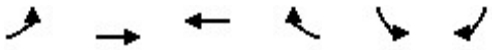


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	276	291	276	172
v/c Ratio	0.26	0.29	0.62	0.42
Control Delay	6.7	6.9	20.4	18.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.7	6.9	20.4	18.0
Queue Length 50th (ft)	32	34	63	42
Queue Length 95th (ft)	82	87	106	73
Internal Link Dist (ft)	538	452	378	147
Turn Bay Length (ft)				
Base Capacity (vph)	1080	1015	737	689
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.29	0.37	0.25

Intersection Summary



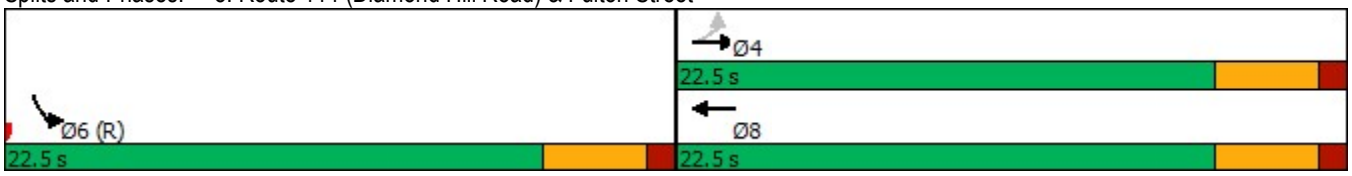
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	342	345	6	5	4
Future Volume (vph)	2	342	345	6	5	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.940	
Flt Protected					0.973	
Satd. Flow (prot)	0	1863	1859	0	1704	0
Flt Permitted		0.998			0.973	
Satd. Flow (perm)	0	1859	1859	0	1704	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2		4	
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	372	375	7	5	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	374	382	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	22.5	22.5	22.5		22.5	
Total Split (%)	50.0%	50.0%	50.0%		50.0%	
Maximum Green (s)	18.0	18.0	18.0		18.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		18.0	18.0		18.0	
Actuated g/C Ratio		0.40	0.40		0.40	
v/c Ratio		0.50	0.51		0.01	
Control Delay		13.1	13.2		7.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		13.1	13.2		7.0	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		B	B		A	
Approach Delay		13.1	13.2		7.0	
Approach LOS		B	B		A	
Queue Length 50th (ft)		68	70		1	
Queue Length 95th (ft)		127	130		7	
Internal Link Dist (ft)		628	372		186	
Turn Bay Length (ft)						
Base Capacity (vph)		743	744		684	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.50	0.51		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 31.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Route 114 (Diamond Hill Road) & Fulton Street



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	374	382	9
v/c Ratio	0.50	0.51	0.01
Control Delay	13.1	13.2	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	13.1	13.2	7.0
Queue Length 50th (ft)	68	70	1
Queue Length 95th (ft)	127	130	7
Internal Link Dist (ft)	628	372	186
Turn Bay Length (ft)			
Base Capacity (vph)	743	744	684
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.50	0.51	0.01

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	310	38	59	285	67	67
Future Volume (vph)	310	38	59	285	67	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.985				0.932	
Flt Protected				0.992	0.976	
Satd. Flow (prot)	1835	0	0	1848	1694	0
Flt Permitted				0.992	0.976	
Satd. Flow (perm)	1835	0	0	1848	1694	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	41	64	310	73	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	378	0	0	374	146	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	310	38	59	285	67	67
Future Vol, veh/h	310	38	59	285	67	67
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	337	41	64	310	73	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	378	0	796	358
Stage 1	-	-	-	-	358	-
Stage 2	-	-	-	-	438	-
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	-	-	1180	-	356	686
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1180	-	333	686
Mov Cap-2 Maneuver	-	-	-	-	333	-
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	608	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	1180	-
HCM Lane V/C Ratio	0.325	-	-	0.054	-
HCM Control Delay (s)	16.9	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	6	9	7	33	17	32	71	2	11	120	62
Future Volume (vph)	14	6	9	7	33	17	32	71	2	11	120	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.961			0.998			0.957	
Flt Protected		0.977			0.994			0.985			0.997	
Satd. Flow (prot)	0	1743	0	0	1779	0	0	1831	0	0	1777	0
Flt Permitted		0.977			0.994			0.985			0.997	
Satd. Flow (perm)	0	1743	0	0	1779	0	0	1831	0	0	1777	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	7	10	8	36	18	35	77	2	12	130	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	62	0	0	114	0	0	209	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

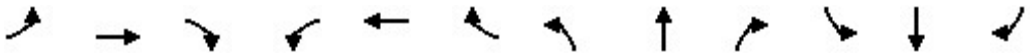
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	6	9	7	33	17	32	71	2	11	120	62
Future Vol, veh/h	14	6	9	7	33	17	32	71	2	11	120	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	7	10	8	36	18	35	77	2	12	130	67
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.9	8.1	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	48%	12%	6%
Vol Thru, %	68%	21%	58%	62%
Vol Right, %	2%	31%	30%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	29	57	193
LT Vol	32	14	7	11
Through Vol	71	6	33	120
RT Vol	2	9	17	62
Lane Flow Rate	114	32	62	210
Geometry Grp	1	1	1	1
Degree of Util (X)	0.14	0.04	0.078	0.239
Departure Headway (Hd)	4.411	4.624	4.522	4.105
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	815	776	794	881
Service Time	2.425	2.644	2.54	2.105
HCM Lane V/C Ratio	0.14	0.041	0.078	0.238
HCM Control Delay	8.1	7.8	7.9	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.3	0.9



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	9	7	9	8	12	5	209	15	18	228	5
Future Volume (vph)	4	9	7	9	8	12	5	209	15	18	228	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.945			0.991			0.998	
Flt Protected		0.991			0.985			0.999			0.996	
Satd. Flow (prot)	0	1756	0	0	1734	0	0	1844	0	0	1852	0
Flt Permitted		0.991			0.985			0.999			0.996	
Satd. Flow (perm)	0	1756	0	0	1734	0	0	1844	0	0	1852	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	10	8	10	9	13	5	227	16	20	248	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	32	0	0	248	0	0	273	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	9	7	9	8	12	5	209	15	18	228	5
Future Vol, veh/h	4	9	7	9	8	12	5	209	15	18	228	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	10	8	10	9	13	5	227	16	20	248	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	547	544	251	545	538	235	253	0	0	243	0	0
Stage 1	291	291	-	245	245	-	-	-	-	-	-	-
Stage 2	256	253	-	300	293	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	448	446	788	449	450	804	1312	-	-	1323	-	-
Stage 1	717	672	-	759	703	-	-	-	-	-	-	-
Stage 2	749	698	-	709	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	427	436	788	430	440	804	1312	-	-	1323	-	-
Mov Cap-2 Maneuver	427	436	-	430	440	-	-	-	-	-	-	-
Stage 1	714	660	-	756	700	-	-	-	-	-	-	-
Stage 2	725	695	-	679	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	12.1	0.2	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	514	537	1323	-	-
HCM Lane V/C Ratio	0.004	-	-	0.042	0.059	0.015	-	-
HCM Control Delay (s)	7.8	0	-	12.3	12.1	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	24	46	12	261	186	11
Future Volume (vph)	24	46	12	261	186	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.911				0.992	
Flt Protected	0.983			0.998		
Satd. Flow (prot)	1668	0	0	1859	1848	0
Flt Permitted	0.983			0.998		
Satd. Flow (perm)	1668	0	0	1859	1848	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	50	13	284	202	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	0	297	214	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	46	12	261	186	11
Future Vol, veh/h	24	46	12	261	186	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	50	13	284	202	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	518	208	214	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	518	832	1356	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	512	832	1356	-	-	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	685	-	-
HCM Lane V/C Ratio	0.01	-	0.111	-	-
HCM Control Delay (s)	7.7	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	275	159	208	39	0	339
Future Volume (vph)	275	159	208	39	0	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.951				0.865	
Flt Protected	0.969			0.960		
Satd. Flow (prot)	1717	0	0	1788	1611	0
Flt Permitted	0.969			0.960		
Satd. Flow (perm)	1717	0	0	1788	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	299	173	226	42	0	368
Shared Lane Traffic (%)						
Lane Group Flow (vph)	472	0	0	268	368	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.5%		ICU Level of Service C	
Analysis Period (min) 15			

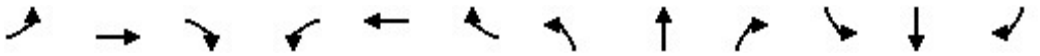
Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	275	159	208	39	0	339
Future Vol, veh/h	275	159	208	39	0	339
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	173	226	42	0	368

Major/Minor	Minor2		Major2	
Conflicting Flow All	184	184	-	0
Stage 1	184	184	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	805	710	-	-
Stage 1	848	747	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	805	0	-	-
Mov Cap-2 Maneuver	805	0	-	-
Stage 1	848	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	11.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	805	-	-
HCM Lane V/C Ratio	0.334	-	-
HCM Control Delay (s)	11.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	99	20	21	169	211	28	47	33	122	57	35
Future Volume (vph)	11	99	20	21	169	211	28	47	33	122	57	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.929			0.958			0.978	
Flt Protected		0.996			0.997			0.987			0.972	
Satd. Flow (prot)	0	1816	0	0	1725	0	0	1761	0	0	1771	0
Flt Permitted		0.996			0.997			0.987			0.972	
Satd. Flow (perm)	0	1816	0	0	1725	0	0	1761	0	0	1771	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	108	22	23	184	229	30	51	36	133	62	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	142	0	0	436	0	0	117	0	0	233	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

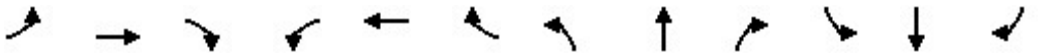
Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	99	20	21	169	211	28	47	33	122	57	35
Future Vol, veh/h	11	99	20	21	169	211	28	47	33	122	57	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	108	22	23	184	229	30	51	36	133	62	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.1	14.7	10.1	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	8%	5%	57%
Vol Thru, %	44%	76%	42%	27%
Vol Right, %	31%	15%	53%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	130	401	214
LT Vol	28	11	21	122
Through Vol	47	99	169	57
RT Vol	33	20	211	35
Lane Flow Rate	117	141	436	233
Geometry Grp	1	1	1	1
Degree of Util (X)	0.186	0.216	0.59	0.365
Departure Headway (Hd)	5.716	5.514	4.869	5.642
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	649	741	637
Service Time	3.769	3.563	2.904	3.686
HCM Lane V/C Ratio	0.187	0.217	0.588	0.366
HCM Control Delay	10.1	10.1	14.7	11.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.7	0.8	3.9	1.7

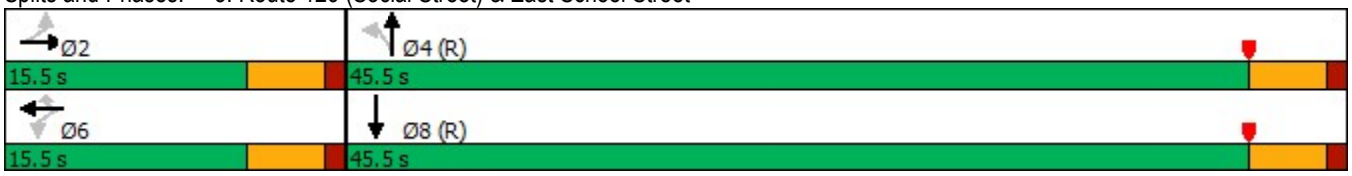
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	0	44	33	47	31	64	482	0	0	484	181
Future Volume (vph)	107	0	44	33	47	31	64	482	0	0	484	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961				0.850					0.963	
Flt Protected		0.966			0.980			0.994				
Satd. Flow (prot)	0	1729	0	0	1825	1583	0	1852	0	0	1794	0
Flt Permitted		0.729			0.846			0.827				
Satd. Flow (perm)	0	1305	0	0	1576	1583	0	1540	0	0	1794	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				37					67	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	129	0	53	40	57	37	77	581	0	0	583	218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	0	0	97	37	0	658	0	0	801	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	45.5	45.5			45.5	
Total Split (%)	25.4%	25.4%		25.4%	25.4%	25.4%	74.6%	74.6%			74.6%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	41.0	41.0			41.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		11.1			11.1	11.1		40.9			40.9	
Actuated g/C Ratio		0.18			0.18	0.18		0.67			0.67	
v/c Ratio		0.70			0.34	0.12		0.64			0.65	
Control Delay		35.5			24.5	9.0		9.9			9.0	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		35.5			24.5	9.0		9.9			9.0	
LOS		D			C	A		A			A	
Approach Delay		35.5			20.2			9.9			9.0	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		51			30	0		125			140	
Queue Length 95th (ft)		#119			63	18		169			182	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		283			313	344		1061			1257	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.64			0.31	0.11		0.62			0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 61			
Actuated Cycle Length: 61			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Route 126 (Social Street) & East School Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	182	97	37	658	801
v/c Ratio	0.70	0.34	0.12	0.64	0.65
Control Delay	35.5	24.5	9.0	9.9	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	24.5	9.0	9.9	9.0
Queue Length 50th (ft)	51	30	0	125	140
Queue Length 95th (ft)	#119	63	18	169	182
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	283	313	344	1061	1257
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.31	0.11	0.62	0.64

Intersection Summary

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	20	482	84	42	625
Future Volume (vph)	30	20	482	84	42	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.946		0.980			
Flt Protected	0.971					0.997
Satd. Flow (prot)	1711	0	1825	0	0	1857
Flt Permitted	0.971					0.997
Satd. Flow (perm)	1711	0	1825	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	22	524	91	46	679
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	615	0	0	725
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	20	482	84	42	625
Future Vol, veh/h	30	20	482	84	42	625
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	22	524	91	46	679

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1341	570	0	0	615	0
Stage 1	570	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	168	521	-	-	965	-
Stage 1	566	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	521	-	-	965	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.2	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	216	965	-
HCM Lane V/C Ratio	-	-	0.252	0.047	-
HCM Control Delay (s)	-	-	27.2	8.9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	7	0	497	678	0
Future Volume (vph)	16	7	0	497	678	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.957					
Flt Protected	0.967					
Satd. Flow (prot)	1724	0	0	1863	1863	0
Flt Permitted	0.967					
Satd. Flow (perm)	1724	0	0	1863	1863	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	8	0	540	737	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	540	737	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

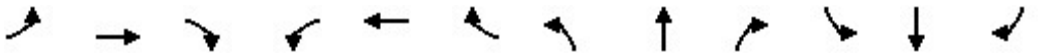
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	7	0	497	678	0
Future Vol, veh/h	16	7	0	497	678	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	8	0	540	737	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1277	737	737	0	-	0
Stage 1	737	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	184	418	869	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	184	418	869	-	-	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	869	-	222	-	-
HCM Lane V/C Ratio	-	-	0.113	-	-
HCM Control Delay (s)	0	-	23.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

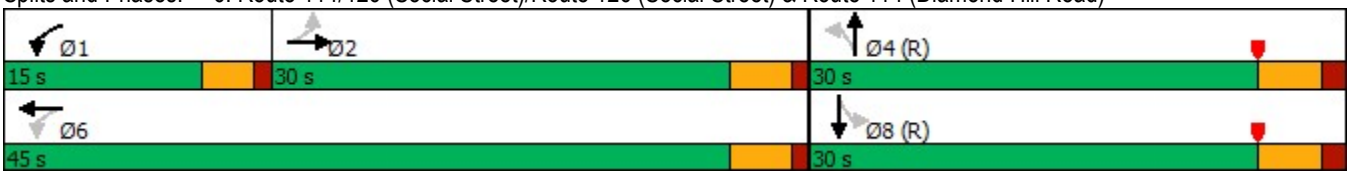
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	142	5	217	172	18	8	312	193	20	434	46
Future Volume (vph)	45	142	5	217	172	18	8	312	193	20	434	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.994			0.949			0.988	
Flt Protected		0.988			0.974			0.999			0.998	
Satd. Flow (prot)	0	1835	0	0	1803	0	0	1766	0	0	1837	0
Flt Permitted		0.863			0.735			0.992			0.973	
Satd. Flow (perm)	0	1603	0	0	1361	0	0	1754	0	0	1791	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			43			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	45	143	5	219	174	18	8	315	195	20	438	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	193	0	0	411	0	0	518	0	0	504	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	30.0		15.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	25.5	25.5		11.0	40.5		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		31.2			31.2			34.3			34.3	
Actuated g/C Ratio		0.42			0.42			0.46			0.46	
v/c Ratio		0.29			0.72			0.63			0.61	
Control Delay		13.9			24.8			21.5			22.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.9			24.8			21.5			22.4	
LOS		B			C			C			C	
Approach Delay		13.9			24.8			21.5			22.4	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		56			149			164			170	
Queue Length 95th (ft)		77			197			#375			#378	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		692			737			826			823	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.56			0.63			0.61	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 21.7		Intersection LOS: C	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	193	411	518	504
v/c Ratio	0.29	0.72	0.63	0.61
Control Delay	13.9	24.8	21.5	22.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	13.9	24.8	21.5	22.4
Queue Length 50th (ft)	56	149	164	170
Queue Length 95th (ft)	77	197	#375	#378
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	692	737	826	823
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.28	0.56	0.63	0.61

Intersection Summary

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	339	28	81	391	52	22	195	65	57	259	9
Future Volume (vph)	2	339	28	81	391	52	22	195	65	57	259	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.987			0.969			0.996	
Flt Protected					0.992			0.996			0.991	
Satd. Flow (prot)	0	1844	0	0	1824	0	0	1798	0	0	1839	0
Flt Permitted		0.999			0.882			0.948			0.804	
Satd. Flow (perm)	0	1842	0	0	1622	0	0	1711	0	0	1492	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			9			18			2	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2	361	30	86	416	55	23	207	69	61	276	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	0	0	557	0	0	299	0	0	347	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

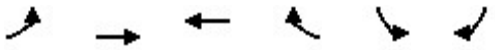
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	56.5	56.5		56.5	56.5		37.5	37.5		37.5	37.5	
Total Split (%)	60.1%	60.1%		60.1%	60.1%		39.9%	39.9%		39.9%	39.9%	
Maximum Green (s)	52.0	52.0		52.0	52.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		60.2			60.2			24.8			24.8	
Actuated g/C Ratio		0.64			0.64			0.26			0.26	
v/c Ratio		0.33			0.54			0.64			0.88	
Control Delay		9.7			12.8			34.4			55.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.7			12.8			34.4			55.2	
LOS		A			B			C			E	
Approach Delay		9.7			12.8			34.4			55.2	
Approach LOS		A			B			C			E	
Queue Length 50th (ft)		95			161			148			197	
Queue Length 95th (ft)		187			319			207			271	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		1182			1042			613			526	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.53			0.49			0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			

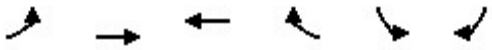
Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	393	557	299	347
v/c Ratio	0.33	0.54	0.64	0.88
Control Delay	9.7	12.8	34.4	55.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.7	12.8	34.4	55.2
Queue Length 50th (ft)	95	161	148	197
Queue Length 95th (ft)	187	319	207	271
Internal Link Dist (ft)	538	452	378	147
Turn Bay Length (ft)				
Base Capacity (vph)	1182	1042	613	526
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.53	0.49	0.66

Intersection Summary



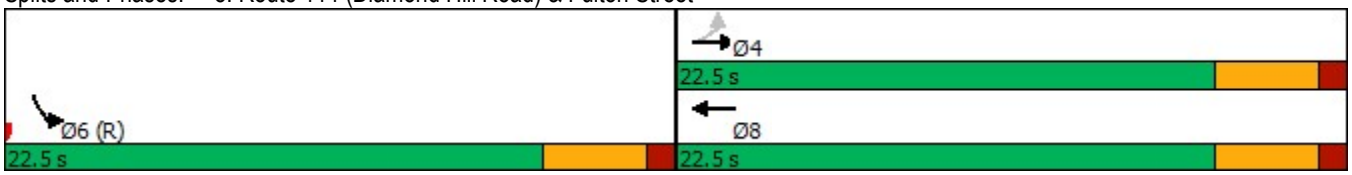
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	462	553	7	7	5
Future Volume (vph)	4	462	553	7	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.948	
Flt Protected					0.970	
Satd. Flow (prot)	0	1863	1859	0	1713	0
Flt Permitted		0.995			0.970	
Satd. Flow (perm)	0	1853	1859	0	1713	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2		5	
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	502	601	8	8	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	506	609	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	22.5	22.5	22.5		22.5	
Total Split (%)	50.0%	50.0%	50.0%		50.0%	
Maximum Green (s)	18.0	18.0	18.0		18.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		18.0	18.0		18.0	
Actuated g/C Ratio		0.40	0.40		0.40	
v/c Ratio		0.68	0.82		0.02	
Control Delay		17.2	24.3		7.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		17.2	24.3		7.0	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		B	C		A	
Approach Delay		17.2	24.3		7.0	
Approach LOS		B	C		A	
Queue Length 50th (ft)		102	132		1	
Queue Length 95th (ft)		#190	#290		8	
Internal Link Dist (ft)		628	372		186	
Turn Bay Length (ft)						
Base Capacity (vph)		741	744		688	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.68	0.82		0.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 41.2%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Route 114 (Diamond Hill Road) & Fulton Street



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	506	609	13
v/c Ratio	0.68	0.82	0.02
Control Delay	17.2	24.3	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	17.2	24.3	7.0
Queue Length 50th (ft)	102	132	1
Queue Length 95th (ft)	#190	#290	8
Internal Link Dist (ft)	628	372	186
Turn Bay Length (ft)			
Base Capacity (vph)	741	744	688
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.68	0.82	0.02

Intersection Summary

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	417	42	70	538	34	57
Future Volume (vph)	417	42	70	538	34	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988				0.915	
Flt Protected				0.994	0.982	
Satd. Flow (prot)	1840	0	0	1852	1674	0
Flt Permitted				0.994	0.982	
Satd. Flow (perm)	1840	0	0	1852	1674	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	453	46	76	585	37	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	499	0	0	661	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

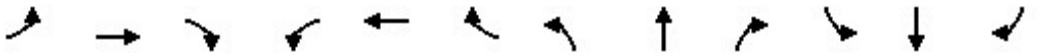
Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	417	42	70	538	34	57
Future Vol, veh/h	417	42	70	538	34	57
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	46	76	585	37	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	499	0	1213	476
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	737	-
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	-	-	1065	-	201	589
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1065	-	180	589
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	423	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	319	-	-	1065	-
HCM Lane V/C Ratio	0.31	-	-	0.071	-
HCM Control Delay (s)	21.3	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	19	7	9	11	11	4	59	2	12	99	21
Future Volume (vph)	16	19	7	9	11	11	4	59	2	12	99	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.952			0.996			0.978	
Flt Protected		0.982			0.986			0.997			0.996	
Satd. Flow (prot)	0	1787	0	0	1749	0	0	1850	0	0	1814	0
Flt Permitted		0.982			0.986			0.997			0.996	
Satd. Flow (perm)	0	1787	0	0	1749	0	0	1850	0	0	1814	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	21	8	10	12	12	4	64	2	13	108	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	34	0	0	70	0	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

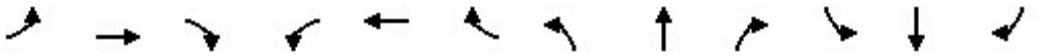
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	19	7	9	11	11	4	59	2	12	99	21
Future Vol, veh/h	16	19	7	9	11	11	4	59	2	12	99	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	21	8	10	12	12	4	64	2	13	108	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.5	7.6	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	38%	29%	9%
Vol Thru, %	91%	45%	35%	75%
Vol Right, %	3%	17%	35%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	42	31	132
LT Vol	4	16	9	12
Through Vol	59	19	11	99
RT Vol	2	7	11	21
Lane Flow Rate	71	46	34	143
Geometry Grp	1	1	1	1
Degree of Util (X)	0.082	0.056	0.04	0.161
Departure Headway (Hd)	4.177	4.414	4.298	4.049
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	816	838	877
Service Time	2.256	2.415	2.299	2.115
HCM Lane V/C Ratio	0.084	0.056	0.041	0.163
HCM Control Delay	7.6	7.7	7.5	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	8	6	10	13	19	12	216	7	44	317	11
Future Volume (vph)	6	8	6	10	13	19	12	216	7	44	317	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.938			0.996			0.996	
Flt Protected		0.985			0.988			0.997			0.994	
Satd. Flow (prot)	0	1760	0	0	1726	0	0	1850	0	0	1844	0
Flt Permitted		0.985			0.988			0.997			0.994	
Satd. Flow (perm)	0	1760	0	0	1726	0	0	1850	0	0	1844	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	9	7	11	14	21	13	235	8	48	345	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	46	0	0	256	0	0	405	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	8	6	10	13	19	12	216	7	44	317	11
Future Vol, veh/h	6	8	6	10	13	19	12	216	7	44	317	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	9	7	11	14	21	13	235	8	48	345	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	730	716	351	720	718	239	357	0	0	243	0	0
Stage 1	447	447	-	265	265	-	-	-	-	-	-	-
Stage 2	283	269	-	455	453	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	338	356	692	343	355	800	1202	-	-	1323	-	-
Stage 1	591	573	-	740	689	-	-	-	-	-	-	-
Stage 2	724	687	-	585	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	305	336	692	319	335	800	1202	-	-	1323	-	-
Mov Cap-2 Maneuver	305	336	-	319	335	-	-	-	-	-	-	-
Stage 1	583	547	-	730	680	-	-	-	-	-	-	-
Stage 2	682	678	-	545	544	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15	14	0.4	0.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1202	-	-	383	447	1323	-	-
HCM Lane V/C Ratio	0.011	-	-	0.057	0.102	0.036	-	-
HCM Control Delay (s)	8	0	-	15	14	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	49	61	24	206	337	26
Future Volume (vph)	49	61	24	206	337	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.925				0.990	
Flt Protected	0.978			0.995		
Satd. Flow (prot)	1685	0	0	1853	1844	0
Flt Permitted	0.978			0.995		
Satd. Flow (perm)	1685	0	0	1853	1844	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	66	26	224	366	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	250	394	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	49	61	24	206	337	26
Future Vol, veh/h	49	61	24	206	337	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	66	26	224	366	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	656	380	394	0	-	0
Stage 1	380	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	430	667	1165	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	419	667	1165	-	-	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1165	-	528	-	-
HCM Lane V/C Ratio	0.022	-	0.226	-	-
HCM Control Delay (s)	8.2	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	253	201	162	35	0	207
Future Volume (vph)	253	201	162	35	0	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940				0.865	
Flt Protected	0.973			0.961		
Satd. Flow (prot)	1704	0	0	1790	1611	0
Flt Permitted	0.973			0.961		
Satd. Flow (perm)	1704	0	0	1790	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	275	218	176	38	0	225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	493	0	0	214	225	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

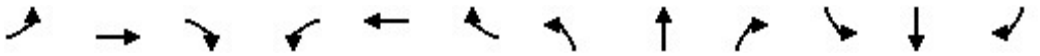
Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	253	201	162	35	0	207
Future Vol, veh/h	253	201	162	35	0	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	275	218	176	38	0	225

Major/Minor	Minor2		Major2	
Conflicting Flow All	113	113	-	0
Stage 1	113	113	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	884	777	-	-
Stage 1	912	802	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	884	0	-	-
Mov Cap-2 Maneuver	884	0	-	-
Stage 1	912	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	10.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	884	-	-
HCM Lane V/C Ratio	0.242	-	-
HCM Control Delay (s)	10.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	110	14	12	121	155	32	53	24	158	34	21
Future Volume (vph)	8	110	14	12	121	155	32	53	24	158	34	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.928			0.971			0.987	
Flt Protected		0.997			0.998			0.986			0.964	
Satd. Flow (prot)	0	1831	0	0	1725	0	0	1783	0	0	1772	0
Flt Permitted		0.997			0.998			0.986			0.964	
Satd. Flow (perm)	0	1831	0	0	1725	0	0	1783	0	0	1772	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	120	15	13	132	168	35	58	26	172	37	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	313	0	0	119	0	0	232	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		

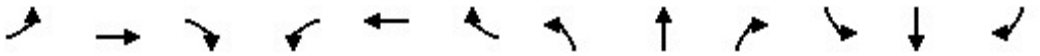
Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	110	14	12	121	155	32	53	24	158	34	21
Future Vol, veh/h	8	110	14	12	121	155	32	53	24	158	34	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	120	15	13	132	168	35	58	26	172	37	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	11.3	9.6	11.3
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	6%	4%	74%
Vol Thru, %	49%	83%	42%	16%
Vol Right, %	22%	11%	54%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	132	288	213
LT Vol	32	8	12	158
Through Vol	53	110	121	34
RT Vol	24	14	155	21
Lane Flow Rate	118	143	313	232
Geometry Grp	1	1	1	1
Degree of Util (X)	0.178	0.211	0.421	0.346
Departure Headway (Hd)	5.412	5.303	4.837	5.381
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	662	677	748	669
Service Time	3.45	3.338	2.837	3.415
HCM Lane V/C Ratio	0.178	0.211	0.418	0.347
HCM Control Delay	9.6	9.8	11.3	11.3
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.6	0.8	2.1	1.5

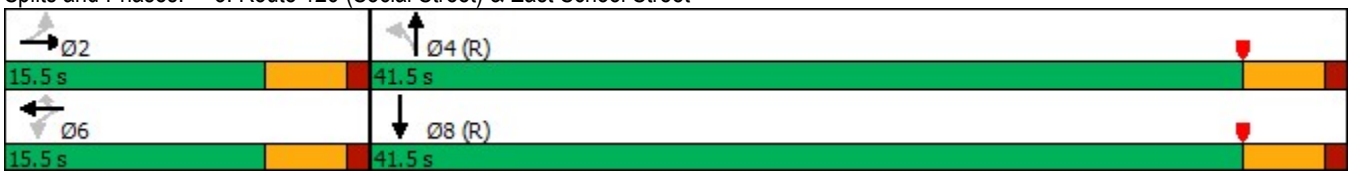
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	0	39	15	29	23	39	440	0	0	416	138
Future Volume (vph)	153	0	39	15	29	23	39	440	0	0	416	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973				0.850					0.966	
Flt Protected		0.962			0.984			0.996				
Satd. Flow (prot)	0	1744	0	0	1833	1583	0	1855	0	0	1799	0
Flt Permitted		0.737			0.897			0.932				
Satd. Flow (perm)	0	1336	0	0	1671	1583	0	1736	0	0	1799	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				29					60	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	166	0	42	16	32	25	42	478	0	0	452	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	0	0	48	25	0	520	0	0	602	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	41.5	41.5			41.5	
Total Split (%)	27.2%	27.2%		27.2%	27.2%	27.2%	72.8%	72.8%			72.8%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	37.0	37.0			37.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	
Act Effct Green (s)		12.0			12.0	12.0		36.0			36.0	
Actuated g/C Ratio		0.21			0.21	0.21		0.63			0.63	
v/c Ratio		0.69			0.14	0.07		0.47			0.52	
Control Delay		30.8			18.3	7.6		7.8			7.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		30.8			18.3	7.6		7.8			7.5	
LOS		C			B	A		A			A	
Approach Delay		30.8			14.6			7.8			7.5	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		54			13	0		84			88	
Queue Length 95th (ft)		#137			36	14		139			152	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		320			372	375		1149			1211	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.65			0.13	0.07		0.45			0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Route 126 (Social Street) & East School Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	208	48	25	520	602
v/c Ratio	0.69	0.14	0.07	0.47	0.52
Control Delay	30.8	18.3	7.6	7.8	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	18.3	7.6	7.8	7.5
Queue Length 50th (ft)	54	13	0	84	88
Queue Length 95th (ft)	#137	36	14	139	152
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	320	372	375	1149	1211
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.65	0.13	0.07	0.45	0.50

Intersection Summary

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	24	524	50	37	504
Future Volume (vph)	24	24	524	50	37	504
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.988			
Flt Protected	0.976					0.997
Satd. Flow (prot)	1694	0	1840	0	0	1857
Flt Permitted	0.976					0.997
Satd. Flow (perm)	1694	0	1840	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	26	570	54	40	548
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	624	0	0	588
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	24	524	50	37	504
Future Vol, veh/h	24	24	524	50	37	504
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	26	570	54	40	548

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1225	597	0	0	624	0
Stage 1	597	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	198	503	-	-	957	-
Stage 1	550	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	186	503	-	-	957	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	550	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.4	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	272	957	-
HCM Lane V/C Ratio	-	-	0.192	0.042	-
HCM Control Delay (s)	-	-	21.4	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	6	0	535	536	0
Future Volume (vph)	25	6	0	535	536	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972					
Flt Protected	0.962					
Satd. Flow (prot)	1742	0	0	1863	1863	0
Flt Permitted	0.962					
Satd. Flow (perm)	1742	0	0	1863	1863	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	7	0	582	583	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	582	583	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

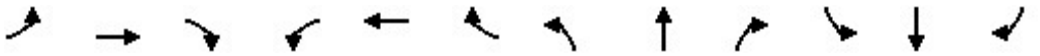
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	6	0	535	536	0
Future Vol, veh/h	25	6	0	535	536	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	7	0	582	583	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1165	583	583	0	-	0
Stage 1	583	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	215	512	991	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	215	512	991	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	242	-	-
HCM Lane V/C Ratio	-	-	0.139	-	-
HCM Control Delay (s)	0	-	22.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

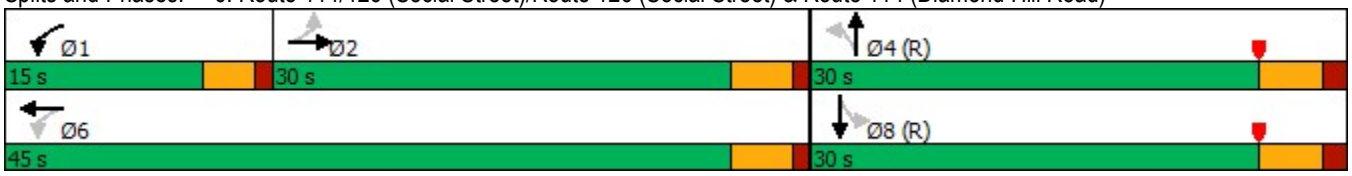
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	122	6	181	119	19	3	328	219	20	335	43
Future Volume (vph)	37	122	6	181	119	19	3	328	219	20	335	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.992			0.946			0.985	
Flt Protected		0.989			0.972						0.998	
Satd. Flow (prot)	0	1833	0	0	1796	0	0	1762	0	0	1831	0
Flt Permitted		0.889			0.726			0.998			0.963	
Satd. Flow (perm)	0	1648	0	0	1342	0	0	1759	0	0	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			7			48			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	130	6	193	127	20	3	349	233	21	356	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	340	0	0	585	0	0	423	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

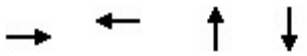


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	30.0		15.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	25.5	25.5		11.0	40.5		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		26.4			26.4			39.1			39.1	
Actuated g/C Ratio		0.35			0.35			0.52			0.52	
v/c Ratio		0.30			0.71			0.62			0.46	
Control Delay		16.7			28.0			18.4			15.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.7			28.0			18.4			15.4	
LOS		B			C			B			B	
Approach Delay		16.7			28.0			18.4			15.4	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		57			131			165			113	
Queue Length 95th (ft)		78			170			#409			247	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		642			727			939			924	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.47			0.62			0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow, Master Intersection			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)





Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	175	340	585	423
v/c Ratio	0.30	0.71	0.62	0.46
Control Delay	16.7	28.0	18.4	15.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.7	28.0	18.4	15.4
Queue Length 50th (ft)	57	131	165	113
Queue Length 95th (ft)	78	170	#409	247
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	642	727	939	924
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.47	0.62	0.46

Intersection Summary

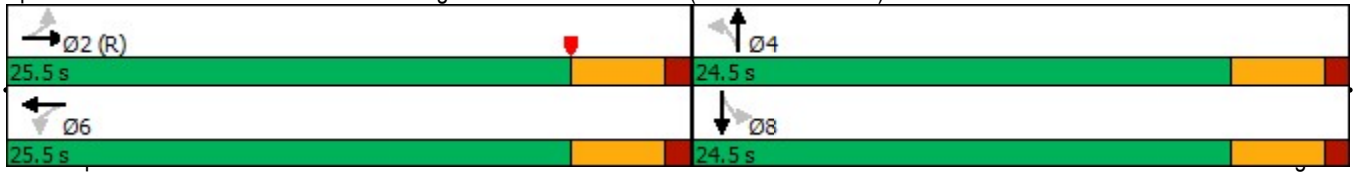
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	327	32	64	304	46	17	184	78	42	177	2
Future Volume (vph)	5	327	32	64	304	46	17	184	78	42	177	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.985			0.962			0.999	
Flt Protected		0.999			0.992			0.997			0.991	
Satd. Flow (prot)	0	1839	0	0	1820	0	0	1787	0	0	1844	0
Flt Permitted		0.995			0.902			0.973			0.877	
Satd. Flow (perm)	0	1831	0	0	1655	0	0	1744	0	0	1632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			15			46			1	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	5	337	33	66	313	47	18	190	80	43	182	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	0	0	426	0	0	288	0	0	227	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	25.5	25.5		25.5	25.5		24.5	24.5		24.5	24.5	
Total Split (%)	51.0%	51.0%		51.0%	51.0%		49.0%	49.0%		49.0%	49.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		28.9			28.9			12.1			12.1	
Actuated g/C Ratio		0.58			0.58			0.24			0.24	
v/c Ratio		0.35			0.44			0.63			0.57	
Control Delay		7.8			8.9			19.6			21.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.8			8.9			19.6			21.5	
LOS		A			A			B			C	
Approach Delay		7.8			8.9			19.6			21.5	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		47			57			63			58	
Queue Length 95th (ft)		120			148			104			94	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		1062			961			725			653	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.44			0.40			0.35	

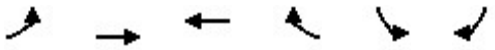
Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 13.1		Intersection LOS: B	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)

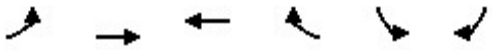


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	375	426	288	227
v/c Ratio	0.35	0.44	0.63	0.57
Control Delay	7.8	8.9	19.6	21.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.8	8.9	19.6	21.5
Queue Length 50th (ft)	47	57	63	58
Queue Length 95th (ft)	120	148	104	94
Internal Link Dist (ft)	538	452	378	147
Turn Bay Length (ft)				
Base Capacity (vph)	1062	961	725	653
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.35	0.44	0.40	0.35

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	469	422	4	5	4
Future Volume (vph)	1	469	422	4	5	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.940	
Flt Protected					0.973	
Satd. Flow (prot)	0	1863	1861	0	1704	0
Flt Permitted		0.999			0.973	
Satd. Flow (perm)	0	1861	1861	0	1704	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1		4	
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	510	459	4	5	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	511	463	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	22.5	22.5	22.5		22.5	
Total Split (%)	50.0%	50.0%	50.0%		50.0%	
Maximum Green (s)	18.0	18.0	18.0		18.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		18.0	18.0		18.0	
Actuated g/C Ratio		0.40	0.40		0.40	
v/c Ratio		0.69	0.62		0.01	
Control Delay		17.4	15.3		7.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		17.4	15.3		7.0	

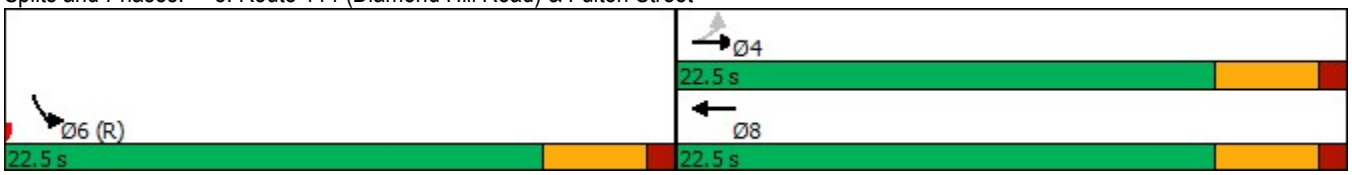


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		B	B		A	
Approach Delay		17.4	15.3		7.0	
Approach LOS		B	B		A	
Queue Length 50th (ft)		103	90		1	
Queue Length 95th (ft)		#194	164		7	
Internal Link Dist (ft)		628	372		186	
Turn Bay Length (ft)						
Base Capacity (vph)		744	745		684	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.69	0.62		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 37.1%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 8: Route 114 (Diamond Hill Road) & Fulton Street



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	511	463	9
v/c Ratio	0.69	0.62	0.01
Control Delay	17.4	15.3	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	17.4	15.3	7.0
Queue Length 50th (ft)	103	90	1
Queue Length 95th (ft)	#194	164	7
Internal Link Dist (ft)	628	372	186
Turn Bay Length (ft)			
Base Capacity (vph)	744	745	684
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.69	0.62	0.01

Intersection Summary

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	451	21	34	402	23	37
Future Volume (vph)	451	21	34	402	23	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.917	
Flt Protected				0.996	0.981	
Satd. Flow (prot)	1852	0	0	1855	1676	0
Flt Permitted				0.996	0.981	
Satd. Flow (perm)	1852	0	0	1855	1676	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	490	23	37	437	25	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	513	0	0	474	65	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

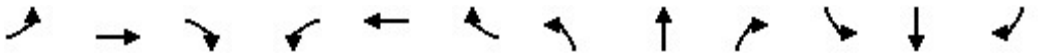
Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	451	21	34	402	23	37
Future Vol, veh/h	451	21	34	402	23	37
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	490	23	37	437	25	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	513	0	1013	502
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	511	-
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	-	-	1052	-	265	569
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1052	-	253	569
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	574	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	385	-	-	1052	-
HCM Lane V/C Ratio	0.169	-	-	0.035	-
HCM Control Delay (s)	16.2	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	8	4	6	9	5	3	44	5	9	53	14
Future Volume (vph)	13	8	4	6	9	5	3	44	5	9	53	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.969			0.988			0.976	
Flt Protected		0.975			0.984			0.997			0.994	
Satd. Flow (prot)	0	1780	0	0	1776	0	0	1835	0	0	1807	0
Flt Permitted		0.975			0.984			0.997			0.994	
Satd. Flow (perm)	0	1780	0	0	1776	0	0	1835	0	0	1807	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	9	4	7	10	5	3	48	5	10	58	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	22	0	0	56	0	0	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

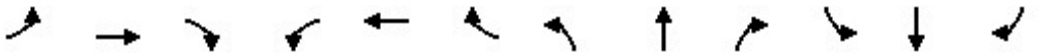
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	8	4	6	9	5	3	44	5	9	53	14
Future Vol, veh/h	13	8	4	6	9	5	3	44	5	9	53	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	9	4	7	10	5	3	48	5	10	58	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	52%	30%	12%
Vol Thru, %	85%	32%	45%	70%
Vol Right, %	10%	16%	25%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	52	25	20	76
LT Vol	3	13	6	9
Through Vol	44	8	9	53
RT Vol	5	4	5	14
Lane Flow Rate	57	27	22	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.063	0.032	0.025	0.091
Departure Headway (Hd)	4.034	4.198	4.104	3.974
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	884	845	863	899
Service Time	2.077	2.263	2.171	2.012
HCM Lane V/C Ratio	0.064	0.032	0.025	0.092
HCM Control Delay	7.4	7.4	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	3	5	7	11	13	9	226	5	30	239	8
Future Volume (vph)	6	3	5	7	11	13	9	226	5	30	239	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.944			0.997			0.996	
Flt Protected		0.977			0.988			0.998			0.995	
Satd. Flow (prot)	0	1738	0	0	1737	0	0	1853	0	0	1846	0
Flt Permitted		0.977			0.988			0.998			0.995	
Satd. Flow (perm)	0	1738	0	0	1737	0	0	1853	0	0	1846	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	3	5	8	12	14	10	246	5	33	260	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	34	0	0	261	0	0	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	3	5	7	11	13	9	226	5	30	239	8
Future Vol, veh/h	6	3	5	7	11	13	9	226	5	30	239	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	3	5	8	12	14	10	246	5	33	260	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	613	602	265	604	604	249	269	0	0	251	0	0
Stage 1	331	331	-	269	269	-	-	-	-	-	-	-
Stage 2	282	271	-	335	335	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	405	414	774	410	412	790	1295	-	-	1314	-	-
Stage 1	682	645	-	737	687	-	-	-	-	-	-	-
Stage 2	725	685	-	679	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	377	398	774	393	396	790	1295	-	-	1314	-	-
Mov Cap-2 Maneuver	377	398	-	393	396	-	-	-	-	-	-	-
Stage 1	676	626	-	730	681	-	-	-	-	-	-	-
Stage 2	693	679	-	651	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	12.7	0.3	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	468	500	1314	-	-
HCM Lane V/C Ratio	0.008	-	-	0.033	0.067	0.025	-	-
HCM Control Delay (s)	7.8	0	-	13	12.7	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	46	16	254	246	26
Future Volume (vph)	33	46	16	254	246	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922				0.987	
Flt Protected	0.979			0.997		
Satd. Flow (prot)	1681	0	0	1857	1839	0
Flt Permitted	0.979			0.997		
Satd. Flow (perm)	1681	0	0	1857	1839	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	50	17	276	267	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	0	293	295	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	46	16	254	246	26
Future Vol, veh/h	33	46	16	254	246	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	50	17	276	267	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	591	281	295	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	470	758	1266	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	462	758	1266	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1266	-	598	-	-
HCM Lane V/C Ratio	0.014	-	0.144	-	-
HCM Control Delay (s)	7.9	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	343	69	12	44	37	241
Future Volume (vph)	343	69	12	44	37	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977				0.883	
Flt Protected	0.960			0.989		
Satd. Flow (prot)	1747	0	0	1842	1645	0
Flt Permitted	0.960			0.989		
Satd. Flow (perm)	1747	0	0	1842	1645	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	373	75	13	48	40	262
Shared Lane Traffic (%)						
Lane Group Flow (vph)	448	0	0	61	302	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

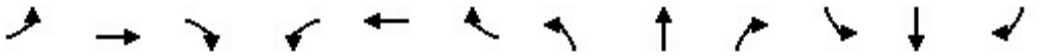
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	343	69	12	44	37	241
Future Vol, veh/h	343	69	12	44	37	241
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	373	75	13	48	40	262

Major/Minor	Minor2		Major2	
Conflicting Flow All	171	171	-	0
Stage 1	171	171	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	819	722	-	-
Stage 1	859	757	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	819	0	-	-
Mov Cap-2 Maneuver	819	0	-	-
Stage 1	859	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	9.7	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	819	-	-
HCM Lane V/C Ratio	0.074	-	-
HCM Control Delay (s)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	98	20	6	85	19	11	43	17	49	54	5
Future Volume (vph)	4	98	20	6	85	19	11	43	17	49	54	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.976			0.968			0.994	
Flt Protected		0.998			0.997			0.992			0.978	
Satd. Flow (prot)	0	1818	0	0	1813	0	0	1789	0	0	1811	0
Flt Permitted		0.998			0.997			0.992			0.978	
Satd. Flow (perm)	0	1818	0	0	1813	0	0	1789	0	0	1811	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	107	22	7	92	21	12	47	18	53	59	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	0	0	120	0	0	77	0	0	117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	98	20	6	85	19	11	43	17	49	54	5
Future Vol, veh/h	4	98	20	6	85	19	11	43	17	49	54	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	107	22	7	92	21	12	47	18	53	59	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.2	8.1	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	3%	5%	45%
Vol Thru, %	61%	80%	77%	50%
Vol Right, %	24%	16%	17%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	122	110	108
LT Vol	11	4	6	49
Through Vol	43	98	85	54
RT Vol	17	20	19	5
Lane Flow Rate	77	133	120	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.163	0.148	0.152
Departure Headway (Hd)	4.536	4.438	4.451	4.66
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	790	809	806	770
Service Time	2.564	2.461	2.474	2.687
HCM Lane V/C Ratio	0.097	0.164	0.149	0.152
HCM Control Delay	8.1	8.3	8.2	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.5	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	0	36	47	38	20	20	421	0	0	393	33
Future Volume (vph)	84	0	36	47	38	20	20	421	0	0	393	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959				0.850					0.989	
Flt Protected		0.966			0.973			0.998				
Satd. Flow (prot)	0	1726	0	0	1812	1583	0	1859	0	0	1842	0
Flt Permitted		0.732			0.807			0.974				
Satd. Flow (perm)	0	1308	0	0	1503	1583	0	1814	0	0	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				29					15	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	95	0	41	53	43	23	23	478	0	0	447	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	0	0	96	23	0	501	0	0	485	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	41.5	41.5			41.5	
Total Split (%)	27.2%	27.2%		27.2%	27.2%	27.2%	72.8%	72.8%			72.8%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	37.0	37.0			37.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		9.5			9.5	9.5		41.3			41.3	
Actuated g/C Ratio		0.17			0.17	0.17		0.72			0.72	
v/c Ratio		0.55			0.38	0.08		0.38			0.36	
Control Delay		24.5			24.2	7.3		5.8			5.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.5			24.2	7.3		5.8			5.4	
LOS		C			C	A		A			A	
Approach Delay		24.5			21.0			5.8			5.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		32			30	0		60			54	
Queue Length 95th (ft)		68			58	12		137			126	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		296			310	349		1338			1363	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.46			0.31	0.07		0.37			0.36	

Intersection Summary

Area Type: Other
Cycle Length: 57
Actuated Cycle Length: 57
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow, Master Intersection
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 9.1 Intersection LOS: A
Intersection Capacity Utilization 59.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Route 126 (Social Street) & East School Street

Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	136	96	23	501	485
v/c Ratio	0.55	0.38	0.08	0.38	0.36
Control Delay	24.5	24.2	7.3	5.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	24.2	7.3	5.8	5.4
Queue Length 50th (ft)	32	30	0	60	54
Queue Length 95th (ft)	68	58	12	137	126
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	296	310	349	1338	1363
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.31	0.07	0.37	0.36

Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	276	457	62	131	387
Future Volume (vph)	22	276	457	62	131	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875		0.984			
Flt Protected	0.996					0.988
Satd. Flow (prot)	1623	0	1833	0	0	1840
Flt Permitted	0.996					0.988
Satd. Flow (perm)	1623	0	1833	0	0	1840
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	300	497	67	142	421
Shared Lane Traffic (%)						
Lane Group Flow (vph)	324	0	564	0	0	563
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	276	457	62	131	387
Future Vol, veh/h	22	276	457	62	131	387
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	300	497	67	142	421

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1236	531	0	0	564	0
Stage 1	531	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	195	548	-	-	1008	-
Stage 1	590	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	159	548	-	-	1008	-
Mov Cap-2 Maneuver	159	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.8	0	2.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	464	1008	-
HCM Lane V/C Ratio	-	-	0.698	0.141	-
HCM Control Delay (s)	-	-	28.8	9.2	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	5.3	0.5	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	118	93	49	665	429	78
Future Volume (vph)	118	93	49	665	429	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940				0.979	
Flt Protected	0.973			0.997		
Satd. Flow (prot)	1704	0	0	1857	1824	0
Flt Permitted	0.973			0.997		
Satd. Flow (perm)	1704	0	0	1857	1824	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	128	101	53	723	466	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	229	0	0	776	551	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	16.2

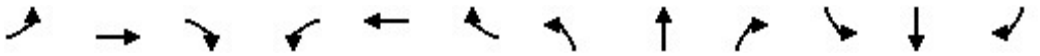
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	118	93	49	665	429	78
Future Vol, veh/h	118	93	49	665	429	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	101	53	723	466	85

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1338	509	551	0	-	0
Stage 1	509	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	169	564	1019	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	564	1019	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	108.1	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1019	-	227	-	-
HCM Lane V/C Ratio	0.052	-	1.01	-	-
HCM Control Delay (s)	8.7	0	108.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	9.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	100	9	241	80	14	12	330	430	6	241	14
Future Volume (vph)	44	100	9	241	80	14	12	330	430	6	241	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.994			0.925			0.993	
Flt Protected		0.986			0.965			0.999			0.999	
Satd. Flow (prot)	0	1822	0	0	1787	0	0	1721	0	0	1848	0
Flt Permitted		0.848			0.694			0.994			0.981	
Satd. Flow (perm)	0	1567	0	0	1285	0	0	1713	0	0	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4			90			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	109	10	262	87	15	13	359	467	7	262	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	364	0	0	839	0	0	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

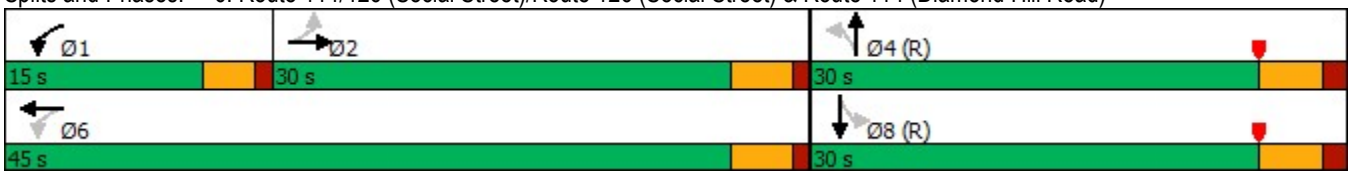


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	30.0		15.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	25.5	25.5		11.0	40.5		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		29.6			29.6			35.9			35.9	
Actuated g/C Ratio		0.39			0.39			0.48			0.48	
v/c Ratio		0.27			0.72			0.97			0.33	
Control Delay		14.1			26.0			46.0			15.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.1			26.0			46.0			15.6	
LOS		B			C			D			B	
Approach Delay		14.1			26.0			46.0			15.6	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)		49			136			336			77	
Queue Length 95th (ft)		68			177			#701			167	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		653			695			867			871	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.52			0.97			0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 34 (45%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)

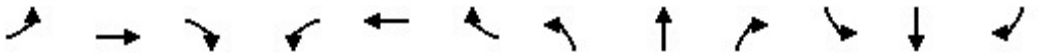


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	167	364	839	284
v/c Ratio	0.27	0.72	0.97	0.33
Control Delay	14.1	26.0	46.0	15.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.1	26.0	46.0	15.6
Queue Length 50th (ft)	49	136	336	77
Queue Length 95th (ft)	68	177	#701	167
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	653	695	867	871
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.52	0.97	0.33

Intersection Summary

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

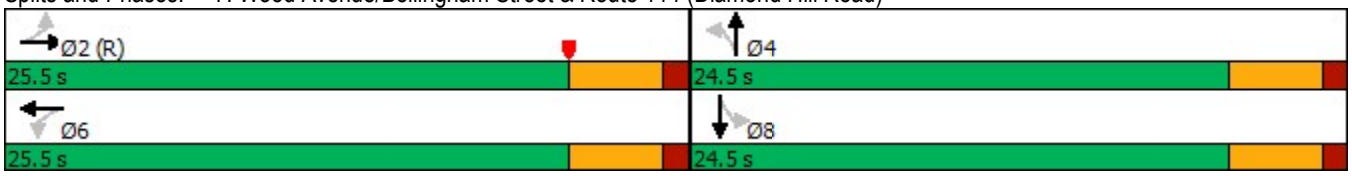
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	314	0	0	248	50	0	0	0	91	0	71
Future Volume (vph)	199	314	0	0	248	50	0	0	0	91	0	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.977						0.941	
Flt Protected		0.981									0.973	
Satd. Flow (prot)	0	1827	0	0	1820	0	0	1863	0	0	1706	0
Flt Permitted		0.751									0.826	
Satd. Flow (perm)	0	1399	0	0	1820	0	0	1863	0	0	1448	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					25						76	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	212	334	0	0	264	53	0	0	0	97	0	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	546	0	0	317	0	0	0	0	0	173	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

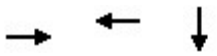


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	25.5	25.5		25.5	25.5		24.5	24.5		24.5	24.5	
Total Split (%)	51.0%	51.0%		51.0%	51.0%		49.0%	49.0%		49.0%	49.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		35.1			35.1						8.9	
Actuated g/C Ratio		0.70			0.70						0.18	
v/c Ratio		0.56			0.25						0.54	
Control Delay		9.3			4.7						17.1	
Queue Delay		0.0			0.0						0.0	
Total Delay		9.3			4.7						17.1	
LOS		A			A						B	
Approach Delay		9.3			4.7						17.1	
Approach LOS		A			A						B	
Queue Length 50th (ft)		71			27						26	
Queue Length 95th (ft)		#212			75						63	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		982			1285						624	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.56			0.25						0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 29 (58%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 9.2		Intersection LOS: A	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)

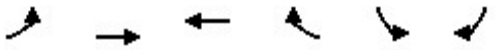




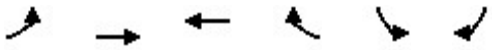
Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	546	317	173
v/c Ratio	0.56	0.25	0.54
Control Delay	9.3	4.7	17.1
Queue Delay	0.0	0.0	0.0
Total Delay	9.3	4.7	17.1
Queue Length 50th (ft)	71	27	26
Queue Length 95th (ft)	#212	75	63
Internal Link Dist (ft)	538	452	147
Turn Bay Length (ft)			
Base Capacity (vph)	982	1285	624
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.56	0.25	0.28

Intersection Summary

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



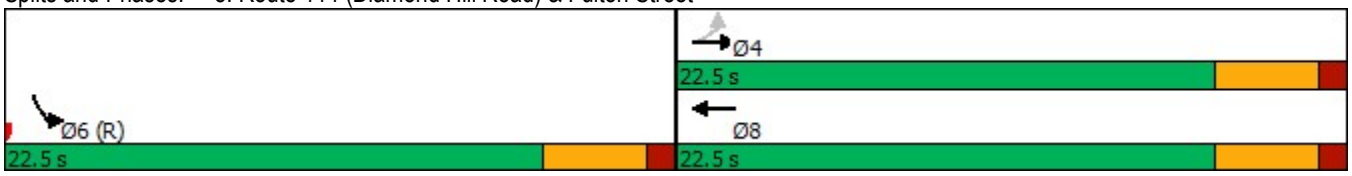
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	427	369	6	5	4
Future Volume (vph)	2	427	369	6	5	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.940	
Flt Protected					0.973	
Satd. Flow (prot)	0	1863	1859	0	1704	0
Flt Permitted		0.998			0.973	
Satd. Flow (perm)	0	1859	1859	0	1704	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2		4	
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	464	401	7	5	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	466	408	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	22.5	22.5	22.5		22.5	
Total Split (%)	50.0%	50.0%	50.0%		50.0%	
Maximum Green (s)	18.0	18.0	18.0		18.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		18.0	18.0		18.0	
Actuated g/C Ratio		0.40	0.40		0.40	
v/c Ratio		0.63	0.55		0.01	
Control Delay		15.4	13.8		7.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		15.4	13.8		7.0	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		B	B		A	
Approach Delay		15.4	13.8		7.0	
Approach LOS		B	B		A	
Queue Length 50th (ft)		91	76		1	
Queue Length 95th (ft)		166	140		7	
Internal Link Dist (ft)		628	372		186	
Turn Bay Length (ft)						
Base Capacity (vph)		743	744		684	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.63	0.55		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 14.6		Intersection LOS: B	
Intersection Capacity Utilization 35.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Route 114 (Diamond Hill Road) & Fulton Street



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	466	408	9
v/c Ratio	0.63	0.55	0.01
Control Delay	15.4	13.8	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	15.4	13.8	7.0
Queue Length 50th (ft)	91	76	1
Queue Length 95th (ft)	166	140	7
Internal Link Dist (ft)	628	372	186
Turn Bay Length (ft)			
Base Capacity (vph)	743	744	684
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.63	0.55	0.01

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	310	123	59	285	91	67
Future Volume (vph)	310	123	59	285	91	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962				0.943	
Flt Protected				0.992	0.972	
Satd. Flow (prot)	1792	0	0	1848	1707	0
Flt Permitted				0.992	0.972	
Satd. Flow (perm)	1792	0	0	1848	1707	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	134	64	310	99	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	471	0	0	374	172	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

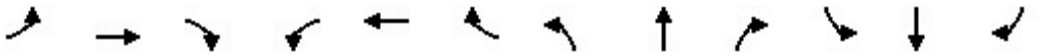
Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	310	123	59	285	91	67
Future Vol, veh/h	310	123	59	285	91	67
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	337	134	64	310	99	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	471	0	842	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	438	-
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	-	-	1091	-	334	647
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1091	-	310	647
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	398	-	-	1091	-
HCM Lane V/C Ratio	0.432	-	-	0.059	-
HCM Control Delay (s)	20.7	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.1	-	-	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	6	9	7	33	17	32	71	2	11	120	147
Future Volume (vph)	38	6	9	7	33	17	32	71	2	11	120	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.961			0.998			0.928	
Flt Protected		0.966			0.994			0.985			0.998	
Satd. Flow (prot)	0	1758	0	0	1779	0	0	1831	0	0	1725	0
Flt Permitted		0.966			0.994			0.985			0.998	
Satd. Flow (perm)	0	1758	0	0	1779	0	0	1831	0	0	1725	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	7	10	8	36	18	35	77	2	12	130	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	62	0	0	114	0	0	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	6	9	7	33	17	32	71	2	11	120	147
Future Vol, veh/h	38	6	9	7	33	17	32	71	2	11	120	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	7	10	8	36	18	35	77	2	12	130	160
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.2	8.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	72%	12%	4%
Vol Thru, %	68%	11%	58%	43%
Vol Right, %	2%	17%	30%	53%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	53	57	278
LT Vol	32	38	7	11
Through Vol	71	6	33	120
RT Vol	2	9	17	147
Lane Flow Rate	114	58	62	302
Geometry Grp	1	1	1	1
Degree of Util (X)	0.145	0.079	0.082	0.34
Departure Headway (Hd)	4.58	4.948	4.748	4.048
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	724	754	891
Service Time	2.604	2.982	2.781	2.066
HCM Lane V/C Ratio	0.145	0.08	0.082	0.339
HCM Control Delay	8.4	8.4	8.2	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.3	1.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	9	7	94	8	12	5	209	15	42	228	5
Future Volume (vph)	4	9	7	94	8	12	5	209	15	42	228	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.986			0.991			0.998	
Flt Protected		0.991			0.960			0.999			0.992	
Satd. Flow (prot)	0	1756	0	0	1763	0	0	1844	0	0	1844	0
Flt Permitted		0.991			0.960			0.999			0.992	
Satd. Flow (perm)	0	1756	0	0	1763	0	0	1844	0	0	1844	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	10	8	102	9	13	5	227	16	46	248	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	124	0	0	248	0	0	299	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	9	7	94	8	12	5	209	15	42	228	5
Future Vol, veh/h	4	9	7	94	8	12	5	209	15	42	228	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	10	8	102	9	13	5	227	16	46	248	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	599	596	251	597	590	235	253	0	0	243	0	0
Stage 1	343	343	-	245	245	-	-	-	-	-	-	-
Stage 2	256	253	-	352	345	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	413	417	788	415	420	804	1312	-	-	1323	-	-
Stage 1	672	637	-	759	703	-	-	-	-	-	-	-
Stage 2	749	698	-	665	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	386	399	788	390	402	804	1312	-	-	1323	-	-
Mov Cap-2 Maneuver	386	399	-	390	402	-	-	-	-	-	-	-
Stage 1	669	612	-	756	700	-	-	-	-	-	-	-
Stage 2	725	695	-	622	611	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	17.4	0.2	1.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	478	413	1323	-	-
HCM Lane V/C Ratio	0.004	-	-	0.045	0.3	0.035	-	-
HCM Control Delay (s)	7.8	0	-	12.9	17.4	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	150	273	0	0	0
Future Volume (vph)	0	150	273	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.950		
Satd. Flow (prot)	1611	0	0	1770	1863	0
Flt Permitted				0.950		
Satd. Flow (perm)	1611	0	0	1770	1863	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	163	297	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	0	0	297	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	150	273	0	0	0
Future Vol, veh/h	0	150	273	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	163	297	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	595	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	467	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	382	1084	1622	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	7.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.183	-	0.15	-	-
HCM Control Delay (s)	7.7	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.7	-	0.5	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	366	68	32	39	81	515
Future Volume (vph)	366	68	32	39	81	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979				0.883	
Flt Protected	0.960			0.978		
Satd. Flow (prot)	1751	0	0	1822	1645	0
Flt Permitted	0.960			0.978		
Satd. Flow (perm)	1751	0	0	1822	1645	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	398	74	35	42	88	560
Shared Lane Traffic (%)						
Lane Group Flow (vph)	472	0	0	77	648	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

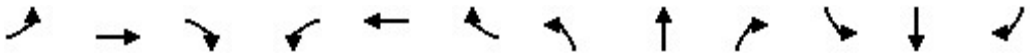
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	366	68	32	39	81	515
Future Vol, veh/h	366	68	32	39	81	515
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	398	74	35	42	88	560

Major/Minor	Minor2		Major2	
Conflicting Flow All	368	368	-	0
Stage 1	368	368	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	632	561	-	-
Stage 1	700	621	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	632	0	-	-
Mov Cap-2 Maneuver	632	0	-	-
Stage 1	700	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	11.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	632	-	-
HCM Lane V/C Ratio	0.122	-	-
HCM Control Delay (s)	11.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	99	20	21	169	35	28	47	33	31	57	35
Future Volume (vph)	11	99	20	21	169	35	28	47	33	31	57	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.979			0.958			0.962	
Flt Protected		0.996			0.995			0.987			0.987	
Satd. Flow (prot)	0	1816	0	0	1815	0	0	1761	0	0	1769	0
Flt Permitted		0.996			0.995			0.987			0.987	
Satd. Flow (perm)	0	1816	0	0	1815	0	0	1761	0	0	1769	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	108	22	23	184	38	30	51	36	34	62	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	142	0	0	245	0	0	117	0	0	134	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	99	20	21	169	35	28	47	33	31	57	35
Future Vol, veh/h	11	99	20	21	169	35	28	47	33	31	57	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	108	22	23	184	38	30	51	36	34	62	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	9.8	8.9	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	8%	9%	25%
Vol Thru, %	44%	76%	75%	46%
Vol Right, %	31%	15%	16%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	130	225	123
LT Vol	28	11	21	31
Through Vol	47	99	169	57
RT Vol	33	20	35	35
Lane Flow Rate	117	141	245	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.159	0.187	0.315	0.181
Departure Headway (Hd)	4.882	4.764	4.642	4.87
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	749	770	731
Service Time	2.945	2.822	2.694	2.932
HCM Lane V/C Ratio	0.16	0.188	0.318	0.183
HCM Control Delay	8.9	8.9	9.8	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.7	1.4	0.7

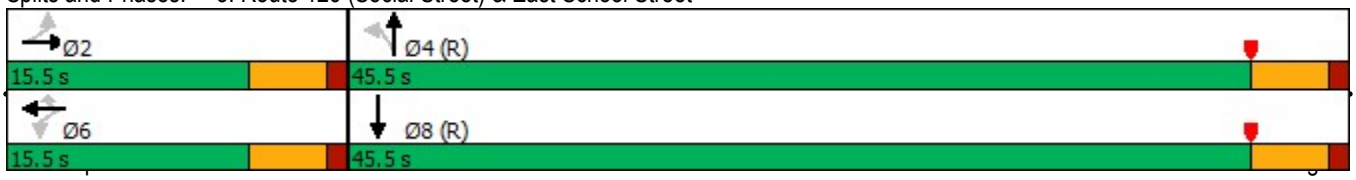
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	0	17	33	47	31	23	482	0	0	511	46
Future Volume (vph)	43	0	17	33	47	31	23	482	0	0	511	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962				0.850					0.989	
Flt Protected		0.965			0.980			0.998				
Satd. Flow (prot)	0	1729	0	0	1825	1583	0	1859	0	0	1842	0
Flt Permitted		0.725			0.867			0.962				
Satd. Flow (perm)	0	1299	0	0	1615	1583	0	1792	0	0	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				37					16	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	52	0	20	40	57	37	28	581	0	0	616	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	97	37	0	609	0	0	671	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	45.5	45.5			45.5	
Total Split (%)	25.4%	25.4%		25.4%	25.4%	25.4%	74.6%	74.6%			74.6%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	41.0	41.0			41.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		8.6			8.6	8.6		46.2			46.2	
Actuated g/C Ratio		0.14			0.14	0.14		0.76			0.76	
v/c Ratio		0.35			0.43	0.15		0.45			0.48	
Control Delay		20.4			28.8	9.6		5.5			5.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.4			28.8	9.6		5.5			5.6	
LOS		C			C	A		A			A	
Approach Delay		20.4			23.5			5.5			5.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		15			33	0		74			82	
Queue Length 95th (ft)		40			61	18		141			155	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		261			297	321		1363			1405	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.33	0.12		0.45			0.48	

Intersection Summary

Area Type: Other
Cycle Length: 61
Actuated Cycle Length: 61
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow, Master Intersection
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 7.9 Intersection LOS: A
Intersection Capacity Utilization 61.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Route 126 (Social Street) & East School Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	72	97	37	609	671
v/c Ratio	0.35	0.43	0.15	0.45	0.48
Control Delay	20.4	28.8	9.6	5.5	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	28.8	9.6	5.5	5.6
Queue Length 50th (ft)	15	33	0	74	82
Queue Length 95th (ft)	40	61	18	141	155
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	261	297	321	1363	1405
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.33	0.12	0.45	0.48

Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	226	459	84	253	517
Future Volume (vph)	30	226	459	84	253	517
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881		0.979			
Flt Protected	0.994					0.984
Satd. Flow (prot)	1631	0	1824	0	0	1833
Flt Permitted	0.994					0.984
Satd. Flow (perm)	1631	0	1824	0	0	1833
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	246	499	91	275	562
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	590	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 96.1%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	15.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	226	459	84	253	517
Future Vol, veh/h	30	226	459	84	253	517
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	246	499	91	275	562

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1657	545	0	0	590	0
Stage 1	545	-	-	-	-	-
Stage 2	1112	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	108	538	-	-	985	-
Stage 1	581	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	538	-	-	985	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	187	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	84	0	3.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	288	985	-
HCM Lane V/C Ratio	-	-	0.966	0.279	-
HCM Control Delay (s)	-	-	84	10.1	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	9.6	1.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	34	41	639	754	135
Future Volume (vph)	80	34	41	639	754	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960				0.979	
Flt Protected	0.966			0.997		
Satd. Flow (prot)	1727	0	0	1857	1824	0
Flt Permitted	0.966			0.997		
Satd. Flow (perm)	1727	0	0	1857	1824	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	37	45	695	820	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	0	740	967	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	11.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	80	34	41	639	754	135
Future Vol, veh/h	80	34	41	639	754	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	37	45	695	820	147

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1679	894	967	0	-	0
Stage 1	894	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	104	340	712	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	93	340	712	-	-	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	164	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	712	-	119	-	-
HCM Lane V/C Ratio	0.063	-	1.041	-	-
HCM Control Delay (s)	10.4	0	164	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	7.1	-	-

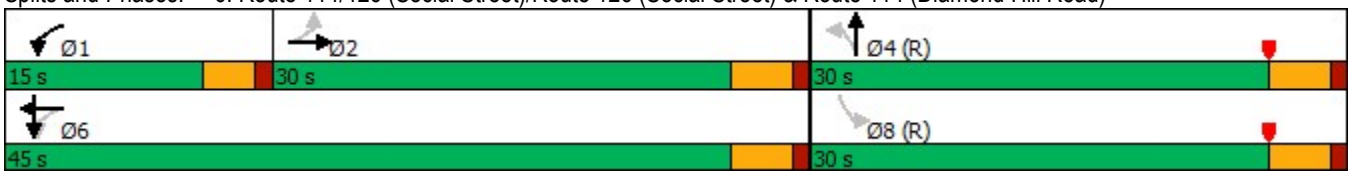
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	142	5	428	172	18	8	312	399	20	434	46
Future Volume (vph)	45	142	5	428	172	18	8	312	399	20	434	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.996			0.925			0.988	
Flt Protected		0.988			0.967			0.999			0.998	
Satd. Flow (prot)	0	1835	0	0	1794	0	0	1721	0	0	1837	0
Flt Permitted		0.817			0.695			0.994			0.872	
Satd. Flow (perm)	0	1517	0	0	1289	0	0	1713	0	0	1605	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			91			10	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	45	143	5	432	174	18	8	315	403	20	438	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	193	0	0	624	0	0	726	0	0	504	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		custom	NA	
Protected Phases		2!		1!	6!			4			6!	
Permitted Phases	2!			6!			4			8		
Detector Phase	2	2		1	6		4	4		8	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	22.5	
Total Split (s)	30.0	30.0		15.0	45.0		30.0	30.0		30.0	45.0	
Total Split (%)	40.0%	40.0%		20.0%	60.0%		40.0%	40.0%		40.0%	60.0%	
Maximum Green (s)	25.5	25.5		11.0	40.5		25.5	25.5		25.5	40.5	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	Min	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	11.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		39.8			39.8			26.2			39.8	
Actuated g/C Ratio		0.53			0.53			0.35			0.53	
v/c Ratio		0.24			0.91			1.11			0.59	
Control Delay		10.1			36.3			92.1			15.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.1			36.3			92.1			15.0	
LOS		B			D			F			B	
Approach Delay		10.1			36.3			92.1			15.0	
Approach LOS		B			D			F			B	
Queue Length 50th (ft)		43			238			~370			142	
Queue Length 95th (ft)		78			#466			#577			232	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		807			697			656			871	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.24			0.90			1.11			0.58	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 13.5 (18%), Referenced to phase 4:NBTL and 8:SBL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 48.4		Intersection LOS: D	
Intersection Capacity Utilization 99.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

! Phase conflict between lane groups.

Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)

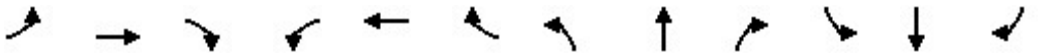


Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	193	624	726	504
v/c Ratio	0.24	0.91	1.11	0.59
Control Delay	10.1	36.3	92.1	15.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.1	36.3	92.1	15.0
Queue Length 50th (ft)	43	238	~370	142
Queue Length 95th (ft)	78	#466	#577	232
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	807	697	656	871
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.90	1.11	0.58

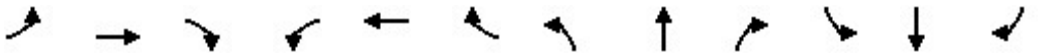
Intersection Summary

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

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



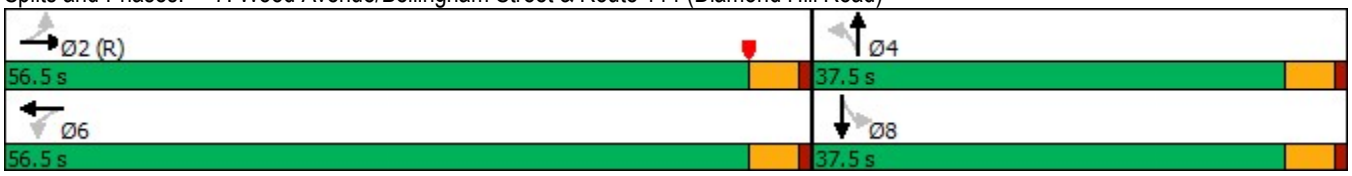
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	432	0	0	472	101	0	0	0	186	0	139
Future Volume (vph)	197	432	0	0	472	101	0	0	0	186	0	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.976						0.942	
Flt Protected		0.985									0.972	
Satd. Flow (prot)	0	1835	0	0	1818	0	0	1863	0	0	1706	0
Flt Permitted		0.535									0.823	
Satd. Flow (perm)	0	997	0	0	1818	0	0	1863	0	0	1444	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18						44	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	210	460	0	0	502	107	0	0	0	198	0	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	670	0	0	609	0	0	0	0	0	346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

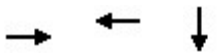


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	56.5	56.5		56.5	56.5		37.5	37.5		37.5	37.5	
Total Split (%)	60.1%	60.1%		60.1%	60.1%		39.9%	39.9%		39.9%	39.9%	
Maximum Green (s)	52.0	52.0		52.0	52.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		60.1			60.1						24.9	
Actuated g/C Ratio		0.64			0.64						0.26	
v/c Ratio		1.05			0.52						0.84	
Control Delay		71.2			12.2						45.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		71.2			12.2						45.3	
LOS		E			B						D	
Approach Delay		71.2			12.2						45.3	
Approach LOS		E			B						D	
Queue Length 50th (ft)		~443			174						170	
Queue Length 95th (ft)		#707			328						248	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		637			1169						535	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		1.05			0.52						0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 94			
Actuated Cycle Length: 94			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 43.6		Intersection LOS: D	
Intersection Capacity Utilization 94.7%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)



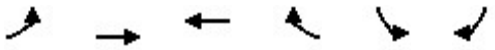


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	670	609	346
v/c Ratio	1.05	0.52	0.84
Control Delay	71.2	12.2	45.3
Queue Delay	0.0	0.0	0.0
Total Delay	71.2	12.2	45.3
Queue Length 50th (ft)	~443	174	170
Queue Length 95th (ft)	#707	328	248
Internal Link Dist (ft)	538	452	147
Turn Bay Length (ft)			
Base Capacity (vph)	637	1169	535
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.05	0.52	0.65

Intersection Summary

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

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

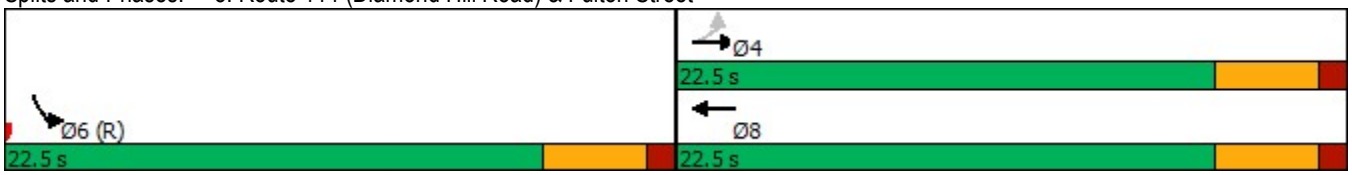


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	619	602	7	7	5
Future Volume (vph)	4	619	602	7	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.948	
Flt Protected					0.970	
Satd. Flow (prot)	0	1863	1859	0	1713	0
Flt Permitted		0.996			0.970	
Satd. Flow (perm)	0	1855	1859	0	1713	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2		5	
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	673	654	8	8	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	677	662	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	22.5	22.5	22.5		22.5	
Total Split (%)	50.0%	50.0%	50.0%		50.0%	
Maximum Green (s)	18.0	18.0	18.0		18.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		18.0	18.0		18.0	
Actuated g/C Ratio		0.40	0.40		0.40	
v/c Ratio		0.91	0.89		0.02	
Control Delay		34.1	31.1		7.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		34.1	31.1		7.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		C	C		A	
Approach Delay		34.1	31.1		7.0	
Approach LOS		C	C		A	
Queue Length 50th (ft)		156	149		1	
Queue Length 95th (ft)		#332	#327		8	
Internal Link Dist (ft)		628	372		186	
Turn Bay Length (ft)						
Base Capacity (vph)		742	744		688	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.91	0.89		0.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 32.4		Intersection LOS: C	
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Route 114 (Diamond Hill Road) & Fulton Street



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	677	662	13
v/c Ratio	0.91	0.89	0.02
Control Delay	34.1	31.1	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	34.1	31.1	7.0
Queue Length 50th (ft)	156	149	1
Queue Length 95th (ft)	#332	#327	8
Internal Link Dist (ft)	628	372	186
Turn Bay Length (ft)			
Base Capacity (vph)	742	744	688
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.91	0.89	0.02

Intersection Summary

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	417	199	70	538	83	57
Future Volume (vph)	417	199	70	538	83	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.956				0.945	
Flt Protected				0.994	0.971	
Satd. Flow (prot)	1781	0	0	1852	1709	0
Flt Permitted				0.994	0.971	
Satd. Flow (perm)	1781	0	0	1852	1709	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	453	216	76	585	90	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	669	0	0	661	152	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			

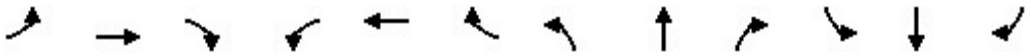
Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	417	199	70	538	83	57
Future Vol, veh/h	417	199	70	538	83	57
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	216	76	585	90	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	669	0	1298	561
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	737	-
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	-	-	921	-	178	527
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	921	-	156	527
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	415	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	52
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	219	-	-	921	-
HCM Lane V/C Ratio	0.695	-	-	0.083	-
HCM Control Delay (s)	52	-	-	9.3	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	4.5	-	-	0.3	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	19	7	9	11	11	4	59	2	12	99	178
Future Volume (vph)	65	19	7	9	11	11	4	59	2	12	99	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.952			0.996			0.917	
Flt Protected		0.966			0.986			0.997			0.998	
Satd. Flow (prot)	0	1780	0	0	1749	0	0	1850	0	0	1705	0
Flt Permitted		0.966			0.986			0.997			0.998	
Satd. Flow (perm)	0	1780	0	0	1749	0	0	1850	0	0	1705	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	21	8	10	12	12	4	64	2	13	108	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	34	0	0	70	0	0	314	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

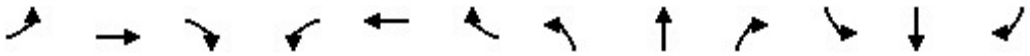
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	19	7	9	11	11	4	59	2	12	99	178
Future Vol, veh/h	65	19	7	9	11	11	4	59	2	12	99	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	21	8	10	12	12	4	64	2	13	108	193
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8	8	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	71%	29%	4%
Vol Thru, %	91%	21%	35%	34%
Vol Right, %	3%	8%	35%	62%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	91	31	289
LT Vol	4	65	9	12
Through Vol	59	19	11	99
RT Vol	2	7	11	178
Lane Flow Rate	71	99	34	314
Geometry Grp	1	1	1	1
Degree of Util (X)	0.09	0.134	0.044	0.348
Departure Headway (Hd)	4.569	4.885	4.723	3.983
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	734	757	905
Service Time	2.592	2.915	2.756	1.999
HCM Lane V/C Ratio	0.09	0.135	0.045	0.347
HCM Control Delay	8	8.7	8	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.5	0.1	1.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	8	6	167	13	19	12	216	7	93	317	11
Future Volume (vph)	6	8	6	167	13	19	12	216	7	93	317	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.987			0.996			0.996	
Flt Protected		0.985			0.960			0.997			0.989	
Satd. Flow (prot)	0	1760	0	0	1765	0	0	1850	0	0	1835	0
Flt Permitted		0.985			0.960			0.997			0.989	
Satd. Flow (perm)	0	1760	0	0	1765	0	0	1850	0	0	1835	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	9	7	182	14	21	13	235	8	101	345	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	217	0	0	256	0	0	458	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	13.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	8	6	167	13	19	12	216	7	93	317	11
Future Vol, veh/h	6	8	6	167	13	19	12	216	7	93	317	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	9	7	182	14	21	13	235	8	101	345	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	836	822	351	826	824	239	357	0	0	243	0	0
Stage 1	553	553	-	265	265	-	-	-	-	-	-	-
Stage 2	283	269	-	561	559	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	287	309	692	291	308	800	1202	-	-	1323	-	-
Stage 1	517	514	-	740	689	-	-	-	-	-	-	-
Stage 2	724	687	-	512	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	276	692	258	275	800	1202	-	-	1323	-	-
Mov Cap-2 Maneuver	247	276	-	258	275	-	-	-	-	-	-	-
Stage 1	510	465	-	730	680	-	-	-	-	-	-	-
Stage 2	682	678	-	450	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.9	52.3	0.4	1.8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1202	-	-	323	277	1323	-	-
HCM Lane V/C Ratio	0.011	-	-	0.067	0.781	0.076	-	-
HCM Control Delay (s)	8	0	-	16.9	52.3	7.9	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	6	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	272	230	0	0	0
Future Volume (vph)	0	272	230	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.950		
Satd. Flow (prot)	1611	0	0	1770	1863	0
Flt Permitted				0.950		
Satd. Flow (perm)	1611	0	0	1770	1863	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	296	250	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	296	0	0	250	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	272	230	0	0	0
Future Vol, veh/h	0	272	230	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	296	250	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	501	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	530	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	448	1084	1622	-	-	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	7.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.154	-	0.273	-	-
HCM Control Delay (s)	7.6	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	1.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	381	73	21	35	46	348
Future Volume (vph)	381	73	21	35	46	348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.881	
Flt Protected	0.960			0.981		
Satd. Flow (prot)	1749	0	0	1827	1641	0
Flt Permitted	0.960			0.981		
Satd. Flow (perm)	1749	0	0	1827	1641	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	414	79	23	38	50	378
Shared Lane Traffic (%)						
Lane Group Flow (vph)	493	0	0	61	428	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

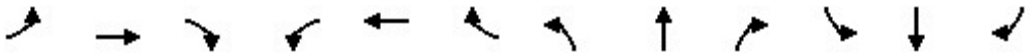
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	381	73	21	35	46	348
Future Vol, veh/h	381	73	21	35	46	348
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	414	79	23	38	50	378

Major/Minor	Minor2		Major2	
Conflicting Flow All	239	239	-	0
Stage 1	239	239	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	749	662	-	-
Stage 1	801	708	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	749	0	-	-
Mov Cap-2 Maneuver	749	0	-	-
Stage 1	801	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	10.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	749	-	-
HCM Lane V/C Ratio	0.081	-	-
HCM Control Delay (s)	10.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	110	14	12	121	14	32	53	24	30	34	21
Future Volume (vph)	8	110	14	12	121	14	32	53	24	30	34	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.987			0.971			0.967	
Flt Protected		0.997			0.996			0.986			0.983	
Satd. Flow (prot)	0	1831	0	0	1831	0	0	1783	0	0	1771	0
Flt Permitted		0.997			0.996			0.986			0.983	
Satd. Flow (perm)	0	1831	0	0	1831	0	0	1783	0	0	1771	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	120	15	13	132	15	35	58	26	33	37	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	160	0	0	119	0	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	110	14	12	121	14	32	53	24	30	34	21
Future Vol, veh/h	8	110	14	12	121	14	32	53	24	30	34	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	120	15	13	132	15	35	58	26	33	37	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.8	8.6	8.4
HCM LOS	A	A	A	A

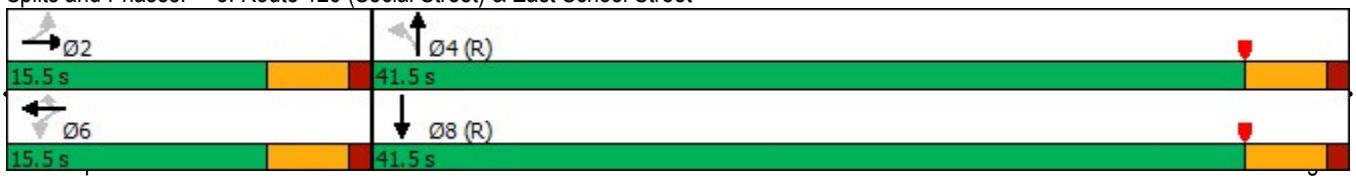
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	6%	8%	35%
Vol Thru, %	49%	83%	82%	40%
Vol Right, %	22%	11%	10%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	132	147	85
LT Vol	32	8	12	30
Through Vol	53	110	121	34
RT Vol	24	14	14	21
Lane Flow Rate	118	143	160	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.154	0.182	0.203	0.121
Departure Headway (Hd)	4.676	4.571	4.563	4.705
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	765	783	786	760
Service Time	2.715	2.605	2.596	2.745
HCM Lane V/C Ratio	0.154	0.183	0.204	0.121
HCM Control Delay	8.6	8.6	8.8	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	0.8	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	0	13	15	29	23	8	440	0	0	442	37
Future Volume (vph)	51	0	13	15	29	23	8	440	0	0	442	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973				0.850					0.990	
Flt Protected		0.962			0.984			0.999				
Satd. Flow (prot)	0	1744	0	0	1833	1583	0	1861	0	0	1844	0
Flt Permitted		0.737			0.887			0.992				
Satd. Flow (perm)	0	1336	0	0	1652	1583	0	1848	0	0	1844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				29					15	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	0	14	16	32	25	9	478	0	0	480	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	48	25	0	487	0	0	520	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	41.5	41.5			41.5	
Total Split (%)	27.2%	27.2%		27.2%	27.2%	27.2%	72.8%	72.8%			72.8%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	37.0	37.0			37.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		7.2			7.3	7.3		46.4			46.4	
Actuated g/C Ratio		0.13			0.13	0.13		0.81			0.81	
v/c Ratio		0.36			0.23	0.11		0.32			0.35	
Control Delay		19.6			23.8	9.3		3.7			3.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		19.6			23.8	9.3		3.7			3.7	
LOS		B			C	A		A			A	
Approach Delay		19.6			18.8			3.7			3.7	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		13			15	0		45			47	
Queue Length 95th (ft)		40			38	15		109			116	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		281			318	328		1505			1505	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.25			0.15	0.08		0.32			0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Route 126 (Social Street) & East School Street



Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	69	48	25	487	520
v/c Ratio	0.36	0.23	0.11	0.32	0.35
Control Delay	19.6	23.8	9.3	3.7	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	23.8	9.3	3.7	3.7
Queue Length 50th (ft)	13	15	0	45	47
Queue Length 95th (ft)	40	38	15	109	116
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	281	318	328	1505	1505
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.15	0.08	0.32	0.35

Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	278	461	50	190	429
Future Volume (vph)	24	278	461	50	190	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.876		0.987			
Flt Protected	0.996					0.985
Satd. Flow (prot)	1625	0	1839	0	0	1835
Flt Permitted	0.996					0.985
Satd. Flow (perm)	1625	0	1839	0	0	1835
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	302	501	54	207	466
Shared Lane Traffic (%)						
Lane Group Flow (vph)	328	0	555	0	0	673
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	9.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	278	461	50	190	429
Future Vol, veh/h	24	278	461	50	190	429
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	302	501	54	207	466

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1408	528	0	0	555	0
Stage 1	528	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	153	550	-	-	1015	-
Stage 1	592	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	111	550	-	-	1015	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	294	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.6	0	2.9
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	418	1015	-
HCM Lane V/C Ratio	-	-	0.785	0.203	-
HCM Control Delay (s)	-	-	38.6	9.5	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	6.8	0.8	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	127	32	39	687	588	101
Future Volume (vph)	127	32	39	687	588	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.980	
Flt Protected	0.962			0.997		
Satd. Flow (prot)	1744	0	0	1857	1825	0
Flt Permitted	0.962			0.997		
Satd. Flow (perm)	1744	0	0	1857	1825	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	35	42	747	639	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	173	0	0	789	749	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	21.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	127	32	39	687	588	101
Future Vol, veh/h	127	32	39	687	588	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	138	35	42	747	639	110

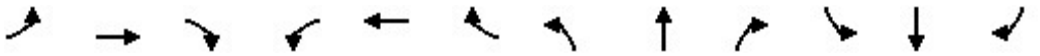
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1525	694	749	0	-	0
Stage 1	694	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 130	443	860	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 119	443	860	-	-	-
Mov Cap-2 Maneuver	~ 119	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	214.1	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	860	-	140	-	-
HCM Lane V/C Ratio	0.049	-	1.234	-	-
HCM Control Delay (s)	9.4	0	214.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	10.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	122	6	334	119	19	3	328	473	20	335	43
Future Volume (vph)	37	122	6	334	119	19	3	328	473	20	335	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.995			0.921			0.985	
Flt Protected		0.989			0.966						0.998	
Satd. Flow (prot)	0	1833	0	0	1790	0	0	1716	0	0	1831	0
Flt Permitted		0.853			0.700			0.999			0.931	
Satd. Flow (perm)	0	1581	0	0	1297	0	0	1714	0	0	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			4			103			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	130	6	355	127	20	3	349	503	21	356	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	502	0	0	855	0	0	423	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	



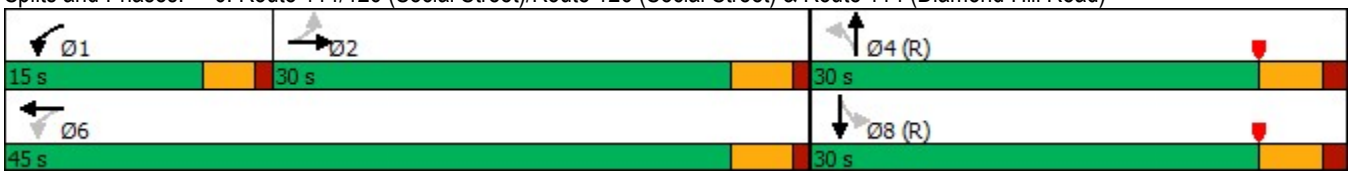
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	30.0		15.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	25.5	25.5		11.0	40.5		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		36.2			36.2			29.3			29.3	
Actuated g/C Ratio		0.48			0.48			0.39			0.39	
v/c Ratio		0.23			0.80			1.17			0.63	
Control Delay		10.8			26.2			114.2			25.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.8			26.2			114.2			25.2	
LOS		B			C			F			C	
Approach Delay		10.8			26.2			114.2			25.2	
Approach LOS		B			C			F			C	
Queue Length 50th (ft)		40			168			~486			163	
Queue Length 95th (ft)		70			282			#715			#284	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		765			702			732			672	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.23			0.72			1.17			0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 34 (45%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 63.1		Intersection LOS: E	
Intersection Capacity Utilization 93.7%		ICU Level of Service F	
Analysis Period (min) 15			

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

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

Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)



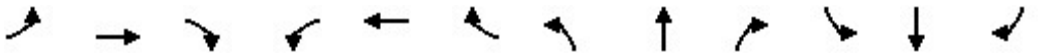
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	175	502	855	423
v/c Ratio	0.23	0.80	1.17	0.63
Control Delay	10.8	26.2	114.2	25.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.8	26.2	114.2	25.2
Queue Length 50th (ft)	40	168	~486	163
Queue Length 95th (ft)	70	282	#715	#284
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	765	702	732	672
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.72	1.17	0.63

Intersection Summary

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	437	0	0	368	79	0	0	0	130	0	91
Future Volume (vph)	184	437	0	0	368	79	0	0	0	130	0	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.976						0.944	
Flt Protected		0.985									0.971	
Satd. Flow (prot)	0	1835	0	0	1818	0	0	1863	0	0	1707	0
Flt Permitted		0.741									0.819	
Satd. Flow (perm)	0	1380	0	0	1818	0	0	1863	0	0	1440	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27						84	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	190	451	0	0	379	81	0	0	0	134	0	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	641	0	0	460	0	0	0	0	0	228	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

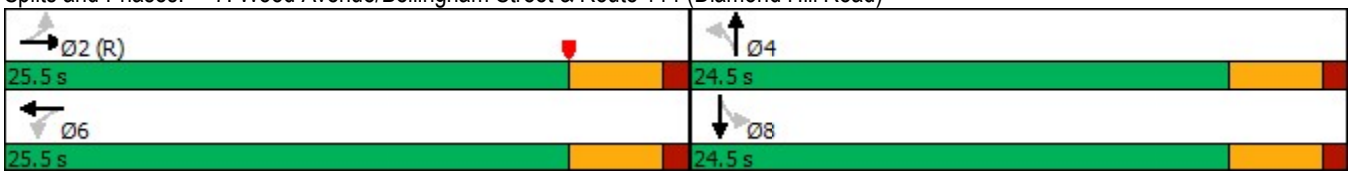


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	25.5	25.5		25.5	25.5		24.5	24.5		24.5	24.5	
Total Split (%)	51.0%	51.0%		51.0%	51.0%		49.0%	49.0%		49.0%	49.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		30.5			30.5						10.5	
Actuated g/C Ratio		0.61			0.61						0.21	
v/c Ratio		0.76			0.41						0.62	
Control Delay		18.4			7.2						18.1	
Queue Delay		0.0			0.0						0.0	
Total Delay		18.4			7.2						18.1	
LOS		B			A						B	
Approach Delay		18.4			7.2						18.1	
Approach LOS		B			A						B	
Queue Length 50th (ft)		110			52						38	
Queue Length 95th (ft)		#353			138						78	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		840			1118						626	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.76			0.41						0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 81.4%		ICU Level of Service D	
Analysis Period (min) 15			

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

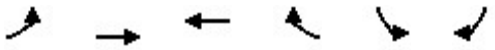
Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)



Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	641	460	228
v/c Ratio	0.76	0.41	0.62
Control Delay	18.4	7.2	18.1
Queue Delay	0.0	0.0	0.0
Total Delay	18.4	7.2	18.1
Queue Length 50th (ft)	110	52	38
Queue Length 95th (ft)	#353	138	78
Internal Link Dist (ft)	538	452	147
Turn Bay Length (ft)			
Base Capacity (vph)	840	1118	626
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.76	0.41	0.36

Intersection Summary

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

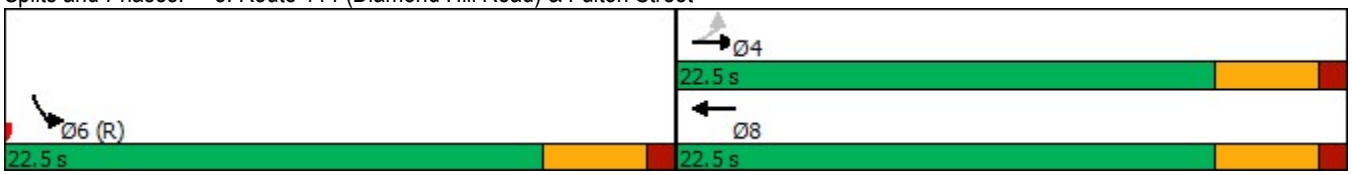


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	589	455	4	5	4
Future Volume (vph)	1	589	455	4	5	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.940	
Flt Protected					0.973	
Satd. Flow (prot)	0	1863	1861	0	1704	0
Flt Permitted		0.999			0.973	
Satd. Flow (perm)	0	1861	1861	0	1704	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1		4	
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	640	495	4	5	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	641	499	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	22.5	22.5	22.5		22.5	
Total Split (%)	50.0%	50.0%	50.0%		50.0%	
Maximum Green (s)	18.0	18.0	18.0		18.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		18.0	18.0		18.0	
Actuated g/C Ratio		0.40	0.40		0.40	
v/c Ratio		0.86	0.67		0.01	
Control Delay		28.0	16.6		7.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		28.0	16.6		7.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		C	B		A	
Approach Delay		28.0	16.6		7.0	
Approach LOS		C	B		A	
Queue Length 50th (ft)		143	99		1	
Queue Length 95th (ft)		#308	181		7	
Internal Link Dist (ft)		628	372		186	
Turn Bay Length (ft)						
Base Capacity (vph)		744	745		684	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.86	0.67		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Route 114 (Diamond Hill Road) & Fulton Street



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	641	499	9
v/c Ratio	0.86	0.67	0.01
Control Delay	28.0	16.6	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	28.0	16.6	7.0
Queue Length 50th (ft)	143	99	1
Queue Length 95th (ft)	#308	181	7
Internal Link Dist (ft)	628	372	186
Turn Bay Length (ft)			
Base Capacity (vph)	744	745	684
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.86	0.67	0.01

Intersection Summary

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	451	141	34	402	56	37
Future Volume (vph)	451	141	34	402	56	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968				0.947	
Flt Protected				0.996	0.971	
Satd. Flow (prot)	1803	0	0	1855	1713	0
Flt Permitted				0.996	0.971	
Satd. Flow (perm)	1803	0	0	1855	1713	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	490	153	37	437	61	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	643	0	0	474	101	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

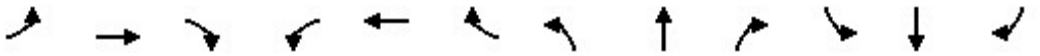
Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	451	141	34	402	56	37
Future Vol, veh/h	451	141	34	402	56	37
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	490	153	37	437	61	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	643	0	1078	567
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	511	-
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	-	-	942	-	242	523
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	942	-	229	523
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	295	-	-	942	-
HCM Lane V/C Ratio	0.343	-	-	0.039	-
HCM Control Delay (s)	23.4	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	8	4	6	9	5	3	44	5	9	53	134
Future Volume (vph)	46	8	4	6	9	5	3	44	5	9	53	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.969			0.988			0.908	
Flt Protected		0.962			0.984			0.997			0.998	
Satd. Flow (prot)	0	1776	0	0	1776	0	0	1835	0	0	1688	0
Flt Permitted		0.962			0.984			0.997			0.998	
Satd. Flow (perm)	0	1776	0	0	1776	0	0	1835	0	0	1688	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	9	4	7	10	5	3	48	5	10	58	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	22	0	0	56	0	0	214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

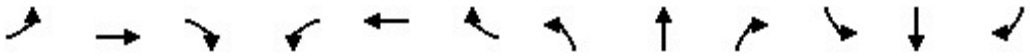
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	8	4	6	9	5	3	44	5	9	53	134
Future Vol, veh/h	46	8	4	6	9	5	3	44	5	9	53	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	9	4	7	10	5	3	48	5	10	58	146
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.6	7.6	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	79%	30%	5%
Vol Thru, %	85%	14%	45%	27%
Vol Right, %	10%	7%	25%	68%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	52	58	20	196
LT Vol	3	46	6	9
Through Vol	44	8	9	53
RT Vol	5	4	5	134
Lane Flow Rate	57	63	22	213
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.079	0.027	0.22
Departure Headway (Hd)	4.198	4.532	4.471	3.722
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	840	779	805	952
Service Time	2.288	2.629	2.471	1.796
HCM Lane V/C Ratio	0.068	0.081	0.027	0.224
HCM Control Delay	7.6	8	7.6	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	3	5	127	11	13	9	226	5	63	239	8
Future Volume (vph)	6	3	5	127	11	13	9	226	5	63	239	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.988			0.997			0.996	
Flt Protected		0.977			0.960			0.998			0.990	
Satd. Flow (prot)	0	1738	0	0	1767	0	0	1853	0	0	1837	0
Flt Permitted		0.977			0.960			0.998			0.990	
Satd. Flow (perm)	0	1738	0	0	1767	0	0	1853	0	0	1837	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	3	5	138	12	14	10	246	5	68	260	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	164	0	0	261	0	0	337	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	3	5	127	11	13	9	226	5	63	239	8
Future Vol, veh/h	6	3	5	127	11	13	9	226	5	63	239	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	3	5	138	12	14	10	246	5	68	260	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	683	672	265	674	674	249	269	0	0	251	0	0
Stage 1	401	401	-	269	269	-	-	-	-	-	-	-
Stage 2	282	271	-	405	405	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	363	377	774	368	376	790	1295	-	-	1314	-	-
Stage 1	626	601	-	737	687	-	-	-	-	-	-	-
Stage 2	725	685	-	622	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	329	351	774	344	350	790	1295	-	-	1314	-	-
Mov Cap-2 Maneuver	329	351	-	344	350	-	-	-	-	-	-	-
Stage 1	620	564	-	730	681	-	-	-	-	-	-	-
Stage 2	693	679	-	577	562	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	22.9	0.3	1.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	421	362	1314	-	-
HCM Lane V/C Ratio	0.008	-	-	0.036	0.453	0.052	-	-
HCM Control Delay (s)	7.8	0	-	13.9	22.9	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.3	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	199	270	0	0	0
Future Volume (vph)	0	199	270	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.950		
Satd. Flow (prot)	1611	0	0	1770	1863	0
Flt Permitted				0.950		
Satd. Flow (perm)	1611	0	0	1770	1863	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	216	293	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	0	293	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	199	270	0	0	0
Future Vol, veh/h	0	199	270	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	216	293	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	587	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	472	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	387	1084	1622	-	-	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	556	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	7.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.181	-	0.2	-	-
HCM Control Delay (s)	7.7	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.7	-	0.7	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	343	69	12	44	37	241
Future Volume (vph)	343	69	12	44	37	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.977				0.883	
Flt Protected	0.960			0.989		
Satd. Flow (prot)	1747	0	0	1842	1645	0
Flt Permitted	0.960			0.989		
Satd. Flow (perm)	1747	0	0	1842	1645	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	373	75	13	48	40	262
Shared Lane Traffic (%)						
Lane Group Flow (vph)	448	0	0	61	302	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

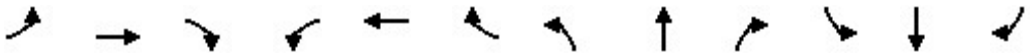
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	343	69	12	44	37	241
Future Vol, veh/h	343	69	12	44	37	241
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	373	75	13	48	40	262

Major/Minor	Minor2		Major2	
Conflicting Flow All	171	171	-	0
Stage 1	171	171	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	819	722	-	-
Stage 1	859	757	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	819	0	-	-
Mov Cap-2 Maneuver	819	0	-	-
Stage 1	859	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	9.7	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	819	-	-
HCM Lane V/C Ratio	0.074	-	-
HCM Control Delay (s)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	98	20	6	85	19	11	43	17	49	54	5
Future Volume (vph)	4	98	20	6	85	19	11	43	17	49	54	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.976			0.968			0.994	
Flt Protected		0.998			0.997			0.992			0.978	
Satd. Flow (prot)	0	1818	0	0	1813	0	0	1789	0	0	1811	0
Flt Permitted		0.998			0.997			0.992			0.978	
Satd. Flow (perm)	0	1818	0	0	1813	0	0	1789	0	0	1811	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	107	22	7	92	21	12	47	18	53	59	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	0	0	120	0	0	77	0	0	117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	98	20	6	85	19	11	43	17	49	54	5
Future Vol, veh/h	4	98	20	6	85	19	11	43	17	49	54	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	107	22	7	92	21	12	47	18	53	59	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.2	8.1	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	3%	5%	45%
Vol Thru, %	61%	80%	77%	50%
Vol Right, %	24%	16%	17%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	122	110	108
LT Vol	11	4	6	49
Through Vol	43	98	85	54
RT Vol	17	20	19	5
Lane Flow Rate	77	133	120	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.163	0.148	0.152
Departure Headway (Hd)	4.536	4.438	4.451	4.66
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	790	809	806	770
Service Time	2.564	2.461	2.474	2.687
HCM Lane V/C Ratio	0.097	0.164	0.149	0.152
HCM Control Delay	8.1	8.3	8.2	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.5	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	0	36	47	38	20	20	421	0	0	393	33
Future Volume (vph)	84	0	36	47	38	20	20	421	0	0	393	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959				0.850					0.989	
Flt Protected		0.966			0.973			0.998				
Satd. Flow (prot)	0	1726	0	0	1812	1583	0	1859	0	0	1842	0
Flt Permitted		0.732			0.807			0.974				
Satd. Flow (perm)	0	1308	0	0	1503	1583	0	1814	0	0	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				29					15	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	95	0	41	53	43	23	23	478	0	0	447	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	0	0	96	23	0	501	0	0	485	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	41.5	41.5			41.5	
Total Split (%)	27.2%	27.2%		27.2%	27.2%	27.2%	72.8%	72.8%			72.8%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	37.0	37.0			37.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		9.5			9.5	9.5		41.3			41.3	
Actuated g/C Ratio		0.17			0.17	0.17		0.72			0.72	
v/c Ratio		0.55			0.38	0.08		0.38			0.36	
Control Delay		24.5			24.2	7.3		5.8			5.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.5			24.2	7.3		5.8			5.4	
LOS		C			C	A		A			A	
Approach Delay		24.5			21.0			5.8			5.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		32			30	0		60			54	
Queue Length 95th (ft)		68			58	12		137			126	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		296			310	349		1338			1363	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.46			0.31	0.07		0.37			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Route 126 (Social Street) & East School Street

Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	136	96	23	501	485
v/c Ratio	0.55	0.38	0.08	0.38	0.36
Control Delay	24.5	24.2	7.3	5.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	24.2	7.3	5.8	5.4
Queue Length 50th (ft)	32	30	0	60	54
Queue Length 95th (ft)	68	58	12	137	126
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	296	310	349	1338	1363
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.31	0.07	0.37	0.36

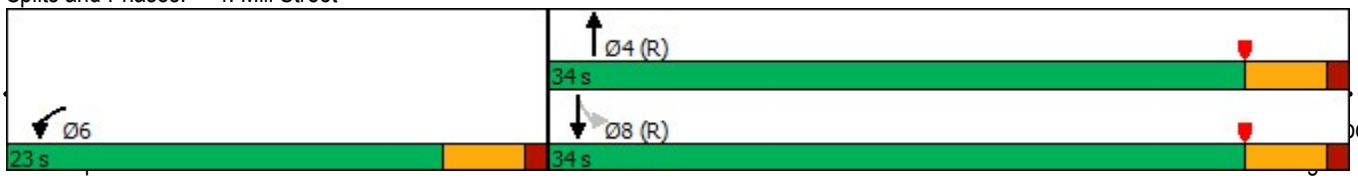
Intersection Summary

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	276	457	62	131	387
Future Volume (vph)	22	276	457	62	131	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875		0.984			
Flt Protected	0.996					0.988
Satd. Flow (prot)	1623	0	1833	0	0	1840
Flt Permitted	0.996					0.766
Satd. Flow (perm)	1623	0	1833	0	0	1427
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	300		18			
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	300	497	67	142	421
Shared Lane Traffic (%)						
Lane Group Flow (vph)	324	0	564	0	0	563
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	6		4			8
Permitted Phases					8	
Detector Phase	6		4		8	8
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	23.0		34.0		34.0	34.0
Total Split (%)	40.4%		59.6%		59.6%	59.6%
Maximum Green (s)	18.5		29.5		29.5	29.5
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Min		C-Min	C-Min
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	8.2		39.8			39.8
Actuated g/C Ratio	0.14		0.70			0.70
v/c Ratio	0.66		0.44			0.57
Control Delay	10.9		5.7			8.1
Queue Delay	0.0		0.0			0.0
Total Delay	10.9		5.7			8.1
LOS	B		A			A
Approach Delay	10.9		5.7			8.1
Approach LOS	B		A			A
Queue Length 50th (ft)	8		51			61
Queue Length 95th (ft)	59		159			208
Internal Link Dist (ft)	369		164			292
Turn Bay Length (ft)						
Base Capacity (vph)	729		1284			995
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.44		0.44			0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 0 (0%), Referenced to phase 4:NBT and 8:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 85.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Mill Street



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	324	564	563
v/c Ratio	0.66	0.44	0.57
Control Delay	10.9	5.7	8.1
Queue Delay	0.0	0.0	0.0
Total Delay	10.9	5.7	8.1
Queue Length 50th (ft)	8	51	61
Queue Length 95th (ft)	59	159	208
Internal Link Dist (ft)	369	164	292
Turn Bay Length (ft)			
Base Capacity (vph)	729	1284	995
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.44	0.44	0.57

Intersection Summary

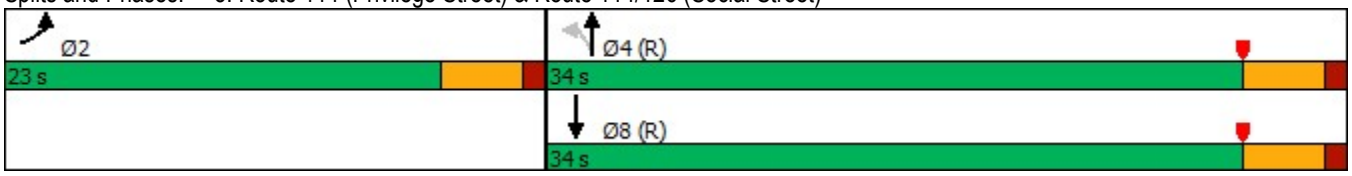
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	118	93	49	665	429	78
Future Volume (vph)	118	93	49	665	429	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940				0.979	
Flt Protected	0.973			0.997		
Satd. Flow (prot)	1704	0	0	1857	1824	0
Flt Permitted	0.973			0.942		
Satd. Flow (perm)	1704	0	0	1755	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	74				24	
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	128	101	53	723	466	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	229	0	0	776	551	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	2			4	8	
Permitted Phases			4			
Detector Phase	2		4	4	8	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	23.0		34.0	34.0	34.0	
Total Split (%)	40.4%		59.6%	59.6%	59.6%	
Maximum Green (s)	18.5		29.5	29.5	29.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		C-Min	C-Min	C-Min	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	10.7			37.3	37.3	
Actuated g/C Ratio	0.19			0.65	0.65	
v/c Ratio	0.60			0.68	0.46	
Control Delay	20.3			11.7	7.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	20.3			11.7	7.0	
LOS	C			B	A	
Approach Delay	20.3			11.7	7.0	
Approach LOS	C			B	A	
Queue Length 50th (ft)	48			133	71	
Queue Length 95th (ft)	94			#356	169	
Internal Link Dist (ft)	182			83	632	
Turn Bay Length (ft)						
Base Capacity (vph)	603			1149	1202	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.38			0.68	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 52.5 (92%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 88.5%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 5: Route 114 (Privilege Street) & Route 114/126 (Social Street)

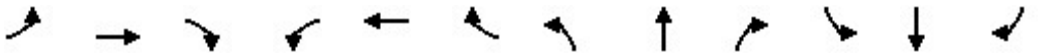


Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	229	776	551
v/c Ratio	0.60	0.68	0.46
Control Delay	20.3	11.7	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	20.3	11.7	7.0
Queue Length 50th (ft)	48	133	71
Queue Length 95th (ft)	94	#356	169
Internal Link Dist (ft)	182	83	632
Turn Bay Length (ft)			
Base Capacity (vph)	603	1149	1202
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.38	0.68	0.46

Intersection Summary

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	100	9	241	80	14	12	330	430	6	241	14
Future Volume (vph)	44	100	9	241	80	14	12	330	430	6	241	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.994			0.925			0.993	
Flt Protected		0.986			0.965			0.999			0.999	
Satd. Flow (prot)	0	1822	0	0	1787	0	0	1721	0	0	1848	0
Flt Permitted		0.848			0.694			0.994			0.981	
Satd. Flow (perm)	0	1567	0	0	1285	0	0	1713	0	0	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4			90			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	109	10	262	87	15	13	359	467	7	262	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	364	0	0	839	0	0	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

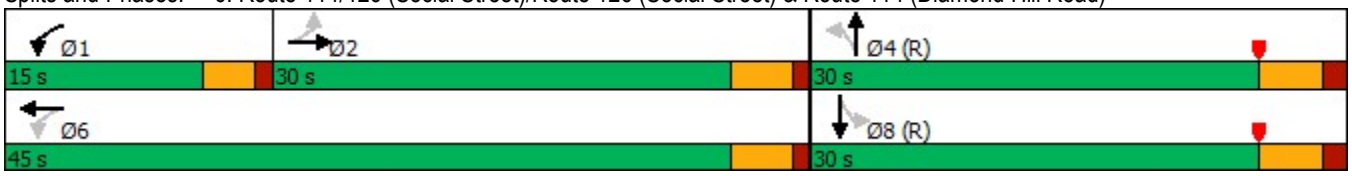


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	30.0		15.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	40.0%	40.0%		20.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	25.5	25.5		11.0	40.5		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		29.6			29.6			35.9			35.9	
Actuated g/C Ratio		0.39			0.39			0.48			0.48	
v/c Ratio		0.27			0.72			0.97			0.33	
Control Delay		14.1			26.0			46.0			15.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.1			26.0			46.0			15.6	
LOS		B			C			D			B	
Approach Delay		14.1			26.0			46.0			15.6	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)		49			136			336			77	
Queue Length 95th (ft)		68			177			#701			167	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		653			695			867			871	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.52			0.97			0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 47 (63%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

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

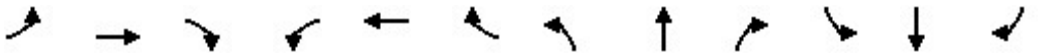
Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)



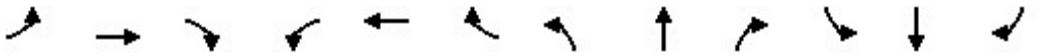
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	167	364	839	284
v/c Ratio	0.27	0.72	0.97	0.33
Control Delay	14.1	26.0	46.0	15.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.1	26.0	46.0	15.6
Queue Length 50th (ft)	49	136	336	77
Queue Length 95th (ft)	68	177	#701	167
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	653	695	867	871
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.52	0.97	0.33

Intersection Summary

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



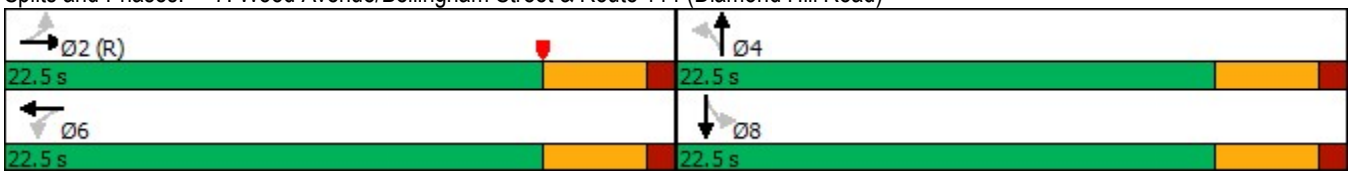
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	314	0	0	248	50	0	0	0	91	0	71
Future Volume (vph)	199	314	0	0	248	50	0	0	0	91	0	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.977						0.941	
Flt Protected		0.981									0.973	
Satd. Flow (prot)	0	1827	0	0	1820	0	0	1863	0	0	1706	0
Flt Permitted		0.750									0.826	
Satd. Flow (perm)	0	1397	0	0	1820	0	0	1863	0	0	1448	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27						76	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	212	334	0	0	264	53	0	0	0	97	0	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	546	0	0	317	0	0	0	0	0	173	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

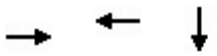


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		30.1			30.1						8.9	
Actuated g/C Ratio		0.67			0.67						0.20	
v/c Ratio		0.58			0.26						0.50	
Control Delay		11.4			0.5						14.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		11.4			0.5						14.3	
LOS		B			A						B	
Approach Delay		11.4			0.5						14.3	
Approach LOS		B			A						B	
Queue Length 50th (ft)		71			1						22	
Queue Length 95th (ft)		#254			1						55	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		935			1228						624	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.58			0.26						0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 29 (64%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)

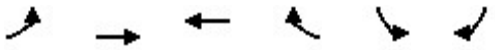




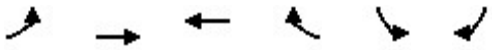
Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	546	317	173
v/c Ratio	0.58	0.26	0.50
Control Delay	11.4	0.5	14.3
Queue Delay	0.0	0.0	0.0
Total Delay	11.4	0.5	14.3
Queue Length 50th (ft)	71	1	22
Queue Length 95th (ft)	#254	1	55
Internal Link Dist (ft)	538	452	147
Turn Bay Length (ft)			
Base Capacity (vph)	935	1228	624
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.58	0.26	0.28

Intersection Summary

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



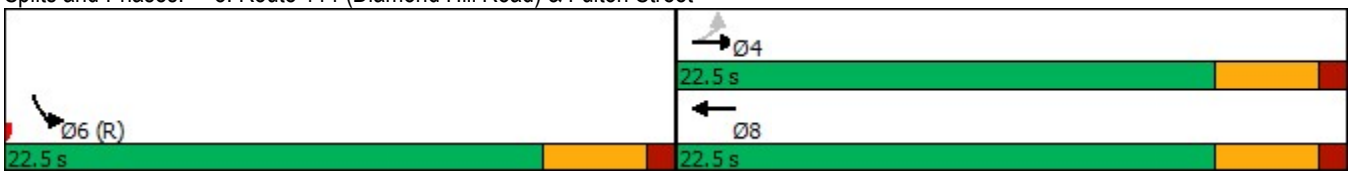
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	427	369	6	4	5
Future Volume (vph)	2	427	369	6	4	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.925	
Flt Protected					0.978	
Satd. Flow (prot)	0	1863	1859	0	1685	0
Flt Permitted		0.998			0.978	
Satd. Flow (perm)	0	1859	1859	0	1685	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2		5	
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	464	401	7	4	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	466	408	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	22.5	22.5	22.5		22.5	
Total Split (%)	50.0%	50.0%	50.0%		50.0%	
Maximum Green (s)	18.0	18.0	18.0		18.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		18.0	18.0		18.0	
Actuated g/C Ratio		0.40	0.40		0.40	
v/c Ratio		0.63	0.55		0.01	
Control Delay		18.3	13.8		6.6	
Queue Delay		0.0	0.0		0.0	
Total Delay		18.3	13.8		6.6	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		B	B		A	
Approach Delay		18.3	13.8		6.6	
Approach LOS		B	B		A	
Queue Length 50th (ft)		99	76		1	
Queue Length 95th (ft)		210	140		6	
Internal Link Dist (ft)		628	372		186	
Turn Bay Length (ft)						
Base Capacity (vph)		743	744		677	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.63	0.55		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 45			
Control Type: Pretimed			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 35.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Route 114 (Diamond Hill Road) & Fulton Street



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	466	408	9
v/c Ratio	0.63	0.55	0.01
Control Delay	18.3	13.8	6.6
Queue Delay	0.0	0.0	0.0
Total Delay	18.3	13.8	6.6
Queue Length 50th (ft)	99	76	1
Queue Length 95th (ft)	210	140	6
Internal Link Dist (ft)	628	372	186
Turn Bay Length (ft)			
Base Capacity (vph)	743	744	677
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.63	0.55	0.01

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	310	123	59	285	91	67
Future Volume (vph)	310	123	59	285	91	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962				0.943	
Flt Protected				0.992	0.972	
Satd. Flow (prot)	1792	0	0	1848	1707	0
Flt Permitted				0.992	0.972	
Satd. Flow (perm)	1792	0	0	1848	1707	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	134	64	310	99	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	471	0	0	374	172	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

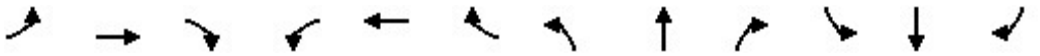
Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	310	123	59	285	91	67
Future Vol, veh/h	310	123	59	285	91	67
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	337	134	64	310	99	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	471	0	842	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	438	-
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	-	-	1091	-	334	647
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1091	-	310	647
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	398	-	-	1091	-
HCM Lane V/C Ratio	0.432	-	-	0.059	-
HCM Control Delay (s)	20.7	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.1	-	-	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	6	9	7	33	17	32	71	2	11	120	147
Future Volume (vph)	38	6	9	7	33	17	32	71	2	11	120	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.961			0.998			0.928	
Flt Protected		0.966			0.994			0.985			0.998	
Satd. Flow (prot)	0	1758	0	0	1779	0	0	1831	0	0	1725	0
Flt Permitted		0.966			0.994			0.985			0.998	
Satd. Flow (perm)	0	1758	0	0	1779	0	0	1831	0	0	1725	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	7	10	8	36	18	35	77	2	12	130	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	62	0	0	114	0	0	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

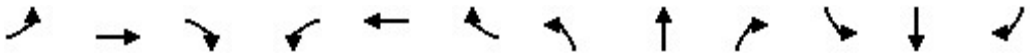
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	6	9	7	33	17	32	71	2	11	120	147
Future Vol, veh/h	38	6	9	7	33	17	32	71	2	11	120	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	7	10	8	36	18	35	77	2	12	130	160
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.2	8.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	72%	12%	4%
Vol Thru, %	68%	11%	58%	43%
Vol Right, %	2%	17%	30%	53%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	53	57	278
LT Vol	32	38	7	11
Through Vol	71	6	33	120
RT Vol	2	9	17	147
Lane Flow Rate	114	58	62	302
Geometry Grp	1	1	1	1
Degree of Util (X)	0.145	0.079	0.082	0.34
Departure Headway (Hd)	4.58	4.948	4.748	4.048
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	724	754	891
Service Time	2.604	2.982	2.781	2.066
HCM Lane V/C Ratio	0.145	0.08	0.082	0.339
HCM Control Delay	8.4	8.4	8.2	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.3	1.5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	9	7	94	8	12	5	209	15	42	228	5
Future Volume (vph)	4	9	7	94	8	12	5	209	15	42	228	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.986			0.991			0.998	
Flt Protected		0.991			0.960			0.999			0.992	
Satd. Flow (prot)	0	1756	0	0	1763	0	0	1844	0	0	1844	0
Flt Permitted		0.991			0.960			0.999			0.992	
Satd. Flow (perm)	0	1756	0	0	1763	0	0	1844	0	0	1844	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	10	8	102	9	13	5	227	16	46	248	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	124	0	0	248	0	0	299	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	9	7	94	8	12	5	209	15	42	228	5
Future Vol, veh/h	4	9	7	94	8	12	5	209	15	42	228	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	10	8	102	9	13	5	227	16	46	248	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	599	596	251	597	590	235	253	0	0	243	0	0
Stage 1	343	343	-	245	245	-	-	-	-	-	-	-
Stage 2	256	253	-	352	345	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	413	417	788	415	420	804	1312	-	-	1323	-	-
Stage 1	672	637	-	759	703	-	-	-	-	-	-	-
Stage 2	749	698	-	665	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	386	399	788	390	402	804	1312	-	-	1323	-	-
Mov Cap-2 Maneuver	386	399	-	390	402	-	-	-	-	-	-	-
Stage 1	669	612	-	756	700	-	-	-	-	-	-	-
Stage 2	725	695	-	622	611	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	17.4	0.2	1.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	478	413	1323	-	-
HCM Lane V/C Ratio	0.004	-	-	0.045	0.3	0.035	-	-
HCM Control Delay (s)	7.8	0	-	12.9	17.4	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	70	273	0	0	0
Future Volume (vph)	0	70	273	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.950		
Satd. Flow (prot)	1611	0	0	1770	1863	0
Flt Permitted				0.950		
Satd. Flow (perm)	1611	0	0	1770	1863	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	76	297	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	0	297	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	70	273	0	0	0
Future Vol, veh/h	0	70	273	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	76	297	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	595	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	467	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	382	1084	1622	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	7.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.183	-	0.07	-	-
HCM Control Delay (s)	7.7	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.7	-	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	366	68	32	39	81	515
Future Volume (vph)	366	68	32	39	81	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.979				0.883	
Flt Protected	0.960			0.978		
Satd. Flow (prot)	1751	0	0	1822	1645	0
Flt Permitted	0.960			0.978		
Satd. Flow (perm)	1751	0	0	1822	1645	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	398	74	35	42	88	560
Shared Lane Traffic (%)						
Lane Group Flow (vph)	472	0	0	77	648	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

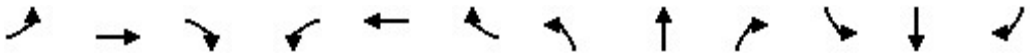
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	366	68	32	39	81	515
Future Vol, veh/h	366	68	32	39	81	515
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	398	74	35	42	88	560

Major/Minor	Minor2		Major2	
Conflicting Flow All	368	368	-	0
Stage 1	368	368	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	632	561	-	-
Stage 1	700	621	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	632	0	-	-
Mov Cap-2 Maneuver	632	0	-	-
Stage 1	700	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	11.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	632	-	-
HCM Lane V/C Ratio	0.122	-	-
HCM Control Delay (s)	11.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	99	20	21	169	35	28	47	33	31	57	35
Future Volume (vph)	11	99	20	21	169	35	28	47	33	31	57	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.979			0.958			0.962	
Flt Protected		0.996			0.995			0.987			0.987	
Satd. Flow (prot)	0	1816	0	0	1815	0	0	1761	0	0	1769	0
Flt Permitted		0.996			0.995			0.987			0.987	
Satd. Flow (perm)	0	1816	0	0	1815	0	0	1761	0	0	1769	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	108	22	23	184	38	30	51	36	34	62	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	142	0	0	245	0	0	117	0	0	134	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	99	20	21	169	35	28	47	33	31	57	35
Future Vol, veh/h	11	99	20	21	169	35	28	47	33	31	57	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	108	22	23	184	38	30	51	36	34	62	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	9.8	8.9	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	8%	9%	25%
Vol Thru, %	44%	76%	75%	46%
Vol Right, %	31%	15%	16%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	130	225	123
LT Vol	28	11	21	31
Through Vol	47	99	169	57
RT Vol	33	20	35	35
Lane Flow Rate	117	141	245	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.159	0.187	0.315	0.181
Departure Headway (Hd)	4.882	4.764	4.642	4.87
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	749	770	731
Service Time	2.945	2.822	2.694	2.932
HCM Lane V/C Ratio	0.16	0.188	0.318	0.183
HCM Control Delay	8.9	8.9	9.8	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.7	1.4	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	0	17	33	47	31	23	482	0	0	511	46
Future Volume (vph)	43	0	17	33	47	31	23	482	0	0	511	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962				0.850					0.989	
Flt Protected		0.965			0.980			0.998				
Satd. Flow (prot)	0	1729	0	0	1825	1583	0	1859	0	0	1842	0
Flt Permitted		0.725			0.867			0.962				
Satd. Flow (perm)	0	1299	0	0	1615	1583	0	1792	0	0	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				37					16	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	52	0	20	40	57	37	28	581	0	0	616	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	97	37	0	609	0	0	671	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	45.5	45.5			45.5	
Total Split (%)	25.4%	25.4%		25.4%	25.4%	25.4%	74.6%	74.6%			74.6%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	41.0	41.0			41.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		8.6			8.6	8.6		46.2			46.2	
Actuated g/C Ratio		0.14			0.14	0.14		0.76			0.76	
v/c Ratio		0.35			0.43	0.15		0.45			0.48	
Control Delay		20.4			28.8	9.6		5.5			5.6	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		20.4			28.8	9.6		5.5			5.6	
LOS		C			C	A		A			A	
Approach Delay		20.4			23.5			5.5			5.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		15			33	0		74			82	
Queue Length 95th (ft)		40			61	18		141			155	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		261			297	321		1363			1405	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.28			0.33	0.12		0.45			0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 61			
Actuated Cycle Length: 61			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 7.9		Intersection LOS: A	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Route 126 (Social Street) & East School Street

Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	72	97	37	609	671
v/c Ratio	0.35	0.43	0.15	0.45	0.48
Control Delay	20.4	28.8	9.6	5.5	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	28.8	9.6	5.5	5.6
Queue Length 50th (ft)	15	33	0	74	82
Queue Length 95th (ft)	40	61	18	141	155
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	261	297	321	1363	1405
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.33	0.12	0.45	0.48

Intersection Summary

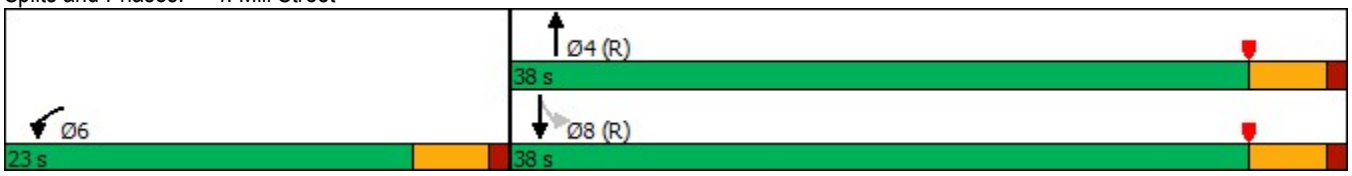
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	226	459	84	253	517
Future Volume (vph)	30	226	459	84	253	517
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881		0.979			
Flt Protected	0.994					0.984
Satd. Flow (prot)	1631	0	1824	0	0	1833
Flt Permitted	0.994					0.609
Satd. Flow (perm)	1631	0	1824	0	0	1134
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	246		24			
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	246	499	91	275	562
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	590	0	0	837
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	6		4			8
Permitted Phases					8	
Detector Phase	6		4		8	8
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	23.0		38.0		38.0	38.0
Total Split (%)	37.7%		62.3%		62.3%	62.3%
Maximum Green (s)	18.5		33.5		33.5	33.5
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Min		C-Min	C-Min
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	8.3		43.7			43.7
Actuated g/C Ratio	0.14		0.72			0.72
v/c Ratio	0.64		0.45			1.03
Control Delay	12.4		5.4			54.0
Queue Delay	0.0		0.0			0.0
Total Delay	12.4		5.4			54.0
LOS	B		A			D
Approach Delay	12.4		5.4			54.0
Approach LOS	B		A			D
Queue Length 50th (ft)	11		56			218
Queue Length 95th (ft)	63		163			#578
Internal Link Dist (ft)	369		164			292
Turn Bay Length (ft)						
Base Capacity (vph)	666		1314			812
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.42		0.45			1.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 61			
Actuated Cycle Length: 61			
Offset: 0 (0%), Referenced to phase 4:NBT and 8:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 30.4		Intersection LOS: C	
Intersection Capacity Utilization 97.3%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 4: Mill Street



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	279	590	837
v/c Ratio	0.64	0.45	1.03
Control Delay	12.4	5.4	54.0
Queue Delay	0.0	0.0	0.0
Total Delay	12.4	5.4	54.0
Queue Length 50th (ft)	11	56	218
Queue Length 95th (ft)	63	163	#578
Internal Link Dist (ft)	369	164	292
Turn Bay Length (ft)			
Base Capacity (vph)	666	1314	812
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.42	0.45	1.03

Intersection Summary

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

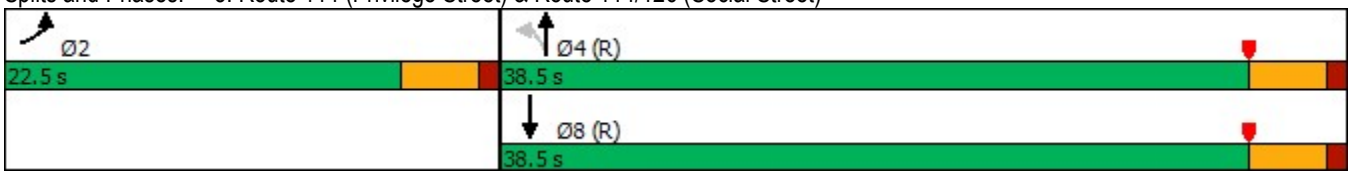
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	34	41	639	754	135
Future Volume (vph)	80	34	41	639	754	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960				0.979	
Flt Protected	0.966			0.997		
Satd. Flow (prot)	1727	0	0	1857	1824	0
Flt Permitted	0.966			0.915		
Satd. Flow (perm)	1727	0	0	1704	1824	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	36				24	
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	37	45	695	820	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	0	740	967	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	2			4	8	
Permitted Phases			4			
Detector Phase	2		4	4	8	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	22.5		38.5	38.5	38.5	
Total Split (%)	36.9%		63.1%	63.1%	63.1%	
Maximum Green (s)	18.0		34.0	34.0	34.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		C-Min	C-Min	C-Min	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	8.7			46.2	46.2	
Actuated g/C Ratio	0.14			0.76	0.76	
v/c Ratio	0.45			0.57	0.70	
Control Delay	22.3			7.1	9.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	22.3			7.1	9.7	
LOS	C			A	A	
Approach Delay	22.3			7.1	9.7	
Approach LOS	C			A	A	
Queue Length 50th (ft)	30			105	159	
Queue Length 95th (ft)	68			243	#423	
Internal Link Dist (ft)	182			83	632	
Turn Bay Length (ft)						
Base Capacity (vph)	534			1291	1388	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.23			0.57	0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 61			
Actuated Cycle Length: 61			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 9.5		Intersection LOS: A	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 5: Route 114 (Privilege Street) & Route 114/126 (Social Street)

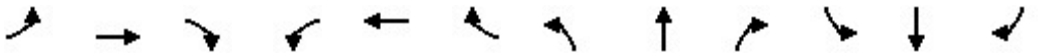


Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	124	740	967
v/c Ratio	0.45	0.57	0.70
Control Delay	22.3	7.1	9.7
Queue Delay	0.0	0.0	0.0
Total Delay	22.3	7.1	9.7
Queue Length 50th (ft)	30	105	159
Queue Length 95th (ft)	68	243	#423
Internal Link Dist (ft)	182	83	632
Turn Bay Length (ft)			
Base Capacity (vph)	534	1291	1388
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.23	0.57	0.70

Intersection Summary

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

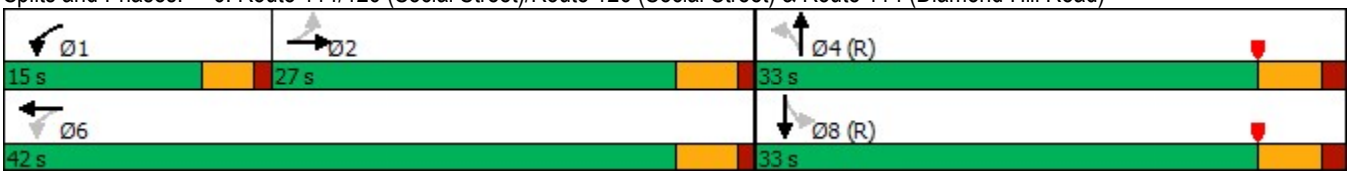
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	142	5	428	172	18	8	312	399	20	434	46
Future Volume (vph)	45	142	5	428	172	18	8	312	399	20	434	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.996			0.925			0.988	
Flt Protected		0.988			0.967			0.999			0.998	
Satd. Flow (prot)	0	1835	0	0	1794	0	0	1721	0	0	1837	0
Flt Permitted		0.819			0.692			0.994			0.957	
Satd. Flow (perm)	0	1521	0	0	1284	0	0	1713	0	0	1761	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			96			8	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	45	143	5	432	174	18	8	315	403	20	438	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	193	0	0	624	0	0	726	0	0	504	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	27.0	27.0		15.0	42.0		33.0	33.0		33.0	33.0	
Total Split (%)	36.0%	36.0%		20.0%	56.0%		44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	22.5	22.5		11.0	37.5		28.0	28.0		28.0	28.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		37.5			37.5			28.0			28.0	
Actuated g/C Ratio		0.50			0.50			0.37			0.37	
v/c Ratio		0.25			0.97			1.04			0.76	
Control Delay		11.7			50.0			67.5			29.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.7			50.0			67.5			29.5	
LOS		B			D			E			C	
Approach Delay		11.7			50.0			67.5			29.5	
Approach LOS		B			D			E			C	
Queue Length 50th (ft)		48			264			~341			197	
Queue Length 95th (ft)		87			#494			#548			#346	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		761			643			699			662	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.97			1.04			0.76	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 6 (8%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 47.5		Intersection LOS: D	
Intersection Capacity Utilization 99.8%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)



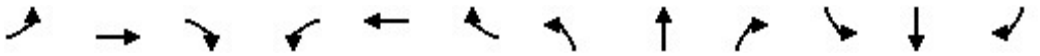
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	193	624	726	504
v/c Ratio	0.25	0.97	1.04	0.76
Control Delay	11.7	50.0	67.5	29.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.7	50.0	67.5	29.5
Queue Length 50th (ft)	48	264	~341	197
Queue Length 95th (ft)	87	#494	#548	#346
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	761	643	699	662
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.25	0.97	1.04	0.76

Intersection Summary

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	432	0	0	472	101	0	0	0	186	0	139
Future Volume (vph)	197	432	0	0	472	101	0	0	0	186	0	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.976						0.942	
Flt Protected		0.985									0.972	
Satd. Flow (prot)	0	1835	0	0	1818	0	0	1863	0	0	1706	0
Flt Permitted		0.535									0.823	
Satd. Flow (perm)	0	997	0	0	1818	0	0	1863	0	0	1444	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18						44	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	210	460	0	0	502	107	0	0	0	198	0	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	670	0	0	609	0	0	0	0	0	346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	



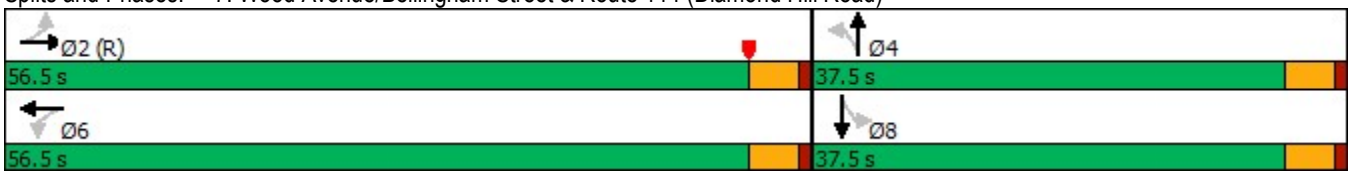
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	56.5	56.5		56.5	56.5		37.5	37.5		37.5	37.5	
Total Split (%)	60.1%	60.1%		60.1%	60.1%		39.9%	39.9%		39.9%	39.9%	
Maximum Green (s)	52.0	52.0		52.0	52.0		33.0	33.0		33.0	33.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		60.1			60.1						24.9	
Actuated g/C Ratio		0.64			0.64						0.26	
v/c Ratio		1.05			0.52						0.84	
Control Delay		71.2			12.2						45.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		71.2			12.2						45.3	
LOS		E			B						D	
Approach Delay		71.2			12.2						45.3	
Approach LOS		E			B						D	
Queue Length 50th (ft)		~443			174						170	
Queue Length 95th (ft)		#707			328						248	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		637			1169						535	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		1.05			0.52						0.65	

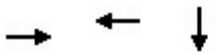
Intersection Summary	
Area Type:	Other
Cycle Length: 94	
Actuated Cycle Length: 94	
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 43.6	Intersection LOS: D
Intersection Capacity Utilization 94.7%	ICU Level of Service F
Analysis Period (min) 15	

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

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

Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)



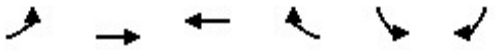


Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	670	609	346
v/c Ratio	1.05	0.52	0.84
Control Delay	71.2	12.2	45.3
Queue Delay	0.0	0.0	0.0
Total Delay	71.2	12.2	45.3
Queue Length 50th (ft)	~443	174	170
Queue Length 95th (ft)	#707	328	248
Internal Link Dist (ft)	538	452	147
Turn Bay Length (ft)			
Base Capacity (vph)	637	1169	535
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.05	0.52	0.65

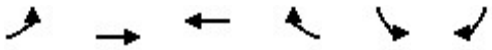
Intersection Summary

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

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



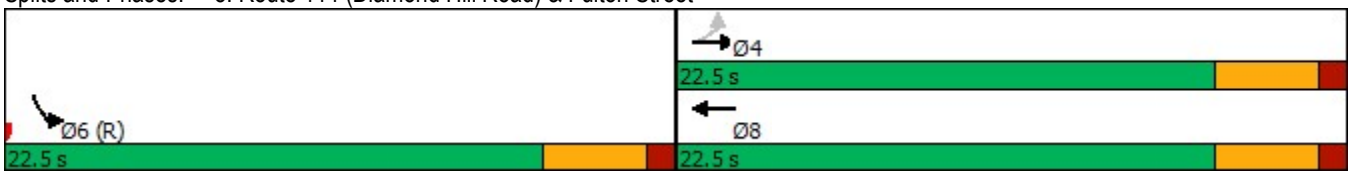
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	619	602	7	7	5
Future Volume (vph)	4	619	602	7	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.948	
Flt Protected					0.970	
Satd. Flow (prot)	0	1863	1859	0	1713	0
Flt Permitted		0.996			0.970	
Satd. Flow (perm)	0	1855	1859	0	1713	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2		5	
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	673	654	8	8	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	677	662	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	22.5	22.5	22.5		22.5	
Total Split (%)	50.0%	50.0%	50.0%		50.0%	
Maximum Green (s)	18.0	18.0	18.0		18.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		18.0	18.0		18.0	
Actuated g/C Ratio		0.40	0.40		0.40	
v/c Ratio		0.91	0.89		0.02	
Control Delay		34.1	31.1		7.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		34.1	31.1		7.0	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		C	C		A	
Approach Delay		34.1	31.1		7.0	
Approach LOS		C	C		A	
Queue Length 50th (ft)		156	149		1	
Queue Length 95th (ft)		#332	#327		8	
Internal Link Dist (ft)		628	372		186	
Turn Bay Length (ft)						
Base Capacity (vph)		742	744		688	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.91	0.89		0.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 32.4		Intersection LOS: C	
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Route 114 (Diamond Hill Road) & Fulton Street



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	677	662	13
v/c Ratio	0.91	0.89	0.02
Control Delay	34.1	31.1	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	34.1	31.1	7.0
Queue Length 50th (ft)	156	149	1
Queue Length 95th (ft)	#332	#327	8
Internal Link Dist (ft)	628	372	186
Turn Bay Length (ft)			
Base Capacity (vph)	742	744	688
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.91	0.89	0.02

Intersection Summary

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	417	199	70	538	83	57
Future Volume (vph)	417	199	70	538	83	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.956				0.945	
Flt Protected				0.994	0.971	
Satd. Flow (prot)	1781	0	0	1852	1709	0
Flt Permitted				0.994	0.971	
Satd. Flow (perm)	1781	0	0	1852	1709	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	453	216	76	585	90	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	669	0	0	661	152	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			

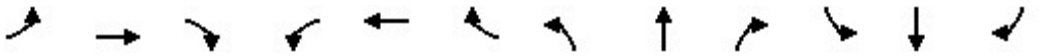
Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	417	199	70	538	83	57
Future Vol, veh/h	417	199	70	538	83	57
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	216	76	585	90	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	669	0	1298	561
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	737	-
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	-	-	921	-	178	527
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	473	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	921	-	156	527
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	415	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	52
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	219	-	-	921	-
HCM Lane V/C Ratio	0.695	-	-	0.083	-
HCM Control Delay (s)	52	-	-	9.3	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	4.5	-	-	0.3	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	19	7	9	11	11	4	59	2	12	99	178
Future Volume (vph)	65	19	7	9	11	11	4	59	2	12	99	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.952			0.996			0.917	
Flt Protected		0.966			0.986			0.997			0.998	
Satd. Flow (prot)	0	1780	0	0	1749	0	0	1850	0	0	1705	0
Flt Permitted		0.966			0.986			0.997			0.998	
Satd. Flow (perm)	0	1780	0	0	1749	0	0	1850	0	0	1705	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	21	8	10	12	12	4	64	2	13	108	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	34	0	0	70	0	0	314	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

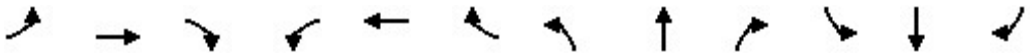
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	19	7	9	11	11	4	59	2	12	99	178
Future Vol, veh/h	65	19	7	9	11	11	4	59	2	12	99	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	21	8	10	12	12	4	64	2	13	108	193
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8	8	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	71%	29%	4%
Vol Thru, %	91%	21%	35%	34%
Vol Right, %	3%	8%	35%	62%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	91	31	289
LT Vol	4	65	9	12
Through Vol	59	19	11	99
RT Vol	2	7	11	178
Lane Flow Rate	71	99	34	314
Geometry Grp	1	1	1	1
Degree of Util (X)	0.09	0.134	0.044	0.348
Departure Headway (Hd)	4.569	4.885	4.723	3.983
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	734	757	905
Service Time	2.592	2.915	2.756	1.999
HCM Lane V/C Ratio	0.09	0.135	0.045	0.347
HCM Control Delay	8	8.7	8	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.5	0.1	1.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	8	6	167	13	19	12	216	7	93	317	11
Future Volume (vph)	6	8	6	167	13	19	12	216	7	93	317	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.987			0.996			0.996	
Flt Protected		0.985			0.960			0.997			0.989	
Satd. Flow (prot)	0	1760	0	0	1765	0	0	1850	0	0	1835	0
Flt Permitted		0.985			0.960			0.997			0.989	
Satd. Flow (perm)	0	1760	0	0	1765	0	0	1850	0	0	1835	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	9	7	182	14	21	13	235	8	101	345	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	217	0	0	256	0	0	458	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	13.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	8	6	167	13	19	12	216	7	93	317	11
Future Vol, veh/h	6	8	6	167	13	19	12	216	7	93	317	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	9	7	182	14	21	13	235	8	101	345	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	836	822	351	826	824	239	357	0	0	243	0	0
Stage 1	553	553	-	265	265	-	-	-	-	-	-	-
Stage 2	283	269	-	561	559	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	287	309	692	291	308	800	1202	-	-	1323	-	-
Stage 1	517	514	-	740	689	-	-	-	-	-	-	-
Stage 2	724	687	-	512	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	247	276	692	258	275	800	1202	-	-	1323	-	-
Mov Cap-2 Maneuver	247	276	-	258	275	-	-	-	-	-	-	-
Stage 1	510	465	-	730	680	-	-	-	-	-	-	-
Stage 2	682	678	-	450	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.9	52.3	0.4	1.8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1202	-	-	323	277	1323	-	-
HCM Lane V/C Ratio	0.011	-	-	0.067	0.781	0.076	-	-
HCM Control Delay (s)	8	0	-	16.9	52.3	7.9	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	6	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	110	230	0	0	0
Future Volume (vph)	0	110	230	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.950		
Satd. Flow (prot)	1611	0	0	1770	1863	0
Flt Permitted				0.950		
Satd. Flow (perm)	1611	0	0	1770	1863	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	120	250	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	0	250	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	110	230	0	0	0
Future Vol, veh/h	0	110	230	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	120	250	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	501	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	530	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	448	1084	1622	-	-	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	7.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.154	-	0.11	-	-
HCM Control Delay (s)	7.6	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	381	73	21	35	46	348
Future Volume (vph)	381	73	21	35	46	348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.881	
Flt Protected	0.960			0.981		
Satd. Flow (prot)	1749	0	0	1827	1641	0
Flt Permitted	0.960			0.981		
Satd. Flow (perm)	1749	0	0	1827	1641	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	260			177	154	
Travel Time (s)	5.9			4.0	3.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	414	79	23	38	50	378
Shared Lane Traffic (%)						
Lane Group Flow (vph)	493	0	0	61	428	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	381	73	21	35	46	348
Future Vol, veh/h	381	73	21	35	46	348
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	414	79	23	38	50	378

Major/Minor	Minor2		Major2	
Conflicting Flow All	239	239	-	0
Stage 1	239	239	-	-
Stage 2	0	0	-	-
Critical Hdwy	6.42	6.52	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-
Pot Cap-1 Maneuver	749	662	-	-
Stage 1	801	708	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	749	0	-	-
Mov Cap-2 Maneuver	749	0	-	-
Stage 1	801	0	-	-
Stage 2	-	0	-	-

Approach	NB	SB
HCM Control Delay, s	10.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBT	SBR
Capacity (veh/h)	749	-	-
HCM Lane V/C Ratio	0.081	-	-
HCM Control Delay (s)	10.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	110	14	12	121	14	32	53	24	30	34	21
Future Volume (vph)	8	110	14	12	121	14	32	53	24	30	34	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.987			0.971			0.967	
Flt Protected		0.997			0.996			0.986			0.983	
Satd. Flow (prot)	0	1831	0	0	1831	0	0	1783	0	0	1771	0
Flt Permitted		0.997			0.996			0.986			0.983	
Satd. Flow (perm)	0	1831	0	0	1831	0	0	1783	0	0	1771	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		174			198			252			223	
Travel Time (s)		4.7			5.4			6.9			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	120	15	13	132	15	35	58	26	33	37	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	160	0	0	119	0	0	93	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	110	14	12	121	14	32	53	24	30	34	21
Future Vol, veh/h	8	110	14	12	121	14	32	53	24	30	34	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	120	15	13	132	15	35	58	26	33	37	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.8	8.6	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	6%	8%	35%
Vol Thru, %	49%	83%	82%	40%
Vol Right, %	22%	11%	10%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	132	147	85
LT Vol	32	8	12	30
Through Vol	53	110	121	34
RT Vol	24	14	14	21
Lane Flow Rate	118	143	160	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.154	0.182	0.203	0.121
Departure Headway (Hd)	4.676	4.571	4.563	4.705
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	765	783	786	760
Service Time	2.715	2.605	2.596	2.745
HCM Lane V/C Ratio	0.154	0.183	0.204	0.121
HCM Control Delay	8.6	8.6	8.8	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.7	0.8	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	0	13	15	29	23	8	440	0	0	442	37
Future Volume (vph)	51	0	13	15	29	23	8	440	0	0	442	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973				0.850					0.990	
Flt Protected		0.962			0.984			0.999				
Satd. Flow (prot)	0	1744	0	0	1833	1583	0	1861	0	0	1844	0
Flt Permitted		0.737			0.887			0.992				
Satd. Flow (perm)	0	1336	0	0	1652	1583	0	1848	0	0	1844	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				29					15	
Link Speed (mph)		25			30			25			25	
Link Distance (ft)		231			153			145			156	
Travel Time (s)		6.3			3.5			4.0			4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	0	14	16	32	25	9	478	0	0	480	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	48	25	0	487	0	0	520	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2			2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru			Thru	
Leading Detector (ft)	20	100		20	100	20	20	100			100	
Trailing Detector (ft)	0	0		0	0	0	0	0			0	
Detector 1 Position(ft)	0	0		0	0	0	0	0			0	
Detector 1 Size(ft)	20	6		20	6	20	20	6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA			NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6		6	4					
Detector Phase	2	2		6	6	6	4	4			8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0			4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	15.5	15.5		15.5	15.5	15.5	22.5	22.5			22.5	
Total Split (s)	15.5	15.5		15.5	15.5	15.5	41.5	41.5			41.5	
Total Split (%)	27.2%	27.2%		27.2%	27.2%	27.2%	72.8%	72.8%			72.8%	
Maximum Green (s)	11.0	11.0		11.0	11.0	11.0	37.0	37.0			37.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5			3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.5			4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6	2.6	2.6	2.6			2.6	
Recall Mode	None	None		None	None	None	C-Min	C-Min			C-Min	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0			5.0	
Flash Dont Walk (s)	6.0	6.0		6.0	6.0	6.0	9.0	9.0			9.0	
Pedestrian Calls (#/hr)	5	5		5	5	5	5	5			5	
Act Effct Green (s)		7.2			7.3	7.3		46.4			46.4	
Actuated g/C Ratio		0.13			0.13	0.13		0.81			0.81	
v/c Ratio		0.36			0.23	0.11		0.32			0.35	
Control Delay		19.6			23.8	9.3		3.7			3.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		19.6			23.8	9.3		3.7			3.7	
LOS		B			C	A		A			A	
Approach Delay		19.6			18.8			3.7			3.7	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		13			15	0		45			47	
Queue Length 95th (ft)		40			38	15		109			116	
Internal Link Dist (ft)		151			73			65			76	
Turn Bay Length (ft)												
Base Capacity (vph)		281			318	328		1505			1505	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.25			0.15	0.08		0.32			0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Route 126 (Social Street) & East School Street

Lane Group	EBT	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	69	48	25	487	520
v/c Ratio	0.36	0.23	0.11	0.32	0.35
Control Delay	19.6	23.8	9.3	3.7	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	23.8	9.3	3.7	3.7
Queue Length 50th (ft)	13	15	0	45	47
Queue Length 95th (ft)	40	38	15	109	116
Internal Link Dist (ft)	151	73		65	76
Turn Bay Length (ft)					
Base Capacity (vph)	281	318	328	1505	1505
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.15	0.08	0.32	0.35

Intersection Summary

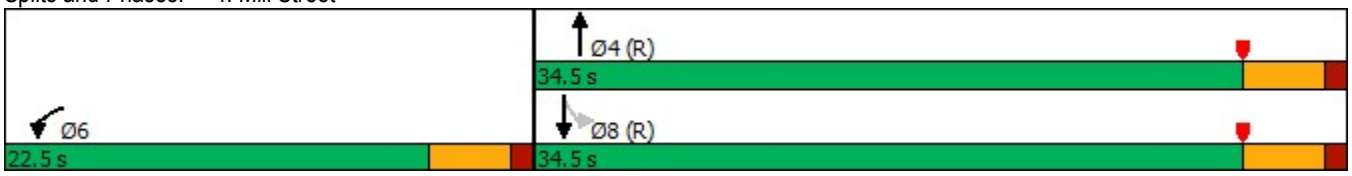
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	278	461	50	190	429
Future Volume (vph)	24	278	461	50	190	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.876		0.987			
Flt Protected	0.996					0.985
Satd. Flow (prot)	1625	0	1839	0	0	1835
Flt Permitted	0.996					0.688
Satd. Flow (perm)	1625	0	1839	0	0	1282
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	302		14			
Link Speed (mph)	30		30			30
Link Distance (ft)	449		244			372
Travel Time (s)	10.2		5.5			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	302	501	54	207	466
Shared Lane Traffic (%)						
Lane Group Flow (vph)	328	0	555	0	0	673
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	6		4			8
Permitted Phases					8	
Detector Phase	6		4		8	8
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		34.5		34.5	34.5
Total Split (%)	39.5%		60.5%		60.5%	60.5%
Maximum Green (s)	18.0		30.0		30.0	30.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Min		C-Min	C-Min
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	8.3		39.7			39.7
Actuated g/C Ratio	0.15		0.70			0.70
v/c Ratio	0.66		0.43			0.75
Control Delay	11.0		5.7			15.2
Queue Delay	0.0		0.0			0.0
Total Delay	11.0		5.7			15.2
LOS	B		A			B
Approach Delay	11.0		5.7			15.2
Approach LOS	B		A			B
Queue Length 50th (ft)	8		51			94
Queue Length 95th (ft)	61		157			#391
Internal Link Dist (ft)	369		164			292
Turn Bay Length (ft)						
Base Capacity (vph)	719		1285			893
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.46		0.43			0.75

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 0 (0%), Referenced to phase 4:NBT and 8:SBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 90.1%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 4: Mill Street



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	328	555	673
v/c Ratio	0.66	0.43	0.75
Control Delay	11.0	5.7	15.2
Queue Delay	0.0	0.0	0.0
Total Delay	11.0	5.7	15.2
Queue Length 50th (ft)	8	51	94
Queue Length 95th (ft)	61	157	#391
Internal Link Dist (ft)	369	164	292
Turn Bay Length (ft)			
Base Capacity (vph)	719	1285	893
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.46	0.43	0.75

Intersection Summary

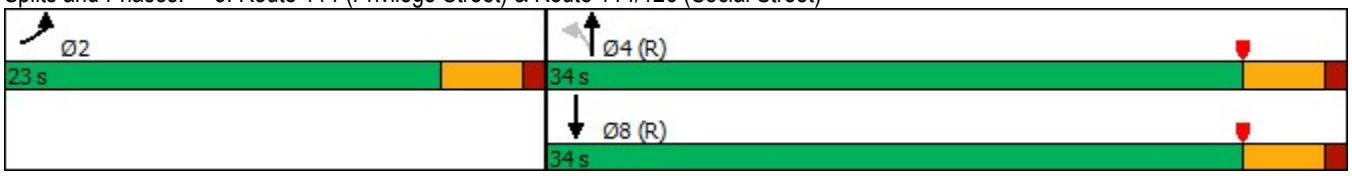
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	127	32	39	687	588	101
Future Volume (vph)	127	32	39	687	588	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.973				0.980	
Flt Protected	0.962			0.997		
Satd. Flow (prot)	1744	0	0	1857	1825	0
Flt Permitted	0.962			0.944		
Satd. Flow (perm)	1744	0	0	1758	1825	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24				23	
Link Speed (mph)	25			30	30	
Link Distance (ft)	262			163	712	
Travel Time (s)	7.1			3.7	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	35	42	747	639	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	173	0	0	789	749	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	2			4	8	
Permitted Phases			4			
Detector Phase	2		4	4	8	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	23.0		34.0	34.0	34.0	
Total Split (%)	40.4%		59.6%	59.6%	59.6%	
Maximum Green (s)	18.5		29.5	29.5	29.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		C-Min	C-Min	C-Min	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	10.2			40.8	40.8	
Actuated g/C Ratio	0.18			0.72	0.72	
v/c Ratio	0.52			0.63	0.57	
Control Delay	23.1			9.8	8.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	23.1			9.8	8.1	
LOS	C			A	A	
Approach Delay	23.1			9.8	8.1	
Approach LOS	C			A	A	
Queue Length 50th (ft)	46			132	111	
Queue Length 95th (ft)	87			#316	259	
Internal Link Dist (ft)	182			83	632	
Turn Bay Length (ft)						
Base Capacity (vph)	582			1257	1312	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.30			0.63	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 57			
Actuated Cycle Length: 57			
Offset: 52.5 (92%), Referenced to phase 4:NBTL and 8:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: Route 114 (Privilege Street) & Route 114/126 (Social Street)

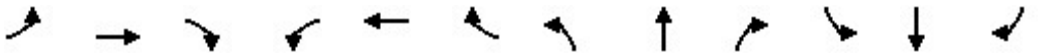


Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	173	789	749
v/c Ratio	0.52	0.63	0.57
Control Delay	23.1	9.8	8.1
Queue Delay	0.0	0.0	0.0
Total Delay	23.1	9.8	8.1
Queue Length 50th (ft)	46	132	111
Queue Length 95th (ft)	87	#316	259
Internal Link Dist (ft)	182	83	632
Turn Bay Length (ft)			
Base Capacity (vph)	582	1257	1312
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.30	0.63	0.57

Intersection Summary

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

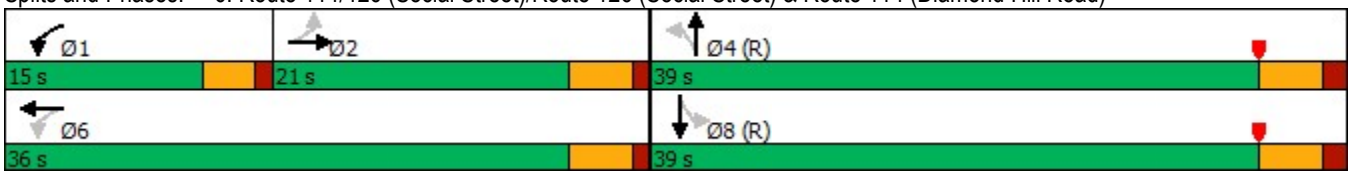
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	122	6	334	119	19	3	328	473	20	335	43
Future Volume (vph)	37	122	6	334	119	19	3	328	473	20	335	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.995			0.921			0.985	
Flt Protected		0.989			0.966						0.998	
Satd. Flow (prot)	0	1833	0	0	1790	0	0	1716	0	0	1831	0
Flt Permitted		0.862			0.693			0.999			0.952	
Satd. Flow (perm)	0	1598	0	0	1284	0	0	1714	0	0	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			125			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		340			618			712			292	
Travel Time (s)		9.3			16.9			19.4			8.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	39	130	6	355	127	20	3	349	503	21	356	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	175	0	0	502	0	0	855	0	0	423	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		10.0	22.5		24.0	24.0		24.0	24.0	
Total Split (s)	21.0	21.0		15.0	36.0		39.0	39.0		39.0	39.0	
Total Split (%)	28.0%	28.0%		20.0%	48.0%		52.0%	52.0%		52.0%	52.0%	
Maximum Green (s)	16.5	16.5		11.0	31.5		34.0	34.0		34.0	34.0	
Yellow Time (s)	3.5	3.5		3.0	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			5.0			5.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	Min	Min		None	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	5	5			5		5	5		5	5	
Act Effct Green (s)		31.5			31.5			34.0			34.0	
Actuated g/C Ratio		0.42			0.42			0.45			0.45	
v/c Ratio		0.26			0.93			1.01			0.53	
Control Delay		15.3			47.8			54.0			17.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.3			47.8			54.0			17.4	
LOS		B			D			D			B	
Approach Delay		15.3			47.8			54.0			17.4	
Approach LOS		B			D			D			B	
Queue Length 50th (ft)		51			213			~355			132	
Queue Length 95th (ft)		93			#408			#608			213	
Internal Link Dist (ft)		260			538			632			212	
Turn Bay Length (ft)												
Base Capacity (vph)		672			541			845			797	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.93			1.01			0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 47 (63%), Referenced to phase 4:NBTL and 8:SBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 41.0		Intersection LOS: D	
Intersection Capacity Utilization 93.7%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Route 114/126 (Social Street)/Route 126 (Social Street) & Route 114 (Diamond Hill Road)



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	175	502	855	423
v/c Ratio	0.26	0.93	1.01	0.53
Control Delay	15.3	47.8	54.0	17.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.3	47.8	54.0	17.4
Queue Length 50th (ft)	51	213	~355	132
Queue Length 95th (ft)	93	#408	#608	213
Internal Link Dist (ft)	260	538	632	212
Turn Bay Length (ft)				
Base Capacity (vph)	672	541	845	797
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.93	1.01	0.53

Intersection Summary

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

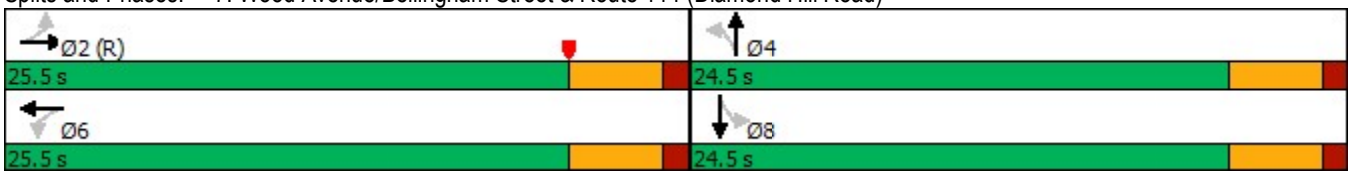
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

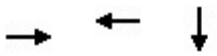
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	437	0	0	368	79	0	0	0	130	0	91
Future Volume (vph)	184	437	0	0	368	79	0	0	0	130	0	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.976						0.944	
Flt Protected		0.985									0.971	
Satd. Flow (prot)	0	1835	0	0	1818	0	0	1863	0	0	1707	0
Flt Permitted		0.741									0.819	
Satd. Flow (perm)	0	1380	0	0	1818	0	0	1863	0	0	1440	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27						84	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		618			532			458			227	
Travel Time (s)		16.9			14.5			12.5			6.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	190	451	0	0	379	81	0	0	0	134	0	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	641	0	0	460	0	0	0	0	0	228	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	25.5	25.5		25.5	25.5		24.5	24.5		24.5	24.5	
Total Split (%)	51.0%	51.0%		51.0%	51.0%		49.0%	49.0%		49.0%	49.0%	
Maximum Green (s)	21.0	21.0		21.0	21.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.6	2.6		2.6	2.6		2.6	2.6		2.6	2.6	
Recall Mode	C-Min	C-Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	7.0	7.0		7.0	7.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		5	5	
Act Effct Green (s)		30.5			30.5						10.5	
Actuated g/C Ratio		0.61			0.61						0.21	
v/c Ratio		0.76			0.41						0.62	
Control Delay		18.4			7.2						18.1	
Queue Delay		0.0			0.0						0.0	
Total Delay		18.4			7.2						18.1	
LOS		B			A						B	
Approach Delay		18.4			7.2						18.1	
Approach LOS		B			A						B	
Queue Length 50th (ft)		110			52						38	
Queue Length 95th (ft)		#353			138						78	
Internal Link Dist (ft)		538			452			378			147	
Turn Bay Length (ft)												
Base Capacity (vph)		840			1118						626	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.76			0.41						0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 50			
Actuated Cycle Length: 50			
Offset: 29 (58%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 81.4%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 7: Wood Avenue/Bellingham Street & Route 114 (Diamond Hill Road)

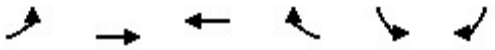




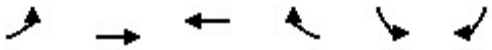
Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	641	460	228
v/c Ratio	0.76	0.41	0.62
Control Delay	18.4	7.2	18.1
Queue Delay	0.0	0.0	0.0
Total Delay	18.4	7.2	18.1
Queue Length 50th (ft)	110	52	38
Queue Length 95th (ft)	#353	138	78
Internal Link Dist (ft)	538	452	147
Turn Bay Length (ft)			
Base Capacity (vph)	840	1118	626
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.76	0.41	0.36

Intersection Summary

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



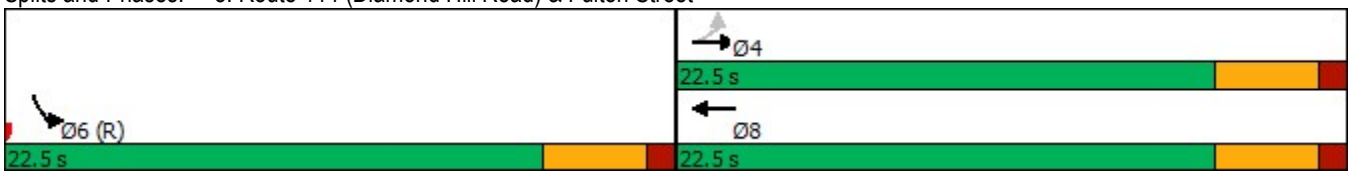
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	589	455	4	5	4
Future Volume (vph)	1	589	455	4	5	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.940	
Flt Protected					0.973	
Satd. Flow (prot)	0	1863	1861	0	1704	0
Flt Permitted		0.999			0.973	
Satd. Flow (perm)	0	1861	1861	0	1704	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1		4	
Link Speed (mph)		25	25		25	
Link Distance (ft)		708	452		266	
Travel Time (s)		19.3	12.3		7.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	640	495	4	5	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	641	499	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		6	
Permitted Phases	4					
Minimum Split (s)	22.5	22.5	22.5		22.5	
Total Split (s)	22.5	22.5	22.5		22.5	
Total Split (%)	50.0%	50.0%	50.0%		50.0%	
Maximum Green (s)	18.0	18.0	18.0		18.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)		18.0	18.0		18.0	
Actuated g/C Ratio		0.40	0.40		0.40	
v/c Ratio		0.86	0.67		0.01	
Control Delay		28.0	16.6		7.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		28.0	16.6		7.0	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
LOS		C	B		A	
Approach Delay		28.0	16.6		7.0	
Approach LOS		C	B		A	
Queue Length 50th (ft)		143	99		1	
Queue Length 95th (ft)		#308	181		7	
Internal Link Dist (ft)		628	372		186	
Turn Bay Length (ft)						
Base Capacity (vph)		744	745		684	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.86	0.67		0.01	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Route 114 (Diamond Hill Road) & Fulton Street



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	641	499	9
v/c Ratio	0.86	0.67	0.01
Control Delay	28.0	16.6	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	28.0	16.6	7.0
Queue Length 50th (ft)	143	99	1
Queue Length 95th (ft)	#308	181	7
Internal Link Dist (ft)	628	372	186
Turn Bay Length (ft)			
Base Capacity (vph)	744	745	684
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.86	0.67	0.01

Intersection Summary

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	451	141	34	402	56	37
Future Volume (vph)	451	141	34	402	56	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968				0.947	
Flt Protected				0.996	0.971	
Satd. Flow (prot)	1803	0	0	1855	1713	0
Flt Permitted				0.996	0.971	
Satd. Flow (perm)	1803	0	0	1855	1713	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	452			479	314	
Travel Time (s)	12.3			10.9	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	490	153	37	437	61	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	643	0	0	474	101	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

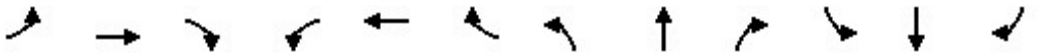
Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	451	141	34	402	56	37
Future Vol, veh/h	451	141	34	402	56	37
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	490	153	37	437	61	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	643	0	1078	567
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	511	-
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	-	-	942	-	242	523
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	942	-	229	523
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	295	-	-	942	-
HCM Lane V/C Ratio	0.343	-	-	0.039	-
HCM Control Delay (s)	23.4	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.5	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	8	4	6	9	5	3	44	5	9	53	134
Future Volume (vph)	46	8	4	6	9	5	3	44	5	9	53	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.969			0.988			0.908	
Flt Protected		0.962			0.984			0.997			0.998	
Satd. Flow (prot)	0	1776	0	0	1776	0	0	1835	0	0	1688	0
Flt Permitted		0.962			0.984			0.997			0.998	
Satd. Flow (perm)	0	1776	0	0	1776	0	0	1835	0	0	1688	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		359			226			246			289	
Travel Time (s)		9.8			6.2			6.7			7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	9	4	7	10	5	3	48	5	10	58	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	22	0	0	56	0	0	214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

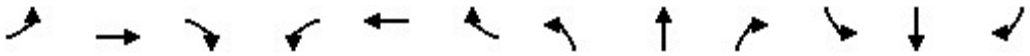
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	8	4	6	9	5	3	44	5	9	53	134
Future Vol, veh/h	46	8	4	6	9	5	3	44	5	9	53	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	9	4	7	10	5	3	48	5	10	58	146
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.6	7.6	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	79%	30%	5%
Vol Thru, %	85%	14%	45%	27%
Vol Right, %	10%	7%	25%	68%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	52	58	20	196
LT Vol	3	46	6	9
Through Vol	44	8	9	53
RT Vol	5	4	5	134
Lane Flow Rate	57	63	22	213
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.079	0.027	0.22
Departure Headway (Hd)	4.198	4.532	4.471	3.722
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	840	779	805	952
Service Time	2.288	2.629	2.471	1.796
HCM Lane V/C Ratio	0.068	0.081	0.027	0.224
HCM Control Delay	7.6	8	7.6	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.8



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	3	5	127	11	13	9	226	5	63	239	8
Future Volume (vph)	6	3	5	127	11	13	9	226	5	63	239	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.988			0.997			0.996	
Flt Protected		0.977			0.960			0.998			0.990	
Satd. Flow (prot)	0	1738	0	0	1767	0	0	1853	0	0	1837	0
Flt Permitted		0.977			0.960			0.998			0.990	
Satd. Flow (perm)	0	1738	0	0	1767	0	0	1853	0	0	1837	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		314			356			336			367	
Travel Time (s)		8.6			9.7			9.2			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	3	5	138	12	14	10	246	5	68	260	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	164	0	0	261	0	0	337	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	3	5	127	11	13	9	226	5	63	239	8
Future Vol, veh/h	6	3	5	127	11	13	9	226	5	63	239	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	3	5	138	12	14	10	246	5	68	260	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	683	672	265	674	674	249	269	0	0	251	0	0
Stage 1	401	401	-	269	269	-	-	-	-	-	-	-
Stage 2	282	271	-	405	405	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	363	377	774	368	376	790	1295	-	-	1314	-	-
Stage 1	626	601	-	737	687	-	-	-	-	-	-	-
Stage 2	725	685	-	622	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	329	351	774	344	350	790	1295	-	-	1314	-	-
Mov Cap-2 Maneuver	329	351	-	344	350	-	-	-	-	-	-	-
Stage 1	620	564	-	730	681	-	-	-	-	-	-	-
Stage 2	693	679	-	577	562	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	22.9	0.3	1.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	421	362	1314	-	-
HCM Lane V/C Ratio	0.008	-	-	0.036	0.453	0.052	-	-
HCM Control Delay (s)	7.8	0	-	13.9	22.9	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.3	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	79	270	0	0	0
Future Volume (vph)	0	79	270	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.950		
Satd. Flow (prot)	1611	0	0	1770	1863	0
Flt Permitted				0.950		
Satd. Flow (perm)	1611	0	0	1770	1863	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	264			194	133	
Travel Time (s)	7.2			5.3	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	86	293	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	0	293	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	79	270	0	0	0
Future Vol, veh/h	0	79	270	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	86	293	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	587	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	472	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	387	1084	1622	-	-	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	556	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	7.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.181	-	0.079	-	-
HCM Control Delay (s)	7.7	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.7	-	0.3	-	-

Appendix: Diamond Hill Road Detour Analysis

GM2 has removed the Synchro analyses from the report due to the new analysis with re-distributed traffic. The original BL Synchro files are available upon request.

MEMORANDUM

DATE: 10/26/2023

ATTENTION: Rhode Island Department of Transportation (RIDOT)

PREPARED BY: Andy Foote, P.E.

REVIEWED BY: Michael Shepley, P.E., PTOE

EMAIL: afoote@blcompanies.com

PROJECT NAME: Woonsocket Corridor

PROJECT NUMBER: 2607D

SUBJECT: Full Closure Detour Analysis -Diamond Hill Road

Introduction

BL Companies was tasked with the development of temporary traffic control along RI Route 114 (Diamond Hill Road) Bridge No. 954 (RI Route 114 over Peters River) in Woonsocket, RI under PTS ID 2607D – Woonsocket Corridor. After initial investigation in the repairs to be done on the structure, the original scheme of one-way alternating traffic would not be feasible. A full detour closure is proposed instead to facilitate the work. The detour is anticipated to last two months.

This memorandum summarizes the findings of the analysis along the proposed detour routes.

Roadway Characteristics and Detour Route Description

Bridge 954 Detour

The structure carries RI Route 114 (Diamond Hill Road) which is classified by RIDOT as an urban principal arterial and has a posted speed limit of 35 mph. There are 12 foot wide travel lanes and 8 foot wide shoulders. The Annual Average Daily Traffic (AADT) as collected in 2021 was 11,500 vehicles. There is illumination, sidewalk on both sides, and the general vertical alignment is rolling through the area.

The detour route, starting from the intersection of RI Route 114 (Diamond Hill Road) at Mendon Road, follows Mendon Road to the south and then at the intersection with Cass Ave and then from this intersection, the detour route turns west along Cass Ave. The detour route continues along Cass Ave west to the intersection with RI Route 126 (Cumberland Street) then turns northwest along RI Route 126 (Cumberland Street). At Clinton Street, the detour route turns northeast along RI Route 126 (Clinton Street) which turns into RI Route 126 (Social Street) at the intersection with East School Street/Elm Street/RI Route 126 (Social Street). The detour in the counterclockwise direction is slightly varied as it follows the split of RI Route 126 onto Social Street and turns left onto Cumberland St. The detour continues north along RI Route 126 (Social Street) to the intersection with RI Route 114 (Privilege Street) where it terminates. A detour route map has been provided in **Figure 1**.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX-XXXX(00X)	2023	028	043

LEGEND

- CONSTRUCTION SIGN
- WORK ZONE
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TRAVEL DIRECTION
- DETOUR ROUTE

SHEET NOTES

1. SEE DETOUR PLAN 1 OF 4 FOR NOTES.

RI ROUTE 114 (DIAMOND HILL RD) DETOUR

BL Companies
ARCHITECTURE
ENGINEERING
ENVIRONMENTAL
LAND SURVEYING

RI DOT
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	AF
CHECKED BY:	MD
DATE:	09/01/2023
SHEET:	028
OF:	043

SCALE: 1"=200'
100 0 50 100 200 400
GRAPHIC SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
WOONSOCKET CONTRACT: 00 VOLUME: 01 RHODE ISLAND

TRAFFIC DETOUR PLAN 4 OF 4

G:\JOBS22\16\2201766\+ASSIGNMENTS\01 - WOONSOCKET CORRIDOR\DWG\2607D_V1_025-032_TCONTROL001.DWG PER DPM 450.06

The detour routes analyzed consists of the following roadways:

- **Mendon Road** is a state maintained, urban principal arterial. The roadway has 12 foot wide travel lanes and 10 foot striped shoulders. There are sidewalks along the both sides of the roadway and illumination on the west side of the roadway along the route. The posted speed limit is 30 mph and generally has a rolling vertical alignment.
- **Cass Ave** is a city maintained, urban minor arterial. The roadway has 12 foot wide travel lanes and 1 foot striped shoulders. There are sidewalks along the both sides of the roadway and illumination on both sides of the roadway along the route. The posted speed limit is 25 mph and generally has a rolling vertical alignment.
- **Route 126 (Cumberland Street)** is a city maintained, urban principal arterial. The roadway has 10 foot wide travel lanes and 1 foot striped shoulders with two in each direction. There are sidewalks along the both sides of the roadway and illumination on the west side of the roadway along the route. The posted speed limit is 25 mph and generally has a rolling vertical alignment.
- **Route 126 (Social Street/Clinton Street)** is a city maintained, urban principal arterial. The roadway has 12 foot wide travel lanes and 6 foot striped shoulders. There are sidewalks along the both sides of the roadway and illumination on the east side of the roadway along the route. The posted speed limit is 35 mph and generally has a rolling vertical alignment. The lane arrangement varies with most of the roadway along the detour route having two travel lanes. Just south of RI Route 126's intersection with Elm Street the roadway splits into two one-way streets with RI Route 126 southbound as Social Street and RI Route 126 NB as Clinton Street. Each street has two 12 foot travel lanes and a 2 foot left shoulder. Clinton Street has a 6 foot right shoulder and Social Street has an 8 foot parking lane.

Intersection Characteristics

Along the proposed detour routes, 16 intersections were analyzed. Below is a description of each of these intersections.

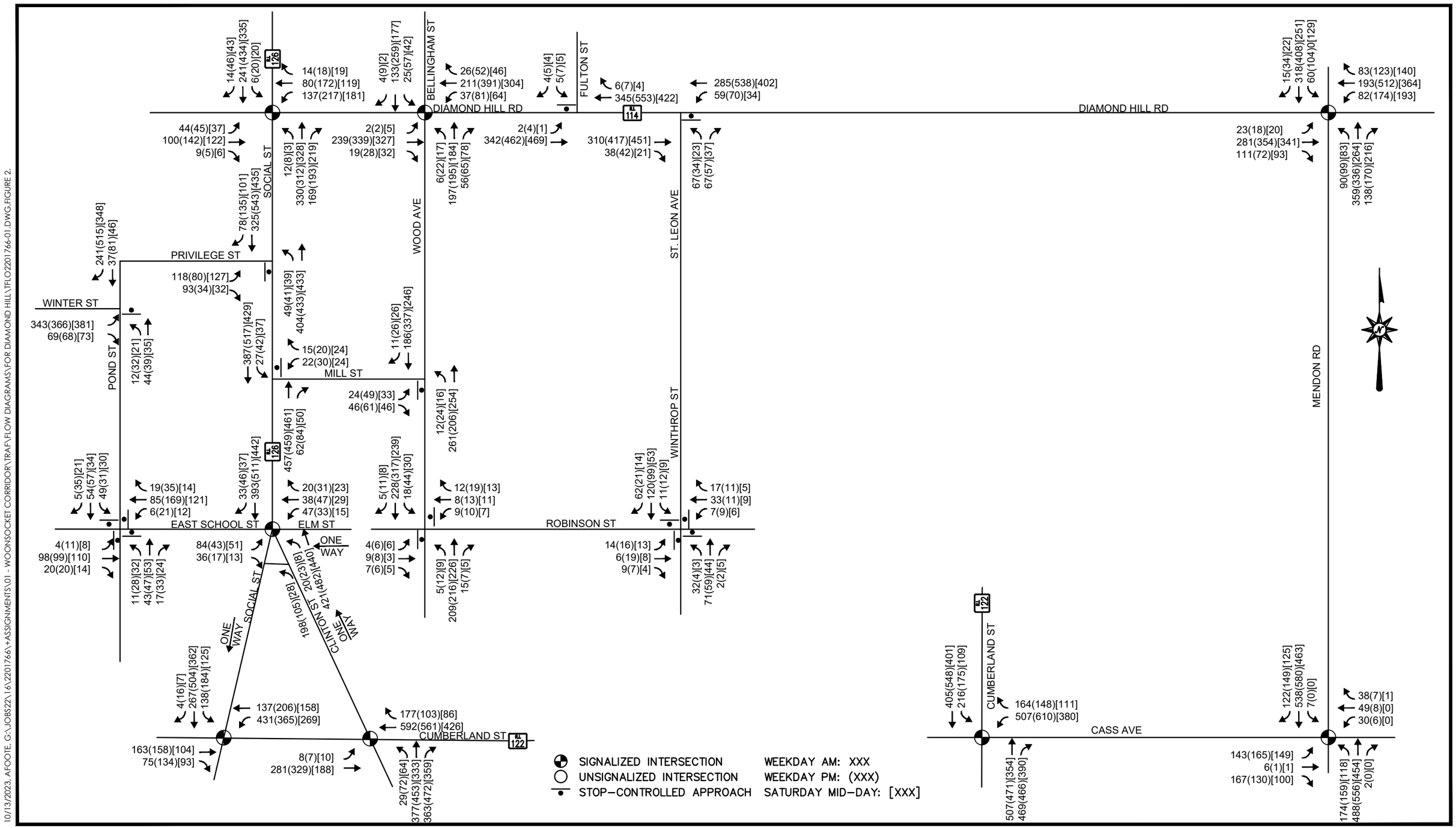
- **RI Route 114 (Diamond Hill Road) at Mendon Road** is a signalized intersection. RI Route 114 (Diamond Hill Road) SB has a dedicated protected left turn lane, a through lane, and a dedicated right turn lane. RI Route 114 (Diamond Hill Road) NB has two dedicated, protected left turn lanes, one through lane, and one through/right lane. Mendon Road NB has a dedicated protected/permitted left turn lane, a through lane, and a dedicated right turn lane with a right turn overlap. Mendon Road SB has a protected/permitted left turn lane and a through/right turn lane. There are pedestrian signal heads, pushbuttons, and crosswalks across the RI Route 114 (Diamond Hill Road) EB approach, as well as across both Mendon Road approaches.
- **Mendon Road at Cass Ave** is a signalized intersection. Mendon Road NB has a protected/permitted, exclusive left turn lane and a through lane. Mendon Road SB has a through lane and a right turn lane. Cass Ave EB has one left/right turn lane. There are pedestrian signal heads, pushbuttons, and crosswalks across Mendon Road NB approach and Cass Ave EB approach.
- **RI Route 126 (Cumberland Street) at Cass Ave** is a signalized intersection. RI Route 126 (Cumberland Street) NB has two through lanes and a channelized right turn lane. RI Route 126 (Cumberland Street) SB has a dedicated protected left turn lane and two through lanes. Cass Ave WB has two left turn lanes and a channelized, yield controlled right turn lane. There are pedestrian signal heads, push buttons, and crosswalks at Cass Ave WB approach and RI Route 126 (Cumberland Street) SB approach.
- **RI Route 126 (Cumberland Street) at Clinton Street** is a signalized intersection. RI Route 126 (Cumberland Street) WB approach has one through lane and one through/right lane. RI Route 126 (Cumberland Street) EB has a left/through lane and a through lane. Clinton Street NB is a one-way roadway with a left/through lane, a through lane, and a right turn only lane. There are pedestrian signal heads, pushbuttons, and crosswalks at all four approaches.
- **RI Route 126 (Social Street) at Cumberland Street/Rathbun Street** is a signalized intersection. RI Route 126 (Social Street) SB has one exclusive left turn lane, one through lane, and one through/right lane. Cumberland Street WB has one protected/permitted exclusive left lane and one through lane. Rathbun Street EB has one left/through/right lane. There are pedestrian signal heads, pushbuttons, and crosswalks at all four approaches.
- **RI Route 126 (Social Street and Clinton Street) at East School Street/Elm Street** is a signalized intersection. Elm Street is a one-way street westbound and has an exclusive right turn lane, while all three other approaches have a single lane and are two-way. Permitted phasing is present at all approaches. There are crosswalks at the Social Street northern approach, East School Street approach, and Elm Street approach. Pedestrian signals are present at the intersection.
- **RI Route 126 (Social Street) at RI Route 114 (Privilege Street)** is an unsignalized intersection with a stop control along the RI Route 114 (Privilege Street) EB approach. RI Route 126 (Social Street) is a free movement in the NB and SB direction. There is a crosswalk at the RI Route 114 (Privilege Street) approach and the RI Route 126 (Social Street) southern approach.
- **RI Route 126 (Social Street) at RI Route 114 (Diamond Hill Road)** is a signalized intersection with a single lane approach in all directions. Permitted/protected phasing for the left turn is

present along the RI Route 114 (Diamond Hill Road) NB Approach. There are crosswalks on all four approaches and pedestrian signalization.

Traffic counts at each of the above intersections were collected in September 2023 and used in the analysis and have been included in **Figure 2** below.

Detour Traffic Distribution

The counts collected in September 2023 were redistributed based on the bridge closure and proposed detour route. The distribution of traffic due to the detour is illustrated for each bridge and then were applied to the existing traffic counts. The bridge detour volumes are presented om **Figure 3** and **Figure 4**.



10/13/2023, AFOOTE, G:\JOBS22\16\2201766\+ASSIGNMENTS\01 - WOONSOCKET CORRIDOR\TRAFFLOW DIAGRAMS\FOR DIAMOND HILL\TFLO2201766-01.DWG,FIGURE 2.

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EXISTING TRAFFIC VOLUMES (2023)

WOONSOCKET CORRIDOR
WOONSOCKET, RI
SCHEMATIC, NOT TO SCALE

Project No. 2201766
Date AUGUST 2023

FIGURE 2

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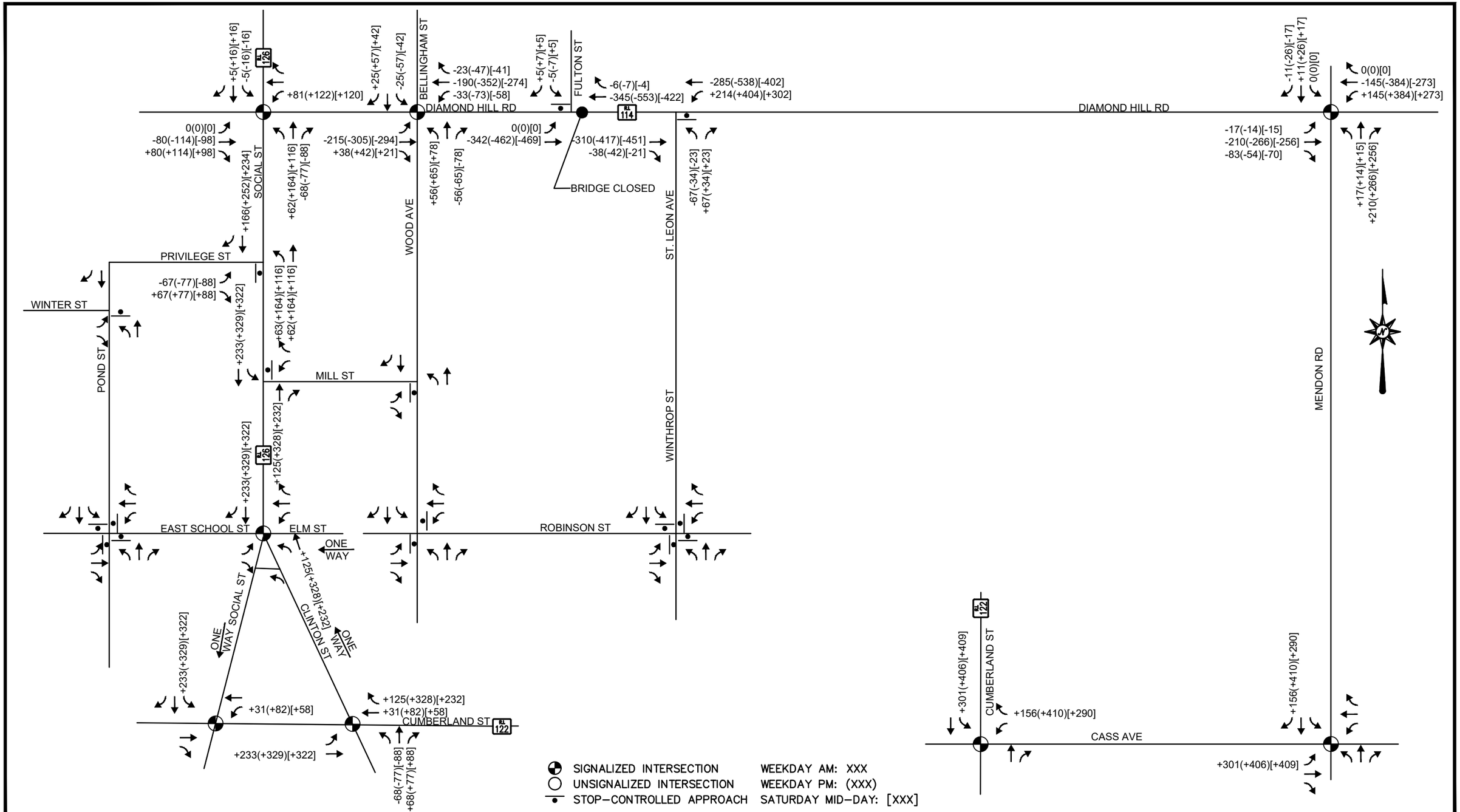

10/16/2023, AFOOTE, G:\JOBS22\16\2201766\+ASSIGNMENTS\01 - WOONSOCKET CORRIDOR\TRAFVFLOW DIAGRAMS\FOR DIAMOND HILL\TFLO2201766-01.DWG,FIGURE 3.

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DIAMOND HILL ROAD DETOUR TRAFFIC DISTRIBUTION

WOONSOCKET CORRIDOR
WOONSOCKET, RI
SCHEMATIC, NOT TO SCALE

Project No. 2201766
Date AUGUST 2023

FIGURE 3

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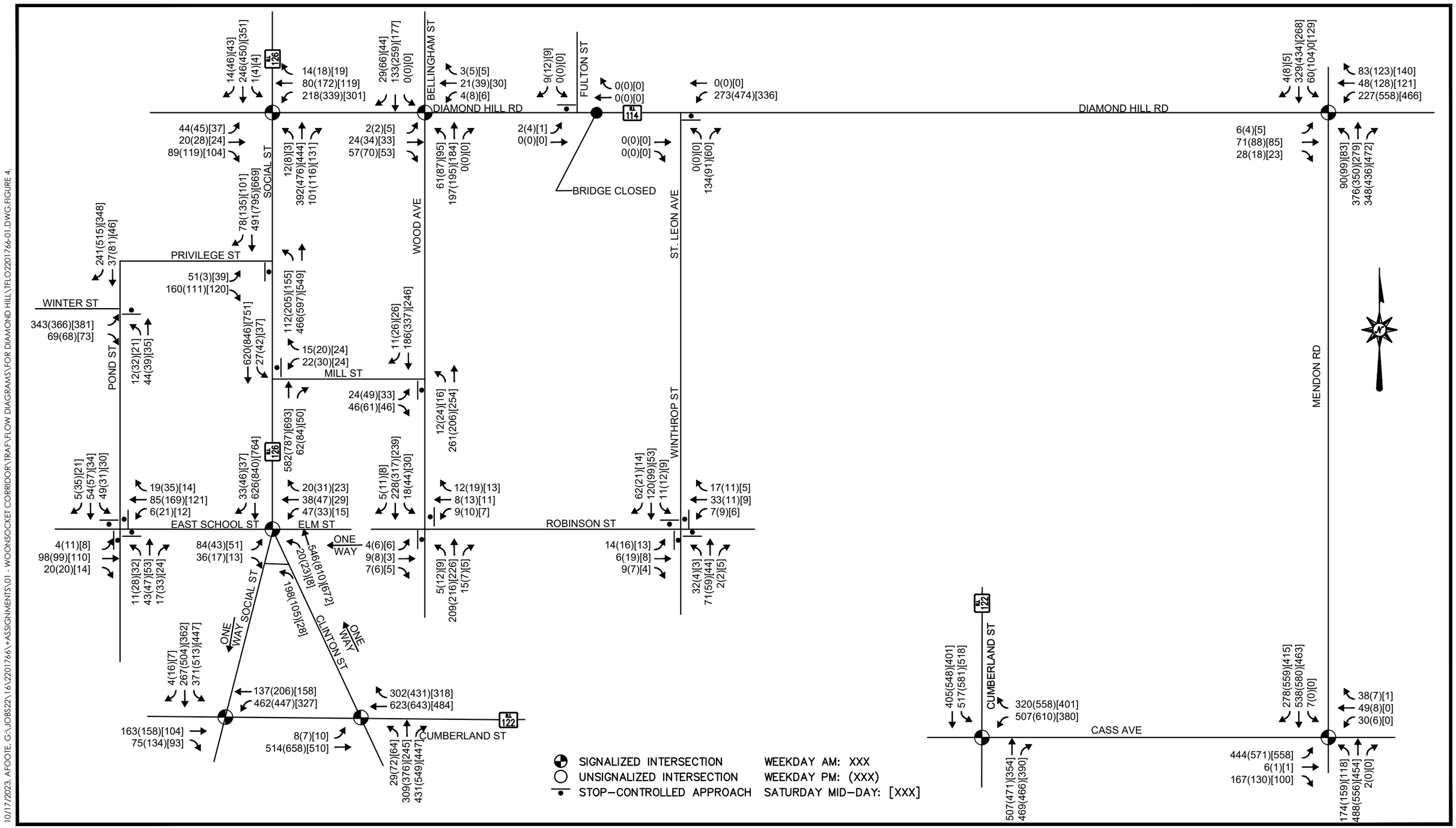

10/17/2023, AFOOTE, G:\JOBS22\16\2201766\+ASSIGNMENTS\01 - WOONSOCKET CORRIDOR\TRAFFLOW DIAGRAMS\FOR DIAMOND HILL\TFLO2201766-01.DWG,FIGURE 4.

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DIAMOND HILL ROAD TRAFFIC VOLUMES (2023)

WOONSOCKET CORRIDOR
WOONSOCKET, RI
SCHEMATIC, NOT TO SCALE

Project No. 2201766
Date AUGUST 2023

FIGURE 4

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Detour Analysis Findings

Using Synchro 11, the AM, PM, and SAT Peak Hours were analyzed both the existing and detour conditions. The results are summarized in **Table 1** below.

Table 1 – Capacity Analyses Summary

	Existing Condition			Detour Condition[4]			Detour Condition w/ Improvements		
	AM Peak Hour	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**
RI Route 114 (Diamond Hill Road) at Mendon Rd[1]	**C/24/0.74**	**C/30/0.88**	**C/27/0.72**	**C/22/0.68**	**C/29/0.91**	**C/26/0.75**	**C/22/0.68**	**C/29/0.93**	**C/26/0.75**
Diamond Hill Road EB Left	C/25/0.09/30	C/33/0.09/30	D/38/0.11/35	C/24/0.03/15	C/31/0.02/10	D/37/0.03/15	C/24/0.03/15	C/31/0.02/10	D/37/0.03/15
Diamond Hill Road EB Thru/Right	C/21/0.50/105	C/28/0.53/150	C/25/0.41/165	B/18/0.18/35	C/25/0.23/45	C/25/0.14/50	B/18/0.18/35	C/27/0.22/50	C/25/0.14/50
Diamond Hill Road WB Left	C/25/0.17/35	C/35/0.42/75	D/41/0.49/90	C/28/0.47/80	E/56/0.91/290	D/44/0.75/235	C/28/0.47/80	D/55/0.93/255	D/44/0.75/235
Diamond Hill Road WB Thru/Right	B/14/0.26/70	C/24/0.54/225	B/19/0.36/180	A/8/0.12/30	B/11/0.21/60	A/10/0.18/25	A/8/0.12/30	B/12/0.21/65	A/10/0.18/25
Mendon Rd NB Left	B/15/0.27/55	B/19/0.40/65	B/19/0.27/60	B/13/0.25/55	B/15/0.34/65	B/17/0.25/55	B/13/0.25/55	B/15/0.34/55	B/17/0.25/55
Mendon Rd NB Thru	C/34/0.68/335	C/34/0.67/305	D/43/0.72/220	C/31/0.66/355	C/29/0.60/320	D/40/0.69/235	C/31/0.66/355	C/29/0.61/260	D/40/0.69/235
Mendon Rd NB Right	A/3/0.24/25	A/7/0.31/55	A/7/0.45/55	A/6/0.50/80	A/7/0.34/105	A/8/0.67/80	A/6/0.50/80	A/7/0.58/95	A/8/0.67/80
Mendon Rd SB Left	B/14/0.18/40	B/17/0.32/65	C/22/0.43/85	B/12/0.17/40	B/14/0.29/65	B/20/0.40/80	B/12/0.17/40	B/14/0.29/55	B/20/0.40/80
Mendon Rd SB Thru/Right	D/39/0.74/330	D/49/0.88/445	D/36/0.63/230	C/33/0.68/330	C/35/0.76/450	C/33/0.56/220	C/33/0.68/330	D/36/0.61/390	C/33/0.56/220
Cass Ave at Mendon Rd[1]	**C/26/0.89**	**C/21/0.86**	**B/16/0.78**	**F/119/1.75**	**F/144/2.01**	**F/104.1/1.60**	**E/70/1.16**	**E/71/1.15**	**D/47/1.04**
Cass Ave EB Left/Thru/Right	D/49/0.89/265	D/47/0.86/250	D/39/0.78/195	**F/369/1.75/685**	**F/485/2.01/785**	**F/304/1.60/500**	**F/118/1.16/785**	**F/113/1.15/805**	E/71/1.04/665
Driveway WB Left/Thru/Right	B/20/0.32/80	B/17/0.06/25	A/0/0/0	B/18/0.25/80	B/17/0.05/25	A/0/0/0	B/15/0.19/80	B/11/0.03/20	A/0/0/0
Mendon Rd NB Left	D/46/0.71/165	A/10/0.43/55	A/7/0.25/45	D/46/0.71/165	B/11/0.49/55	A/9/0.32/45	**F/128/1.04/290**	E/80/0.95/195	C/34/0.64/90
Mendon Rd NB Thru/Right	A/10/0.46/190	A/10/0.51/225	A/9/0.41/170	B/11/0.49/190	B/12/0.55/225	B/12/0.49/170	C/26/0.62/390	C/33/0.77/470	C/28/0.67/335
Mendon Rd SB Left/Thru	C/28/0.76/415	C/25/0.74/450	B/17/0.52/275	C/35/0.85/415	C/30/0.80/450	C/23/0.65/275	E/73/0.99/650	**F/88/1.06/660**	E/60/0.94/470
Mendon Rd SB Right	A/7/0.18/45	A/7/0.21/55	A/5/0.16/40	A/8/0.42/85	B/11/0.68/200	A/6/0.52/90	C/21/0.51/185	D/37/0.90/450	B/20/0.71/215

Legend – LOS/Total Vehicle Delay (sec)/v/c Ratio/95th Percentile Queue Length
1 – Signalized Intersection
2 – Unsignalized Intersection. Analysis of controlled approach.
3 – Unable to utilize HCM methodologies for existing control configuration; Signal Proposed in Detour Condition
4 – Worst condition

	Existing Condition			Detour Condition[4]			Detour Condition w/ Improvements		
	AM Peak Hour	PM Peak Hour	SAT Peak Hour	AM Peak Hour	PM Peak Hour	SAT Peak Hour	AM Peak Hour	PM Peak Hour	SAT Peak Hour
RI Route 126 (Cumberland Ave) at Cass Ave[1]	**B/17/0.75**	**B/17/0.72**	**B/15/0.67**	**C/29/1.09**	**C/35/1.19**	**B/20/0.95**	**C/24/0.97**	**C/27/1.07**	**B/18/0.87**
Cass Ave WB Left	C/23/0.47/160	C/24/0.56/195	C/21/0.35/120	C/23/0.47/160	C/24/0.56/195	C/21/0.35/120	C/23/0.47/160	C/24/0.56/195	C/21/0.35/120
Cass Ave WB Right	A/5/0.27/45	A/5/0.25/40	A/5/0.19/35	A/5/0.45/60	B/11/0.70/160	A/5/0.53/60	A/5/0.45/55	A/6/0.65/80	A/5/0.53/60
Cumberland St NB Thru	C/26/0.51/170	C/25/0.47/160	C/24/0.35/120	C/26/0.51/170	C/25/0.47/160	C/24/0.35/120	C/34/0.69/190	C/33/0.64/180	C/30/0.48/135
Cumberland St NB Right	B/13/0.75/120	A/10/0.72/90	A/9/0.67/80	B/13/0.75/120	A/10/0.72/90	A/9/0.67/80	A/7/0.64/80	A/7/0.64/80	A/7/0.58/70
Cumberland St SB Left	B/13/0.46/100	B/12/0.36/80	A/10/0.20/55	**F/85/1.09/420**	**F/121/1.19/485**	D/43/0.95/400	D/53/0.97/430	E/77/1.07/495	C/30/0.87350
Cumberland St SB Thru	A/10/0.23/85	B/11/0.31/115	A/10/0.23/85	A/10/0.23/60	B/11/0.31/115	A/10/0.23/85	A/10/0.23/85	B/11/0.31/115	A/10/0.23/85
RI Route 126 (Cumberland St) at Clinton St[1]	**B/12/0.60**	**B/14/0.58**	**A/10/0.42**	**B/14/0.70**	**C/21/0.86**	**B/11/0.61**	-	-	-
Clinton St EB Left/Thru	B/11/0.29/75	A/10/0.33/90	B/11/0.28/70	B/11/0.24/60	A/10/0.28/75	A/10/0.22/55	-	-	-
Clinton St EB Right	A/3/0.43/40	A/7/0.55/115	A/3/0.42/40	B/11/0.59/145	B/17/0.72/255	B/12/0.61/155	-	-	-
Cumberland St NB Thru/Right	B/15/0.60/150	B/18/0.58/155	B/13/0.40/95	B/15/0.70/180	C/22/0.86/275	A/10/0.58/115	-	-	-
Cumberland St SB Left/Thru	B/16/0.24/95	C/21/0.31/75	B/14/0.17/65	B/15/0.44/135	C/29/0.67/120	B/13/0.43/110	-	-	-
RI Route 126 (Cumberland St)/Rathbun St at Social St[1]	**B/15/0.62**	**C/22/0.69**	**B/13/0.54**	**C/24/0.91**	**E/57/1.26**	**D/38/1.10**	**C/22/0.86**	**C/33/0.97**	**B/19/0.87**
Social St WB Left	C/24/0.45/85	C/25/0.49/115	C/22/0.37/80	D/50/0.91/275	**F/161/1.26/430**	**F/98/1.10/345**	D/40/0.86/260	D/55/0.97/380	D/37/0.87/295
Social St WB Thru/Right	C/22/0.44/70	C/26/0.69/145	C/22/0.54/95	B/19/0.33/70	C/24/0.64/145	B/20/0.45/95	B/18/0.31/70	B/18/0.49/125	B/16/0.36/85
Cumberland St NB Left	B/16/0.62/140	C/23/0.60/220	A/6/0.39/35	B/20/0.75/180	C/24/0.74/205	A/8/0.50/60	C/22/0.79/200	D/43/0.94/200	B/11/0.60/70
Cumberland St NB Thru	A/2/0.14/10	B/16/0.23/125	A/3/0.17/20	A/3/0.59/15	B/13.4/0.24/85	A/4/0.18/25	A/3/0.16/10	B/16/0.27/80	A/5/0.21/30
Rathbun St SB Thru/Right	A/10/0.34/85	B/15/0.47/140	A/9/0.28/70	B/11/0.38/85	B/17/0.53/140	B/9/0.32/70	A/10/0.37/85	B/16/0.52/130	A/9/0.32/70

Legend – LOS/Total Vehicle Delay (sec)/v/c Ratio/95th Percentile Queue Length
1 – Signalized Intersection
2 – Unsignalized Intersection. Analysis of controlled approach.
3 – Unable to utilize HCM methodologies for existing control configuration; Signal Proposed in Detour Condition
4 – Worst condition

	Existing Condition			Detour Condition[4]			Detour Condition w/ Improvements		
	AM Peak Hour	PM Peak Hour	SAT Peak Hour	AM Peak Hour	PM Peak Hour	SAT Peak Hour	AM Peak Hour	PM Peak Hour	SAT Peak Hour
Rt 126(Social Street) at East School Street[1]	**A/9/0.55**	**A/8/0.48**	**A/6/0.36**	**A/10/0.59**	**B/13/0.76**	**A/7/0.58**	**-**	**-**	**-**
East School Street EB Left/Thru/Right	C/25/0.55/70	C/20/0.35/40	B/20/0.36/40	C/27/0.59/75	C/22/0.36/45	B/20/0.36/40	**-**	**-**	**-**
East School Street WB Left/Thru/Right	C/21/0.38/60	C/24/0.15/60	B/19/0.23/40	C/27/0.41/60	C/25/0.44/63	B/24/0.23/40	**-**	**-**	**-**
Social Street NB Left/Thru	A/6/0.38/140	A/6/0.45/145	A/4/0.32/110	A/7/0.48/160	B/12/0.74/330	A/6/0.49/210	**-**	**-**	**-**
Social Street SB Thru/Right	A/5/0.36/130	A/6/0.48/155	A/4/0.35/120	A/7/0.55/200	B/12/0.76/355	A/7/0.58/280	**-**	**-**	**-**
Rt 126(Social Street) at Mill Street[2]	-	-	-	-	-	-	**A/3/0.42**	**A/9/0.65**	**A/6/0.57**
Mill Street WB Left/Right	C/20/0.15/50	D/26/0.25/50	C/18/0.15/50	D/28/0.20/50	**F/83/0.57/75**	E/40/0.34/50	B/13/0.14/25	B/13/0.19/30	C/20/0.26/40
Social Street NB Thru/Right	-	-	-	-	-	-	A/3/0.41/155	A/9/0.60/385	A/5/0.51/200
Social Street SB Left/Thru	A/1/0.03/25	A/1/0.05/25	A/1/0.04/25	A/1/0.03/25	B/11/0.06/25	A/10/0.05/25	A/3/0.42/165	A/10/0.65/410	A/6/0.57/240
Rt 126(Social Street) at Rt 114 (Privilege Street)[2]	-	-	-	-	-	-	**B/11/0.67**	**C/29/1.05**	**B/11/0.80**
Privilege Street EB Left/Right	D/33/0.65/150	E/38/0.53/100	E/42/0.64/150	E/42/0.73/160	D/32/0.48/75	**F/108/0.96/200**	A/8/0.48/45	C/25/0.62/70	C/24/0.64/85
Social Street NB Left/Thru	A/1/0.05/25	A/1/0.05/25	A/1/0.04/25	A/10/0.13/25	B/13/0.33/50	B/11/0.21/25	B/15/0.67/265	E/57/1.05/1175	B/15/0.80/630
Social Street SB Thru/Right	-	-	-	-	-	-	A/9/0.54/185	A/6/0.63/325	A/6/0.56/270

Legend – LOS/Total Vehicle Delay (sec)/v/c Ratio/95th Percentile Queue Length
1 – Signalized Intersection
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3 – Unable to utilize HCM methodologies for existing control configuration; Signal Proposed in Detour Condition
4 – Worst condition

	Existing Condition			Detour Condition[4]			Detour Condition w/ Improvements		
	AM Peak Hour	PM Peak Hour	SAT Peak Hour	AM Peak Hour	PM Peak Hour	SAT Peak Hour	AM Peak Hour	PM Peak Hour	SAT Peak Hour
Rt 126(Social Street) at Rt 114 Diamond Hill Road[1]	**B/17/0.74**	**C/22/0.72**	**B/20/0.71**	**B/19/0.70**	**C/30/0.88**	**C/27/0.84**	-	-	-
Diamond Hill Road EB Left/Thru/Right	C/23/0.40/95	B/14/0.29/80	B/17/0.30/80	A/7/0.28/50	A/5/0.25/45	A/5/0.25/45	-	-	-
Diamond Hill Road WB Left/Thru/Right	D/37/0.74/155	C/25/0.72/200	C/28/0.71/170	C/27/0.70/170	C/28/0.82/320	C/26/0.77/250	-	-	-
Social Street NB Left/Thru/Right	B/11/0.51/270	C/22/0.63/375	B/18/0.62/410	B/20/0.60/400	D/40/0.88/485	D/36/0.84/515	-	-	-
Social Street SB Left/Thru/Right	A/9/0.25/125	C/22/0.61/380	B/15/0.46/250	B/15/0.30/165	C/29/0.73/375	C/26/0.64/355	-	-	-
Rt 114 Diamond Hill Road at Wood Ave and Bellingham St[1]	**B/13/0.62**	**C/26/0.88**	**B/14/0.63**	**B/17/0.64**	**D/42/0.96**	**B/17/0.63**	**B/17/0.64**	**C/31/0.82**	**B/17/0.63**
Diamond Hill Road EB Left/Thru/Right	A/7/0.26/82	A/10/0.33/190	A/8/0.35/120	A/4/0.09/25	A/5/0.11/40	A/4/0.09/25	A/4/0.09/25	A/5/0.57/40	A/4/0.09/25
Diamond Hill Road WB Left/Thru/Right	A/7/0.29/87	B/319/0.54/320	A/9/0.44/150	A/7/0.03/25	A/10/0.05/35	A/6/0.04/20	A/7/0.03/25	B/11/0.05/35	A/6/0.04/20
Wood Ave NB Left/Thru/Right	C/20/0.62/106	C/34/0.64/210	B/20/0.63/105	C/23/0.64/115	E/73/0.96/285	C/24/0.63/110	C/23/0.64/115	D/47/0.82/250	C/24/0.63/110
Bellingham St SB Left/Thru/Right	B/18/0.42/73	E/55/0.88/275	C/22/0.57/95	B/14/0.35/65	C/31/0.61/225	B/17/0.47/85	B/14/0.35/65	C/28/0.57/230	B/17/0.47/85

Legend – LOS/Total Vehicle Delay (sec)/v/c Ratio/95th Percentile Queue Length
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3 – Unable to utilize HCM methodologies for existing control configuration; Signal Proposed in Detour Condition
4 – Worst condition

	Existing Condition			Detour Condition[4]			Detour Condition w/ Improvements		
	AM Peak Hour	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**	**AM Peak Hour**	**PM Peak Hour**	**SAT Peak Hour**
Rt 114(Diamond Hill Road) at Fulton Street[2]	-	-	-	-	-	-	-	-	-
Diamond Hill Road EB Left/Thru	A/1/0/25	A/1/0/25	A/0/0/25	A/7/0/25	A/8/0.01/25	A/7/0.00/25	-	-	-
Diamond Hill Road WB Thru/Right	-	-	-	-	-	-	-	-	-
Fulton Street SB Left/Right	B/14/0.02/25	C/19/0.04/25	C/16/0.03/25	A/9/0.01/25	A/7/0.01/25	A/9/0.01/25	-	-	-
Rt 114(Diamond Hill Road) at St Leon Ave[2]	-	-	-	-	-	-	-	-	-
Diamond Hill Road EB Thru/Right	-	-	-	-	-	-	-	-	-
Diamond Hill Road WB Left/Thru	A/2/0.06/25	A/2/0.07/25	A/1/0.03/25	A/9/0.18/25	A/9/0.32/50	A/8/0.23/25	-	-	-
St Leon Ave NB Left/Right	C/20/0.37/75	C/23/0.32/50	C/17/0.17/50	A/8/0.13/25	A/9/0.09/25	A/9/0.06/25	-	-	-

Legend – LOS/Total Vehicle Delay (sec)/v/c Ratio/95th Percentile Queue Length
1 – Signalized Intersection
2 – Unsignalized Intersection. Analysis of controlled approach.
3 – Unable to utilize HCM methodologies for existing control configuration; Signal Proposed in Detour Condition
4 – Worst condition

Table 1 above shows that all intersections and movements perform adequately in the existing condition scenarios, with the exception of RI Route 114 (Privilege Street) left/right at the intersection with RI Route 126 (Social Street) which operates at LOS E in the PM and SAT peak. When implementing the detour to the study area, the following intersection movements performed undesirably (LOS E or LOS F):

- Mill Street WB Left/Right at RI Route 126 (Social Street) operates at a LOS F in the PM Peak Hour and LOS E in the SAT Peak Hour
- RI Route 114 (Privilege Street) EB Left/Right at RI Route 126 (Social Street) operates LOS E in the AM Peak Hour and at a LOS F in the SAT Peak Hour
- Social Street WB Left at RI Route 126 (Cumberland St)/ Rathbun St operates at a LOS F in the PM and SAT Peak Hours
- RI Route 126 (Cumberland St) SB Left at Cass Ave operates at a LOS F in the PM and SAT Peak Hours
- Cass Ave EB Left/Thru/Right at Mendon Ave operates at a LOS F in the AM, PM, and SAT Peak Hours
- RI Route 114 (Diamond Hill Road) WB Left at Mendon Road operates at a LOS E in the PM Peak Hour
- Wood Ave NB Left/Thru/Right at RI Route 114 (Diamond Hill Road) operates at a LOS E in the PM Peak Hour

With simple timing changes at RI Route 114 (Diamond Hill Road) at Mendon Road, RI Route 126 (Cumberland St) at Cass Ave, RI Route 126 (Cumberland Street)/Rathbun St at Social Street, and RI Route 114 (Diamond Hill Road) at Wood Ave, the intersections operate desirably. The AM, PM, and SAT cycle lengths remain unchanged due to the fact that each intersection is a part of a coordinated system throughout Woonsocket.

With timing changes at Cass Ave at Mendon Ave, the Cass Ave EB Left/Thru/Right still operates at a LOS F but the delay is significantly decreased to a delay of 128 s. While some movements fail with the timing changes, the overall delay at the intersection is significantly decreased. Many of the delays caused at this intersection can be mitigated if the detour is performed during the school summer recess since the closing is only to be for two months and most of the AM Peak Hour traffic would be due to Woonsocket High School.

Temporary signalization does allow each of the intersections of RI Route 126 (Social Street) at East School Street/Elm Street and RI Route 126 (Social Street) at Mill Street to perform adequately in all peak hours. Delays are significant at the intersections; however, queues can be easily accommodated by the intersections without signalization. Delays are significant for the intersections, however, a signal warrant analysis should be performed at the intersection to see if a signal is warranted and the cost of this improvement can be justified.

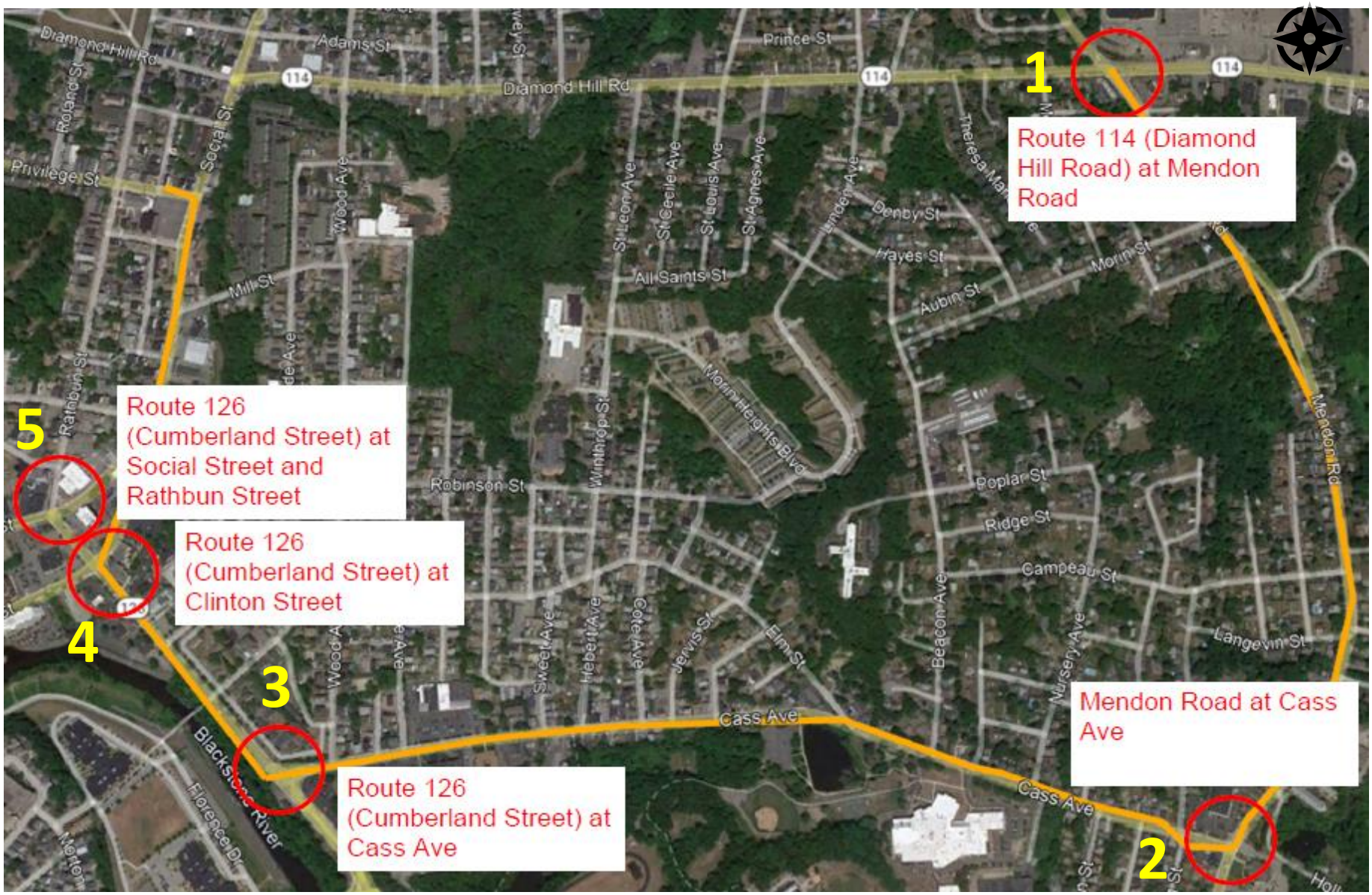
Close monitoring of the detour route route's signal performance should also be performed so signals are optimized for real world conditions.

Conclusion and Recommendations

Based on the closure of Bridge No. 954, signal timing revisions and temporary traffic signalization are necessary to help mitigate the impacts of the detour when it is implemented. The following are recommended:

1. Complete signal timing revisions at RI Route 114 (Diamond Hill Road) and Wood Ave/Bellingham Street
2. Complete signal timing revisions at RI Route 126 (Cumberland St)/Rathbun St and Social St
3. Complete signal timing revisions at RI Route 126 (Cumberland St) and Cass Ave
4. Complete signal timing revisions at Cass Ave and Mendon Road
5. Complete signal timing revisions at RI Route 114 (Diamond Hill Road) and Mendon Road
6. Perform a warrant analysis for the RI Route 126 (Social Street) and RI Route 114 (Privilege Street) intersection
7. Perform a warrant analysis for RI Route 126 (Social Street) at Mill Street intersection
8. Close the bridge during summer school recess

Appendix: Traffic Counts



New England COUNTS	ID: 1366_1_BL	Woonsocket, RI	# of TMC's: 05	Client: BL Companies
		Collected on October 5 & 7, 2023	# of ATR's: 00	Contact: Andy Foote, P.E., Senior Engineer II

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Mendon Road
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	10	70	12	0	14	82	0	0	3	65	16	0	10	38	18
7:15 AM	0	10	99	22	0	10	71	2	0	4	66	23	0	15	50	18
7:30 AM	0	19	111	34	0	13	87	3	0	5	68	24	0	20	41	21
7:45 AM	0	25	92	42	0	11	85	5	0	6	79	32	0	15	53	21
8:00 AM	0	21	83	34	0	20	74	4	0	7	64	26	0	20	38	18
8:15 AM	1	25	73	28	0	16	72	3	0	5	70	29	0	27	61	23
8:30 AM	0	22	73	39	0	19	62	4	0	3	68	20	0	37	55	16
8:45 AM	0	21	66	31	0	13	62	6	0	5	94	30	0	26	62	15

	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	20	78	42	0	29	97	8	0	6	74	26	0	60	141	25
4:15 PM	0	20	79	52	0	25	116	9	0	4	86	20	0	46	131	21
4:30 PM	0	21	85	43	0	30	94	9	0	4	72	14	0	48	137	34
4:45 PM	0	32	86	30	0	23	101	8	0	7	91	17	0	35	115	43
5:00 PM	0	26	86	45	0	26	97	8	0	3	105	21	0	45	129	25
5:15 PM	0	26	90	47	0	34	105	4	0	5	85	22	0	44	107	37
5:30 PM	0	21	75	36	0	37	95	7	0	6	96	27	0	42	120	25
5:45 PM	0	34	88	41	0	34	86	12	0	4	57	23	0	45	103	32

AM PEAK HOUR 7:30 AM to 8:30 AM	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	1	**90**	**359**	**138**	**0**	**60**	**318**	**15**	**0**	**23**	**281**	**111**	**0**	**82**	**193**	**83**
PHF	**0.90**				**0.95**				**0.89**				**0.81**			
HV %	**0.0%**	**4.4%**	**5.0%**	**4.3%**	**0.0%**	**5.0%**	**5.7%**	**0.0%**	**0.0%**	**4.3%**	**4.3%**	**2.7%**	**0.0%**	**9.8%**	**4.7%**	**3.6%**

PM PEAK HOUR 4:15 PM to 5:15 PM	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**99**	**336**	**170**	**0**	**104**	**408**	**34**	**0**	**18**	**354**	**72**	**0**	**174**	**512**	**123**
PHF	**0.96**				**0.91**				**0.86**				**0.92**			
HV %	**0.0%**	**0.0%**	**1.5%**	**1.8%**	**0.0%**	**0.0%**	**2.5%**	**0.0%**	**0.0%**	**0.0%**	**1.7%**	**0.0%**	**0.0%**	**1.1%**	**0.8%**	**0.8%**

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Mendon Road
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	5	1	0	0	3	0	0	0	1	1	0	0	1	0
7:15 AM	0	0	7	2	0	0	4	1	0	0	5	2	0	1	2	1
7:30 AM	0	2	4	0	0	0	7	0	0	0	1	0	0	4	1	1
7:45 AM	0	0	4	4	0	0	1	0	0	0	6	1	0	1	3	2
8:00 AM	0	1	7	0	0	2	6	0	0	0	1	1	0	2	2	0
8:15 AM	0	1	3	2	0	1	4	0	0	1	4	1	0	1	3	0
8:30 AM	0	1	7	4	0	0	5	0	0	1	0	1	0	4	5	1
8:45 AM	0	1	4	2	0	0	7	0	0	0	2	1	0	0	3	1

	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	3	0	0	0	2	0	0	0	1	0	0	1	4	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	1	1	0
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	3	3	0	0	3	0	0	0	3	0	0	0	1	0
5:00 PM	0	0	2	0	0	0	4	0	0	0	1	0	0	1	1	1
5:15 PM	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	1
5:30 PM	0	0	1	1	0	0	2	0	0	0	1	2	0	0	1	1
5:45 PM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0

AM PEAK HOUR 7:45 AM to 8:45 AM	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**3**	**21**	**10**	**0**	**3**	**16**	**0**	**0**	**2**	**11**	**4**	**0**	**8**	**13**	**3**
PHF	**0.71**				**0.59**				**0.61**				**0.60**			

PM PEAK HOUR 4:45 PM to 5:45 PM	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**8**	**4**	**0**	**0**	**11**	**0**	**0**	**0**	**6**	**2**	**0**	**1**	**4**	**3**
PHF	**0.50**				**0.69**				**0.67**				**0.67**			

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Mendon Road
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0

	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	3	3	0	0	2	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR[1] 7:30 AM to 8:30 AM	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	1	0	0	2	0	0	1	0	0	0	0	1	0	0	0	1

PM PEAK HOUR[1] 4:15 PM to 5:15 PM	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	0	0	0	1	0	0	1	0	0	3	0	0

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

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Mendon Road
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	28	52	50	0	20	70	13	0	10	69	22	0	39	65	28
11:15 AM	0	21	57	59	0	40	66	11	0	3	61	33	0	32	63	23
11:30 AM	0	26	72	65	0	40	51	7	0	0	79	21	0	44	90	27
11:45 AM	0	21	51	63	0	31	78	7	0	6	83	23	0	47	61	31
12:00 PM	0	15	49	50	0	30	72	2	0	1	80	22	0	52	87	32
12:15 PM	0	20	69	52	0	41	66	5	0	8	88	26	0	45	106	34
12:30 PM	0	31	82	58	0	26	54	11	0	5	85	27	0	42	85	38
12:45 PM	0	17	64	56	0	32	59	4	0	6	88	18	0	54	86	36

MID PEAK HOUR 12:00 PM to 1:00 PM	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**83**	**264**	**216**	**0**	**129**	**251**	**22**	**0**	**20**	**341**	**93**	**0**	**193**	**364**	**140**
PHF	**0.82**				**0.90**				**0.93**				**0.94**			
HV %	**0.0%**	**0.0%**	**0.4%**	**0.9%**	**0.0%**	**0.0%**	**0.0%**	**4.5%**	**0.0%**	**0.0%**	**0.6%**	**0.0%**	**0.0%**	**2.1%**	**0.3%**	**0.7%**

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Mendon Road
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	1	1	0	0	2	0	0	0	1	1	0	0	2	0
11:15 AM	0	1	1	3	0	0	1	0	0	0	1	1	0	0	3	0
11:30 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	1	1	0
11:45 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	1	1	0
12:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	1	0	0	1	0	0	2	1	0
12:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**1**	**4**	**5**	**0**	**1**	**4**	**0**	**0**	**0**	**3**	**2**	**0**	**2**	**7**	**0**
PHF	**0.50**				**0.63**				**0.63**				**0.75**			

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 1
Location:	Woonsocket, RI
Street 1:	Route 114 (Diamond Hill Road)
Street 2:	Mendon Road
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
12:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	0	0	6	0	1	0	2	0	0	0	0

MID PEAK HOUR 12:00 PM to 1:00 PM	Mendon Road Northbound				Mendon Road Southbound				Route 114 (Diamond Hill Road) Eastbound				Route 114 (Diamond Hill Road) Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	2	0	0	0	10	0	2	2	3	0	0	0	0

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

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	Mendon Road
Street 2:	Cass Ave
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	52	79	0	0	1	121	28	0	23	2	21	0	1	0	0
7:15 AM	0	38	126	1	0	7	139	44	0	41	6	34	0	0	1	2
7:30 AM	0	40	136	0	0	0	126	22	0	36	0	44	0	4	9	5
7:45 AM	0	53	112	1	0	0	139	37	0	32	0	48	0	16	19	20
8:00 AM	0	43	114	0	0	0	134	19	0	34	0	41	0	10	20	11
8:15 AM	0	35	120	0	0	0	112	24	0	39	0	45	0	15	12	10
8:30 AM	0	35	95	0	0	0	105	22	0	27	1	41	0	1	1	1
8:45 AM	0	21	114	0	0	2	100	27	0	22	0	38	0	0	0	0

	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	50	144	0	0	0	152	29	0	49	1	35	0	0	1	0
4:15 PM	0	40	140	0	0	0	157	40	0	36	0	28	0	4	6	4
4:30 PM	0	30	131	0	0	0	134	41	0	39	0	32	0	0	1	2
4:45 PM	0	39	141	0	0	0	137	39	0	41	0	35	0	2	0	1
5:00 PM	0	32	147	0	0	0	125	44	0	52	0	39	0	0	0	0
5:15 PM	0	41	156	0	0	0	126	46	0	38	0	27	0	0	0	1
5:30 PM	0	39	120	0	0	0	140	38	0	42	0	29	0	0	1	1
5:45 PM	0	46	139	0	0	0	127	46	0	33	2	38	0	1	3	5

AM PEAK HOUR 7:15 AM to 8:15 AM	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**174**	**488**	**2**	**0**	**7**	**538**	**122**	**0**	**143**	**6**	**167**	**0**	**30**	**49**	**38**
PHF		**0.94**				**0.88**				**0.98**				**0.53**		
HV %	**0.0%**	**4.0%**	**5.5%**	**0.0%**	**0.0%**	**0.0%**	**5.8%**	**1.6%**	**0.0%**	**6.3%**	**0.0%**	**3.6%**	**0.0%**	**0.0%**	**2.0%**	**0.0%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**159**	**556**	**0**	**0**	**0**	**580**	**149**	**0**	**165**	**1**	**130**	**0**	**6**	**8**	**7**
PHF		**0.92**				**0.93**				**0.87**				**0.38**		
HV %	**0.0%**	**1.9%**	**1.1%**	**0.0%**	**0.0%**	**0.0%**	**1.4%**	**2.7%**	**0.0%**	**1.2%**	**0.0%**	**2.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	Mendon Road
Street 2:	Cass Ave
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	1	3	0	0	0	3	0	0	0	0	1	0	0	0	0
7:15 AM	0	1	5	0	0	0	6	0	0	5	0	0	0	0	0	0
7:30 AM	0	1	7	0	0	0	11	0	0	2	0	2	0	0	0	0
7:45 AM	0	3	8	0	0	0	4	2	0	2	0	3	0	0	0	0
8:00 AM	0	2	7	0	0	0	10	0	0	0	0	1	0	0	1	0
8:15 AM	0	2	7	0	0	0	3	1	0	0	0	3	0	0	0	0
8:30 AM	0	2	9	0	0	0	10	3	0	1	0	3	0	0	0	0
8:45 AM	0	1	13	0	0	0	5	2	0	0	0	0	0	0	0	0

	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	3	3	0	0	0	2	1	0	0	0	1	0	0	0	0
4:15 PM	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	3	0	0	0	3	2	0	2	0	1	0	0	0	0
5:00 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	4	0	0	2	0	1	0	0	0	0
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0

AM PEAK HOUR 7:45 AM to 8:45 AM	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**9**	**31**	**0**	**0**	**0**	**27**	**6**	**0**	**3**	**0**	**10**	**0**	**0**	**1**	**0**
PHF	**0.91**				**0.63**				**0.65**				**0.25**			

PM PEAK HOUR 4:45 PM to 5:45 PM	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**9**	**0**	**0**	**0**	**15**	**2**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**
PHF	**0.75**				**0.85**				**0.50**				**0.00**			

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	Mendon Road
Street 2:	Cass Ave
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
7:30 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR[1] 7:15 AM to 8:15 AM	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	2	2	0	1	0	1	2	0	0	0	1

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2

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

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	Mendon Road
Street 2:	Cass Ave
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	26	97	0	0	1	109	29	0	24	0	36	0	1	0	0
11:15 AM	0	25	101	0	0	0	120	26	0	48	0	38	0	1	0	2
11:30 AM	0	27	120	0	0	1	112	30	0	38	0	23	0	0	1	1
11:45 AM	0	35	88	0	0	1	116	24	0	40	0	15	0	0	1	0
12:00 PM	0	29	100	0	0	0	128	28	0	38	0	29	0	0	0	1
12:15 PM	0	26	114	0	0	0	117	40	0	41	1	20	0	0	0	0
12:30 PM	0	34	123	0	0	0	107	29	0	38	0	31	0	0	0	0
12:45 PM	0	29	117	0	0	0	111	28	0	32	0	20	0	0	0	0

MID PEAK HOUR 12:00 PM to 1:00 PM	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**118**	**454**	**0**	**0**	**0**	**463**	**125**	**0**	**149**	**1**	**100**	**0**	**0**	**0**	**1**
PHF	**0.91**				**0.94**				**0.91**				**0.25**			
HV %	**0.0%**	**4.2%**	**0.7%**	**0.0%**	**0.0%**	**0.0%**	**0.6%**	**1.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	Mendon Road
Street 2:	Cass Ave
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0
11:15 AM	0	1	2	0	0	0	2	1	0	3	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0
12:00 PM	0	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:45 PM	0	2	1	0	0	0	1	1	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:15 AM to 12:15 PM	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**3**	**5**	**0**	**0**	**0**	**5**	**4**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
PHF	**0.67**				**0.75**				**0.42**				**0.00**			

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 2
Location:	Woonsocket, RI
Street 1:	Mendon Road
Street 2:	Cass Ave
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 12:00 PM to 1:00 PM	Mendon Road Northbound				Mendon Road Southbound				Cass Ave Eastbound				Driveway Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0

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

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Cass Ave
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	83	107	0	33	72	0	0	0	0	0	0	105	0	19
7:15 AM	0	0	95	121	0	37	102	0	0	0	0	0	0	138	0	28
7:30 AM	0	0	126	134	0	58	89	0	0	0	0	0	0	130	0	38
7:45 AM	2	0	135	137	0	77	122	0	0	0	0	0	0	114	0	53
8:00 AM	0	0	151	77	0	44	92	0	0	0	0	0	0	125	0	45
8:15 AM	1	0	114	95	0	32	96	0	0	0	0	0	0	96	0	35
8:30 AM	0	0	94	91	0	28	64	0	0	0	0	0	0	84	0	25
8:45 AM	0	0	85	89	0	11	95	0	0	0	0	0	0	116	0	36

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	118	127	0	42	153	0	0	0	0	0	0	151	0	35
4:15 PM	0	0	134	106	0	36	113	0	0	0	0	0	0	150	0	32
4:30 PM	0	0	112	117	0	48	141	0	0	0	0	0	0	166	0	36
4:45 PM	0	0	107	116	0	49	141	0	0	0	0	0	0	143	0	45
5:00 PM	0	0	131	123	1	36	147	0	0	0	0	0	0	147	0	37
5:15 PM	0	0	135	108	0	36	130	0	0	0	0	0	0	125	0	25
5:30 PM	0	0	106	137	0	34	105	0	0	0	0	0	0	109	0	38
5:45 PM	0	0	92	133	0	35	108	0	0	0	0	0	0	133	0	17

AM PEAK HOUR 7:15 AM to 8:15 AM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	2	**0**	**507**	**469**	**0**	**216**	**405**	**0**	**0**	**0**	**0**	**0**	**0**	**507**	**0**	**164**
PHF	**0.89**				**0.78**				**0.00**				**0.99**			
HV %	**0.0%**	**0.0%**	**2.8%**	**4.5%**	**0.0%**	**6.5%**	**4.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**3.9%**	**0.0%**	**6.1%**

PM PEAK HOUR 4:00 PM to 5:00 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**471**	**466**	**0**	**175**	**548**	**0**	**0**	**0**	**0**	**0**	**0**	**610**	**0**	**148**
PHF	**0.96**				**0.93**				**0.00**				**0.94**			
HV %	**0.0%**	**0.0%**	**2.3%**	**1.3%**	**0.0%**	**4.6%**	**2.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**2.3%**	**0.0%**	**7.4%**

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Cass Ave
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	3	0	2	3	0	0	0	0	0	0	4	0	1
7:15 AM	0	0	3	12	0	3	3	0	0	0	0	0	0	5	0	1
7:30 AM	0	0	6	4	0	9	8	0	0	0	0	0	0	7	0	3
7:45 AM	0	0	2	4	0	1	4	0	0	0	0	0	0	3	0	3
8:00 AM	0	0	3	1	0	1	2	0	0	0	0	0	0	5	0	3
8:15 AM	0	0	1	4	0	3	5	0	0	0	0	0	0	3	0	3
8:30 AM	0	0	6	2	0	0	5	0	0	0	0	0	0	7	0	2
8:45 AM	0	0	5	2	0	2	3	0	0	0	0	0	0	8	0	4

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	3	1	0	2	7	0	0	0	0	0	0	5	0	2
4:15 PM	0	0	5	1	0	2	2	0	0	0	0	0	0	3	0	2
4:30 PM	0	0	3	2	0	1	2	0	0	0	0	0	0	2	0	3
4:45 PM	0	0	0	2	0	3	2	0	0	0	0	0	0	4	0	4
5:00 PM	0	0	3	0	0	2	0	0	0	0	0	0	0	2	0	1
5:15 PM	0	0	1	2	0	1	1	0	0	0	0	0	0	1	0	0
5:30 PM	0	0	2	1	0	0	2	0	0	0	0	0	0	2	0	1
5:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0

AM PEAK HOUR 7:00 AM to 8:00 AM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**14**	**23**	**0**	**15**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**8**
PHF	**0.62**				**0.49**				**0.00**				**0.68**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**11**	**6**	**0**	**8**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**11**
PHF	**0.71**				**0.58**				**0.00**				**0.78**			

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Cass Ave
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
4:15 PM	0	1	2	0	0	2	0	2	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR[1] 7:15 AM to 8:15 AM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	4

PM PEAK HOUR[1] 4:00 PM to 5:00 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Cass Ave Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	3	2	0	0	3	0	3	0	0	0	0	0	0	1	1

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

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Cass Ave
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	69	105	0	23	78	0	0	0	0	0	0	100	0	30
11:15 AM	0	0	81	104	0	26	104	0	0	0	0	0	0	91	0	35
11:30 AM	0	0	86	76	0	20	93	0	0	0	0	0	0	93	0	20
11:45 AM	0	0	86	115	0	32	98	0	0	0	0	0	0	92	0	22
12:00 PM	0	0	86	111	0	31	91	0	0	0	0	0	0	93	0	26
12:15 PM	0	0	86	104	0	25	84	0	0	0	0	0	0	100	0	27
12:30 PM	0	0	71	86	0	31	96	0	0	0	0	0	0	105	0	26
12:45 PM	0	0	111	89	0	22	130	0	0	0	0	0	0	82	0	32

MID PEAK HOUR 12:00 PM to 1:00 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**354**	**390**	**0**	**109**	**401**	**0**	**0**	**0**	**0**	**0**	**0**	**380**	**0**	**111**
PHF	**0.93**				**0.84**				**0.00**				**0.94**			
HV %	**0.0%**	**0.0%**	**0.6%**	**0.3%**	**0.0%**	**2.8%**	**1.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.8%**	**0.0%**	**5.4%**

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Cass Ave
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Driveway Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	1	0	1	1	0	0	0	0	0	0	2	0	0
11:15 AM	0	0	2	3	0	0	3	0	0	0	0	0	0	2	0	2
11:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	5	0	0
11:45 AM	0	0	3	0	0	2	1	0	0	0	0	0	0	2	0	1
12:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0
12:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	1	0	1	3	0	0	0	0	0	0	2	0	3
12:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	2

MID PEAK HOUR 11:00 AM to 12:00 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Driveway Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**7**	**4**	**0**	**3**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**3**
PHF	**0.55**				**0.75**				**0.00**				**0.70**			

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 3
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Cass Ave
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Driveway Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1

MID PEAK HOUR 12:00 PM to 1:00 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Eastbound				Driveway Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4

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

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Clinton Street
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	68	31	0	6	57	0	0	3	76	51	0	0	0	0
7:15 AM	0	0	105	39	0	1	61	0	0	7	88	83	0	0	0	0
7:30 AM	0	0	144	38	0	1	62	0	0	3	96	98	0	0	0	0
7:45 AM	0	0	158	53	0	1	77	0	0	14	126	126	0	0	0	0
8:00 AM	0	0	162	51	0	2	68	0	0	8	83	74	0	0	0	0
8:15 AM	0	0	132	35	0	4	74	0	0	4	72	65	0	0	0	0
8:30 AM	0	0	107	24	0	0	52	0	0	11	83	62	0	0	0	0
8:45 AM	0	0	122	30	0	2	60	0	0	9	70	54	0	0	0	0

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	145	34	0	1	76	0	0	19	102	108	0	0	0	0
4:15 PM	0	0	133	36	0	0	72	0	0	16	88	88	0	0	0	0
4:30 PM	0	0	135	29	0	0	78	0	0	12	132	139	0	0	0	0
4:45 PM	0	0	143	26	0	3	99	0	0	14	109	106	0	0	0	0
5:00 PM	0	0	137	25	0	4	68	0	0	22	112	115	0	0	0	0
5:15 PM	0	0	146	23	0	0	84	0	0	24	100	112	0	0	0	0
5:30 PM	0	0	129	29	0	1	64	0	0	21	99	102	0	0	0	0
5:45 PM	0	0	104	19	0	1	77	0	0	17	81	88	0	0	0	0

AM PEAK HOUR 7:30 AM to 8:30 AM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**596**	**177**	**0**	**8**	**281**	**0**	**0**	**29**	**377**	**363**	**0**	**0**	**0**	**0**
PHF	**0.91**				**0.93**				**0.72**				**0.00**			
HV %	**0.0%**	**0.0%**	**3.2%**	**3.4%**	**0.0%**	**0.0%**	**3.2%**	**0.0%**	**0.0%**	**6.9%**	**2.4%**	**6.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR 4:30 PM to 5:30 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**561**	**103**	**0**	**7**	**329**	**0**	**0**	**72**	**453**	**472**	**0**	**0**	**0**	**0**
PHF	**0.98**				**0.82**				**0.88**				**0.00**			
HV %	**0.0%**	**0.0%**	**2.0%**	**0.0%**	**0.0%**	**0.0%**	**0.9%**	**0.0%**	**0.0%**	**1.4%**	**2.4%**	**1.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Clinton Street
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	3	0	0	0	1	0	0	0	2	2	0	0	0	0
7:15 AM	0	0	5	1	0	0	3	0	0	0	3	8	0	0	0	0
7:30 AM	0	0	6	2	0	0	4	0	0	0	3	11	0	0	0	0
7:45 AM	0	0	4	2	0	0	1	0	0	2	3	3	0	0	0	0
8:00 AM	0	0	4	2	0	0	1	0	0	0	2	3	0	0	0	0
8:15 AM	0	0	5	0	0	0	3	0	0	0	1	7	0	0	0	0
8:30 AM	0	0	5	5	0	0	3	0	0	0	2	3	0	0	0	0
8:45 AM	0	0	10	5	0	0	1	0	0	0	3	2	0	0	0	0

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	3	0	0	1	5	0	0	0	1	4	0	0	0	0
4:15 PM	0	0	7	2	0	0	2	0	0	0	2	1	0	0	0	0
4:30 PM	0	0	4	0	0	0	2	0	0	0	3	2	0	0	0	0
4:45 PM	0	0	4	0	0	0	0	0	0	0	1	3	0	0	0	0
5:00 PM	0	0	2	0	0	0	1	0	0	0	3	2	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	1	4	1	0	0	0	0
5:30 PM	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0

AM PEAK HOUR 7:15 AM to 8:15 AM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**19**	**7**	**0**	**0**	**9**	**0**	**0**	**2**	**11**	**25**	**0**	**0**	**0**	**0**
PHF	**0.81**				**0.56**				**0.68**				**0.00**			

PM PEAK HOUR 4:00 PM to 5:00 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**18**	**2**	**0**	**1**	**9**	**0**	**0**	**0**	**7**	**10**	**0**	**0**	**0**	**0**
PHF	**0.56**				**0.42**				**0.85**				**0.00**			

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Clinton Street
Count Date:	10/5/2023
Day of Week:	Thursday
Weather:	Clouds & Sun, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3
7:15 AM	0	0	0	4	0	0	0	1	0	0	1	9	0	0	0	1
7:30 AM	0	0	0	1	0	1	0	9	0	0	0	2	0	0	0	0
7:45 AM	0	0	0	2	0	1	0	2	0	0	0	2	0	0	0	1
8:00 AM	0	0	0	3	0	0	0	2	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	0
8:45 AM	0	0	0	2	0	1	0	2	0	0	0	3	0	0	0	0

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
4:00 PM	2	0	0	4	0	1	0	2	0	0	0	6	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	1	9	0	0	0	0
4:30 PM	0	2	0	4	0	0	0	3	0	0	0	2	0	0	0	0
4:45 PM	0	3	2	1	0	0	0	1	0	0	0	4	0	0	0	0
5:00 PM	0	1	0	2	0	1	0	2	0	0	0	1	0	0	0	0
5:15 PM	0	1	0	1	0	0	0	4	0	0	0	1	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0
5:45 PM	0	0	0	2	0	0	1	1	0	0	1	2	0	0	0	1

AM PEAK HOUR[1] 7:30 AM to 8:30 AM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	6	0	2	0	14	1	0	1	4	0	0	0	2

PM PEAK HOUR[1] 4:30 PM to 5:30 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	7	2	8	0	1	0	10	0	0	0	8	0	0	0	3

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

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Clinton Street
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	91	20	0	0	44	0	0	16	92	75	0	0	0	0
11:15 AM	0	0	94	21	0	0	51	0	0	13	76	79	0	0	0	0
11:30 AM	0	0	90	19	0	1	52	0	0	13	85	67	0	0	0	0
11:45 AM	0	0	103	26	0	2	56	0	0	11	76	77	0	0	0	0
12:00 PM	0	0	109	13	0	0	42	0	0	14	65	93	0	0	0	0
12:15 PM	0	0	97	30	0	3	48	0	0	17	101	78	0	0	0	0
12:30 PM	0	0	97	18	0	3	55	0	0	11	89	74	0	0	0	0
12:45 PM	0	0	123	25	0	4	43	0	0	22	78	114	0	0	0	0

MID PEAK HOUR 12:00 PM to 1:00 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**426**	**86**	**0**	**10**	**188**	**0**	**0**	**64**	**333**	**359**	**0**	**0**	**0**	**0**
PHF	**0.86**				**0.85**				**0.88**				**0.00**			
HV %	**0.0%**	**0.0%**	**1.9%**	**0.0%**	**0.0%**	**0.0%**	**1.6%**	**0.0%**	**0.0%**	**1.6%**	**0.0%**	**1.7%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Clinton Street
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	1	0	0	0	1	0	0	1	0	2	0	0	0	0
11:15 AM	0	0	4	0	0	0	3	0	0	0	2	0	0	0	0	0
11:30 AM	0	0	2	0	0	0	0	0	0	1	1	2	0	0	0	0
11:45 AM	0	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0
12:15 PM	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0
12:30 PM	0	0	3	0	0	0	2	0	0	0	0	2	0	0	0	0
12:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:00 AM to 12:00 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**0**	**12**	**0**	**0**	**0**	**4**	**0**	**0**	**2**	**3**	**6**	**0**	**0**	**0**	**0**
PHF	**0.60**				**0.33**				**0.69**				**0.00**			

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 4
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Clinton Street
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	3	0	0	0	2	0	1	0	4	0	0	1	2
11:15 AM	1	0	0	0	0	0	0	1	0	0	0	3	0	0	0	2
11:30 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0
11:45 AM	1	0	0	3	0	1	0	9	0	0	0	1	0	0	0	4
12:00 PM	0	0	0	1	0	0	0	3	0	1	0	3	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0
12:45 PM	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	1

MID PEAK HOUR 12:00 PM to 1:00 PM	Route 126 (Cumberland Street) Northbound				Route 126 (Cumberland Street) Southbound				Clinton Street Eastbound				Clinton Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	9	0	0	0	6	0	1	0	4	0	0	0	2

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

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 5
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Social Street & Rathbun Street
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PASSENGER CARS & HEAVY VEHICLES COMBINED

	Route 126 (Cumberland Street) Northbound				Rathbun Street Southbound				Social Street Eastbound				Social Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	52	36	0	0	0	19	26	0	0	0	0	0	28	64	1
11:15 AM	0	59	39	0	0	0	20	24	0	0	0	0	0	34	82	2
11:30 AM	0	62	40	0	0	0	21	20	0	0	0	0	0	34	88	3
11:45 AM	0	72	34	0	0	0	33	22	0	0	0	0	0	30	108	1
12:00 PM	0	69	46	0	0	0	19	29	0	0	0	0	0	27	83	2
12:15 PM	0	67	41	0	0	0	22	21	0	0	0	0	0	35	77	2
12:30 PM	0	61	37	0	0	0	30	21	0	0	0	0	0	33	94	2
12:45 PM	0	87	46	0	0	0	26	38	0	0	0	0	0	24	70	3

MID PEAK HOUR 11:45 AM to 12:45 PM	Route 126 (Cumberland Street) Northbound				Rathbun Street Southbound				Social Street Eastbound				Social Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**269**	**158**	**0**	**0**	**0**	**104**	**93**	**0**	**0**	**0**	**0**	**0**	**125**	**362**	**7**
PHF	**0.93**				**0.90**				**0.00**				**0.89**			
HV %	**0.0%**	**2.2%**	**3.2%**	**0.0%**	**0.0%**	**0.0%**	**1.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.6%**	**1.1%**	**0.0%**

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 5
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Social Street & Rathbun Street
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

HEAVY VEHICLES

	Route 126 (Cumberland Street) Northbound				Rathbun Street Southbound				Social Street Eastbound				Social Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0
11:15 AM	0	3	0	0	0	0	2	0	0	0	0	0	0	1	0	0
11:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0
12:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	1	1	0
12:45 PM	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0

MID PEAK HOUR 11:15 AM to 12:15 PM	Route 126 (Cumberland Street) Northbound				Rathbun Street Southbound				Social Street Eastbound				Social Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	**8**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**
PHF	**0.75**				**0.25**				**0.00**				**0.50**			

Client:	Andy Foote
Project #:	1366_1_BL
BTD #:	Location 5
Location:	Woonsocket, RI
Street 1:	Route 126 (Cumberland Street)
Street 2:	Social Street & Rathbun Street
Count Date:	10/7/2023
Day of Week:	Saturday
Weather:	Cloudy, 60°F

New England COUNTS
PO Box 1723
Framingham, MA 01701

PEDESTRIANS & BICYCLES

	Route 126 (Cumberland Street) Northbound				Rathbun Street Southbound				Social Street Eastbound				Social Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	2	0	0	0	5	0	0	0	4	0	1	0	2
11:30 AM	0	0	0	2	0	0	1	4	0	0	0	1	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	2	0	6	1	1	0	0
12:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	5	0	1	0	1	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0

MID PEAK HOUR 11:45 AM to 12:45 PM	Route 126 (Cumberland Street) Northbound				Rathbun Street Southbound				Social Street Eastbound				Social Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	0	0	0	2	9	0	3	0	7	1	2	0	0

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

APPENDIX

Stormwater Pollution Prevention Plan (SWPPP)

SMALL-SITE
Stormwater Pollution Prevention Plan

For:

Mill Street Bridge No. 688 Rehabilitation
Corridor – Woonsocket, PTSID: 2607D

Mill Street over the Peters River

Woonsocket, Rhode Island

Owner:	**RI DEPARTMENT OF TRANSPORTATION** Alisa Diaz Richardson 2 Capitol Hill Providence, RI 02903 401-222-2468

Operator:

TO BE DETERMINED UPON CONTRACT AWARD

Estimated Project Dates:	Start Date: To be determined Completion Date: To be determined
SWPPP Prepared By:	**GM2 Associates, Inc.** Kevin M. Nagle, P.E. 200 Main Street, Suite 300 Pawtucket, RI 02860 (401) 726-4084
SWPPP Preparation Date:	1/22/2025

OWNER CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under the direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete.

2/28/25

Owner Signature: Date

Owner Name: Alisa Diaz Richardson, PE

Owner Title: Administrator, Environmental Division

Company Name: Rhode Island Department of Transportation

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INTRODUCTION

This Small-Site Storm Water Pollution Prevention Plan (SWPPP) has been prepared for the State of Rhode Island Department of Transportation (RIDOT) for a construction project that has less than one (1) acre of soil disturbance. This document provides general guidance for the installation and maintenance of erosion and sediment controls on small projects.

The purpose of erosion and sedimentation best management practices (BMPs) is to prevent pollutants from leaving the construction site and entering waterways or environmentally sensitive areas during and after construction. This SWPPP has been prepared prior to the initiation of construction activities to address anticipated worksite conditions. The best management practices (BMPs) depicted on the site plan and described in this narrative should be considered the minimum measures required to control erosion, sedimentation, and stormwater runoff at the site. Since construction is a dynamic process with changing site conditions, it is the operator's responsibility to manage the site during the construction phases to prevent pollutants from leaving the site. This may require the operator to revise and amend the SWPPP during construction to address varying site and/or weather conditions, such as by adding or realigning erosion or sediment controls.

It is the responsibility of the RIDOT Construction Manager to maintain the SWPPP, including all attachments, amendments, and inspection records, at the project field office and to make all records available for inspection by RIDEM during construction.

The RIDOT Construction Manager and designated Certified SWPPP Inspector are required to review the SWPPP and sign the Party Certification pages (Section 8). The prime contractor and all subcontractors involved in earthwork or exterior construction activities are also required to review the SWPPP and sign the certification pages before construction begins.

Any questions regarding the SWPPP, BMPs, inspection requirements, or any other facet of this document may be addressed to the RIDOT Environmental Division at 401-734-4892.

Please note: Even if practices are correctly installed on a site according to the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

SECTION 1: SITE DESCRIPTION

1.1 Project/Site Information

The Rhode Island of Transportation (RIDOT) will be undertaking a program of repairs and preservation measures upon Mill Street Bridge (No. 068801), which carries Mill Street over the Peters River in the City of Woonsocket, Rhode Island. The location of the existing crossing within the surrounding environment is depicted on the General Location Map provided as an attachment to this SWPPP.

1.2 Nature and Sequence of Construction Activity

The work to be performed under this Contract consists of preservation measures designed to extend the service life of the existing bridge. These measures include deck-level preservation (repainting of railings, application of concrete sealant to sidewalk and uppermost superstructure elements), structural concrete masonry repairs (repairs to cracks, spalls, and similar deficiencies in concrete elements, including those along the bridge's upstream and downstream spandrel/return walls and the inner barrel walls of the arch opening) and channel stabilization measures (including pressure grouting of voids and placement of riprap in scour holes in the existing riprap protection through the hydraulic opening).

Ground disturbance will be limited to the minor clearing and grading required to provide worker access to lower portions of the bridge, and upon completion of the work all areas temporarily disturbed will be returned to pre-project conditions through grading, stabilization, and plantings. Construction activities beneath the bridge will be conducted during the low flow season (July 1 to October 31).

Estimated Project Start Date:	(to be determined upon contract award)
Estimated Project Completion Date:	(to be determined upon contract award)
Estimated Number of Months:	2-3 months

1.3 Construction Site Estimates

The following are estimates of the construction site:

Total Project Area	0.2 acres
Construction Site Area to be disturbed	0.02 acres
Percentage impervious area <u>before</u> construction	80 %
Percentage impervious area <u>after</u> construction	80 %

1.4 Potential Discharges

Indicate where the stormwater from the active site may discharge to:

Environmentally Sensitive Areas	Construction Site Discharges to: (Yes / No)	List discharge points & indicate how determination was made
Waters of the State	Yes	The subject bridge spans the Peters River (RI0001003R-04), a 3rd-order tributary of the Blackstone River. *(RIGIS/RIDEM data)*
Wetlands (Coastal or Upland)	Yes	The watercourse is a freshwater wetland feature subject to protection under the state's Freshwater Wetlands Rules (250-RICR-150-15-3). *(RIGIS/RIDEM data)*
Separate Storm Sewer System	Yes	Closed drainage facilities are present along Mill Street. *(RIDOT record plans, Stormwater Database)*
303(d) Impaired Waters	No	The Peters River is not on the current 303(d) List of Impaired Waters.*(RIGIS/RIDEM data, 2024 IWQMA Report)*
TMDL Waters	Yes	TMDLs were effected in 2013 to address impairments caused by metals (copper) and bacteria (Enterococcus, Fecal Coliform). *(RIGIS/RIDEM data, 2024 IWQMA Report)*
Special Resource Protection Waters (SRPWs)	No	*(RIGIS/RIDEM data)*
Cold Water Fisheries	No	*(RIGIS/RIDEM data)*
Natural Heritage Areas	No	*(RIGIS/RIDEM data)*

Historic/Cultural Areas	No	The bridge is approximately 200 feet east (and downhill of) of the Jenckes Mansion, a listed site on Social Street. None of the project work will occur at or near this historic resource. The bridge itself is not historic, eligible, or potentially eligible. *(RIGIS/RIDEM data)*
Permanent Stormwater Structures (swales, outfalls, treatment units, etc.)	No	None in vicinity of bridge. *(RIDOT record plans, Stormwater Database)*

1.5 Allowable Non-Storm Water Discharges

RIPDES Construction General Permit – IV.E.1.g

Are there allowable non-stormwater discharges on or near the project area?

☐ Yes ☒ No

List of allowable non-stormwater discharges:

- N/A

Are there any known or contaminated discharges, including dewatering operations, on or near the project area?

☐ Yes ☒ No

If yes, list the discharges and the RIPDES individual permit number(s) or RIPDES Remediation General Permit Authorization number(s) associated with these discharges.

- RIPDES individual permit number: N/A
- RIPDES Remediation General Permit Authorization number: N/A

1.6 Potential Sources of Pollution

Check the potential pollution sources that may reasonably be expected to affect the quality of storm water discharges from the site

Anticipated on this Project (Y/N)	Operation/ Location	Stormwater Pollutants
Y	Clearing, grading, excavating, and unstabilized areas	Sediment; Trash/Debris
N	Construction Entrance	Sediment
N	Soil Stockpiles	Sediment
N	Paving operations	Sediment; Trash/Debris
Y	Concrete washout and waste	Heavy metals; pH; Trash/Debris
Y	Structure construction/ painting/ cleaning	Nutrients; pH; Trash/Debris; Toxic chemicals
N	Demolition and debris disposal	Sediment; Trash/Debris
Y	Dewatering operations	Sediment; Nutrients
N	Drilling and blasting operations	Sediment; pH; Trash/Debris
Y	Material delivery and storage	Sediment; Nutrients; Heavy metals; pH; Pesticides/Herbicides; Oil/Grease; Trash/Debris; Toxic chemicals
Y	Material use during building process	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; trash/debris; toxic chemicals
Y	Solid waste/ trash/ debris	trash/debris; toxic chemicals
N	Hazardous waste	heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
N	Contaminated spills	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
Y	Sanitary/septic waste (porta potty?)	Nutrients; pH; Bacteria/Viruses; toxic chemicals
N	Vehicle/equipment fueling and maintenance	Oil/Grease; Toxic chemicals; fuel
Y	Vehicle/equipment use and storage	Oil/Grease; Toxic chemicals
N	Landscaping operations	Sediment; Nutrients; Trash/Debris
N	Off-site LUHPPL run-on	Industrial toxins; oil/grease; heavy metals; fuel; salt; hazardous materials
N	Other:	

1.7 Site Plans

TITLE & DATE OF PLAN SET(S):

State of Rhode Island, Department of Transportation
Corridor – Woonsocket, Volume 03: Rehabilitation of Bridge No. 095401 & Preservation of Bridge Nos. 068801, 093901 & 095301

(_____ Sheets, Date: _____)

** Date of approved Advertising Plan Set to be added above. See Section 6 (Amendments) and Section 7 (Recordkeeping).*

- ☐ Total area of development
- ☐ Total area of soil disturbance
- ☐ Areas that will not be disturbed
- ☐ The location of all erosion and sediment controls
- ☐ Locations of storm drain inlets and outfalls
- ☐The location and name of the receiving waters or separate storm sewer system and the ultimate receiving waters
- ☐Location and name of all waters of the State, including wetlands
- ☐Location of environmentally sensitive features/areas to be protected (Section 1.4)
- ☐ Constraint locations of material storage areas, equipment storage areas, concrete washouts, dumpsters, stockpiles, fueling locations etc.
  (i.e. locations where these activities will <u>not</u> occur)

SECTION 2: EROSION AND SEDIMENTATION CONTROLS

What is a BMP?

Erosion and Sedimentation controls are Best Management Practice (BMP) devices, practices, or methods for preventing storm water pollutants from leaving the construction site and reaching environmentally sensitive areas. The most common BMPs are compost filter socks, straw bales, and silt fence, but a BMP can also be a policy or procedure like construction sequencing and street sweeping. The objectives of erosion and sediment controls are to minimize the potential for erosion and sedimentation during construction activities.

If BMPs are not depicted on the approved plan set, but erosion or sedimentation is occurring, appropriate BMPs must be installed as directed by the RIDOT Construction Manager.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ *2.1 Minimize Disturbed Area and Protect Natural Features*

Limiting the disturbed areas as much as possible leaves natural vegetation to serve as the erosion control. Preservation of topsoil is also important – layers underneath topsoil are much more prone to erosion and have less absorption capacity.

As far as is practicable, existing vegetation will be protected and left in place, in accordance with the clearing limits shown on the approved Plans. Prior to any land disturbance activities commencing on the site, the Contractor will physically mark limits of disturbance (LOD) on the site and any areas to be protected within the site, so that workers can see the areas to be protected. Topsoil will be preserved where possible, in accordance with stock pile management specifications

☒ 2.2 Phase Construction Activity

Proper sequencing of construction activities is essential to maximize the effectiveness of erosion and sediment control measures.

At a minimum, construction sequencing and timing of construction activities will include:

1. Before any earthwork begins, erosion and sediment controls will be installed as depicted on the Approved Plans, and in accordance with all applicable sections of the RIDOT Standard Specifications. Upon acceptable completion of site preparation and installation of erosion and sediment controls, site construction activities may commence.

2. While earthwork is being done, routine inspection and maintenance and/or modification of erosion and sediment controls will be performed.

3. Final stabilization of any disturbed areas after earthwork has been completed.

☒ 2.3 Control Stormwater Flowing Onto & Through Project

Stormwater flow protection is necessary to prevent concentrated stormwater flows from coming on to the project site &/or moving through the project site.

Structural BMPs will be used to divert flows from exposed soils, retain or detain flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include straw bales/silt fencing, compost filter socks, fiber rolls, gravel bag berms, slope drains, check dams, and riprap.

☒ 2.4 Stabilizing Soils

Phased Clearing & Grubbing:

Only areas that can be reasonably expected to have active construction work being performed within 21-days of disturbance will be cleared/grubbed at any one time. It is NOT acceptable to clear and grub the entire construction site if disturbed portions will not be active within the 21-day time-frame.

Clearing/Grubbing will not take place during a rain event if erosion is likely to occur; nor will it occur if a rain event is forecasted and appropriate erosion controls cannot be installed prior to the storm and in accordance with section 201, 206 through 211 of the RIDOT standard specifications.

No undisturbed areas will be cleared of existing vegetation after October 15th of any calendar year or during any period of full or limited winter shutdown. All disturbed soils exposed prior to October 15 of any calendar year will be seeded or protected by that date. Any such areas that do not have adequate vegetative stabilization, as determined by the Construction Manager or environmental inspector, by November 15 of any calendar year, must be stabilized by erosion control matting or mulch, in accordance with specifications contained within the RI Soil Erosion and Sediment Control Handbook (as amended). If work continues within any of these areas during the period from October 15 through April 15, care must be taken to ensure that only the area required for that Day's work is exposed, and all erodible soil must be restabilized within 5 working days.

As per RIDOT Standard Specification 201.03.1 – Clearing and Grubbing:
After clearing, and by the end of each day's grubbing operation, the Contractor will install erosion control measures that are indicated on the Plans or as directed by the Construction Manager. Such erosion control measures will be installed in strict accordance with the requirements of **SECTIONS 206, 207,** and **208** of these Specifications, **PERIMETER EROSION CONTROLS, CHECK DAMS**, and **TEMPORARY DEWATERING BASINS**, respectively.

Initiating Stabilization Practices

Upon completion and acceptance of site preparation and initial installation of erosion and sediment controls the operator will initiate appropriate stabilization practices during all phases of construction on all disturbed areas as soon as possible but not more than fourteen (14) days after the construction activity in that area has temporarily or permanently ceased, unless the activity is to resume within twenty-one (21) days.

Any disturbed areas that will not have active construction activity occurring within twenty-one (21) days must be stabilized using the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section L.02 – Seeding, Section L.05 - Seed Stabilizers and Section M.18 – Landscape Materials (M.18.08 – Mulch and M.18.09 – Seed Stabilizer Materials).

Maintaining Stabilization

Controls and methods that may be used to maintain soil stabilization include the placement of geotextiles, erosion control blankets/mats, and temporary seeding. If the stabilization BMPs fail and erosion occurs, then alternative control measures &/or methods may need to be substituted.

☒ 2.5 Protect Slopes

Slope protection is necessary to prevent concentrated stormwater flow from eroding the slope.

Structural BMPs will be used to temporarily conduct concentrated stormwater runoff safely down the face of a cut or fill slope without causing erosion on or below the slope.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include temporary slope drains, compost filter socks, fiber rolls, gravel bag berms, erosion control mats/blankets, and temporary vegetative cover.

☒ 2.6 Protect Storm Drain Inlets

Inlet protection is necessary to prevent sediment and debris from entering the storm drain system.

Structural BMPs will be used to protect ALL stormwater inlets &/or catch basins that may receive sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include catch basin inserts, compost filter socks, fiber rolls, and gravel bag berms.

☒ 2.7 Protect Storm Drain Outfalls

Outfall protection is necessary to prevent scour or severe erosion at discharge points. Outfalls often have high velocity, high volume flows, and require strong materials that will withstand the forces of the water. The function of these BMPs is to protect the soil surface, reduce velocity, and promote infiltration. Storm drain outlet BMPs also offer a last line of protection against sediment entering environmentally sensitive areas.

Structural BMPs will be used to protect ALL stormwater outfalls that may discharge sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include compost filter socks, fiber rolls, gravel bag berms, and rip-rap.

☒ 2.8 Establish Perimeter Controls and Sediment Barriers

Perimeter controls and sediment barriers are necessary to prevent sediment and debris from leaving the construction site.

Structural BMPs will be used to establish perimeter barriers that will stop sediment-laden stormwater flow from leaving the construction site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include baled straw &/or silt fence, compost filter socks, fiber rolls, and gravel bag berms.

☒ *2.9 Retain Sediment On-Site and Control Dewatering Practices*

Sediment traps, basins, and barriers are used to retain sediment on the site to protect streams, lakes, drainage systems, and adjacent property. These devices are used at the outlets of channels, diversions, and other runoff conveyance measures to allow sediment-filled water to pool and sediment to settle. These measures are often used as the last line of defense to stop sediment from leaving the site.

The dewatering of non-contaminated non-stormwater (i.e. groundwater) or accumulated precipitation discharge of sediment-laden water into storm drains, streams, lakes or wetlands prior to sediment removal is prohibited.

The dewatering of contaminated non-stormwater cannot be discharged without prior notice and approval from either the Rhode Island Department of Environmental Management (RIDEM) or the Coastal Resources Management Council (CRMC). Should dewatering of contaminated water be occurring on this construction project, appropriate permits will have been obtained, and will be included as part of the Contract Documents.

Describe controls, including design specifications and details, to be used to retain sediments on-site. Describe dewatering practices that will be implemented if water must be removed from an area so that construction activity can continue.

- Temporary sandbag cofferdams will be employed to contain and dewater channel-level work as required. All such work will be performed by hand during the seasonal low flow period (July 1 – October 31), and at no time will the extents of cofferdams exceed 50% of the channel or bridge opening width. If dewatering is required, RIDOT Standard 9.7.0 dewatering basins or approved equal will be employed, and all stilled water will be returned to the river non-erosively.

☒ *2.10 Monitoring Weather Conditions*

Care will be taken to avoid having unstabilized areas exposed during precipitation events. Weather forecasts will be routinely checked, and in the case of an expected precipitation event of over 0.25-inches over a 24-hour period, all BMPs will be inspected, and maintained as necessary, prior to the weather event.

In the case of an extreme weather forecast (greater than one-inch of rain over a 24-hour period), additional erosion/sediment controls will be installed where appropriate.

List the weather gauge station that will be utilized to monitor weather conditions on the construction site. See www.wunderground.com or www.weather.gov for available stations.

- Social Station (KRIWOONS18) - 42.01 °N, 71.52 °W
  https://www.wunderground.com/weather/us/ri/woonsocket/KRIWOONS18

SECTION 3: GOOD HOUSEKEEPING BMPS

The purpose of good housekeeping is to prevent daily construction operations and activities from causing pollution.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ 3.1 Off-site Tracking of Sediments

Any construction site access point must employ the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section 211 – Construction Accesses, or any method approved of by the RIDOT Construction Manager and the RIDOT Environmental Division. Construction accesses will be used in conjunction with the stabilization of construction roads to reduce the amount of mud picked up by construction vehicles. All RI STD 9.9.0 Construction Access roads will be constructed prior to any roadway accepting construction traffic

If a Construction Access BMP is not designated on the plans, it is still the responsibility of the Operator to ensure that no sediment is tracked off the construction site by any vehicles leaving the site. Additional control measures that may be used, upon approval, include a vehicle washing station and/or daily street sweeping.

The Operator will remain responsible for the clean-up of any mud or dirt that is tracked onto streets or paved areas, even with the installation of gravel construction entrances. Inspect access for excessive sediment build up. Remove sediment and rebuild the exit as necessary to retain effectiveness and prevent off-site tracking. Additional street cleaning may be required if unable to retain sediment on site.

☒ 3.2 Waste Disposal

Building materials and other construction site wastes will be properly managed and disposed of to prevent the discharge of solid materials from wind and precipitation. All types of waste generated at the site will be disposed of in a manner consistent with State Law and/or regulations.

- The waste collection area will not be within any of the constraint areas located on the “Constraint Map” (Section 1.7) and will be approved by the RIDOT Construction Manager.
- All waste containers will be covered to avoid contact with wind and precipitation.
- Waste collection will be scheduled frequently enough to prevent containers from overfilling.
- All construction site wastes will be collected, removed, and disposed of in accordance with applicable regulatory requirements and only at authorized disposal sites.
- Equipment and containers will be checked for leaks, corrosion, support or foundation failure, or other signs of deterioration. Those that are found to be defective will be immediately repaired or replaced.

☒ 3.3 Spill Prevention and Control Plan

Spills and leaks will be avoided through frequent inspection of equipment and material storage areas. Heavy equipment and other vehicles will be routinely inspected for leaks and repaired as necessary. Material storage areas will be routinely inspected for leaky containers, open containers, or improper storage techniques that may lead to spills or leaks. Appropriate cleanup procedures and supplies will be available on-site.

Spills will be cleaned up immediately and following proper response procedures and in accordance with any applicable regulatory requirements. At no time will spills be cleaned and flushed down storm drains or in to any environmentally sensitive area (i.e. stream, pond, wetland).

Equipment/vehicle fueling and repair/maintenance operations or hazardous material storage will not take place within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

☒ 3.4 Control of Allowable Non-Storm Water Discharges

Non-storm water discharges will be controlled to reduce the likelihood of contamination. Allowable discharges will be kept separate from stormwater flow with BMPs.

For contaminated non-stormwater discharge(s), the requirements and regulations of the associated RIPDES individual permit or RIPDES Remediation General Permit will be adhered to at all times.

☒ 3.5 Establish Proper Building Material Staging Areas

Stock pile management consists of procedures and practices designed to minimize or eliminate the discharge of stockpiled material (soil, topsoil, base material, rubble) from entering drainage systems or water courses.

Stock piles will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager. They will have side slopes no greater than 30% and stockpiles of erodible material will be seeded and ringed with RI STD 9.1.0 to stabilize (or RIDOT approved equivalent: berms, dikes, fiber rolls, compost socks, sandbag, gravel bags).

If soil stockpiles are not stabilized with vegetation, then they will be securely covered at the end of each workday.

All chemicals and/or hazardous waste material must be stored properly and legally in covered areas, with containment systems constructed in or around the storage areas. Areas must be designated for materials delivery and storage. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.6 Designate Washout Areas

Concrete mixer trucks and chutes will be washed in a designated area or concrete wastes will be properly disposed of off-site. Washout areas for concrete, paint or any other material will not be within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

Temporary concrete washout areas must be constructed and maintained to contain all water and concrete waste generated by washout operations. A sign should be placed at the washout site to inform concrete equipment operators of the facility location. Facilities must be cleaned or replaced when they reach 75% capacity.

At no time will any material (concrete, paint, chemicals) be washed into storm drains, open ditches, streets, streams, wetlands, or any environmentally sensitive area. The site operator must ensure that construction waste is properly and legally disposed of, to avoid exposure to precipitation, at the end of each working day. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.7 Establish proper equipment/vehicle fueling & maintenance practices

Vehicle fueling, maintenance and/or washing will occur off-site, or in designated areas. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

Areas will be clearly designated, and berms, sandbags, or other barriers will be used around the perimeter of the maintenance area to prevent storm water contamination.

Construction vehicles will be inspected frequently for leaks. Repairs will take place immediately. Disposal of all used oil, antifreeze, solvents and other automotive-related chemicals will be according to applicable regulations; at no time will any material be washed down the storm drain or in to any environmentally sensitive area.

☒ 3.8 Dust Control

Dust control procedures and practices will be used to suppress dust on a construction site during the construction process, as applicable. Precipitation, temperature, humidity, wind velocity and direction will determine amount and frequency of applications. However, the best method of controlling dust is to prevent dust production. This can best be accomplished by limiting the amount of bare soil exposed at one time. RIDOT Standard Specifications Section 907 – Dust Control – will be followed.

Dust Control methods may include watering, surface roughening, wind barriers, walls, and covers.

☒ 3.9 Sweeping

Sweeping of streets, roads, highways, and parking lots that have accumulated significant amounts of pollutants (construction site sediment, trash, debris) will be done as necessary, or as directed by the RIDOT Construction Manager. When construction exits are not keeping construction site sediment from the roadway, sweeping will be done daily. Disposal of collected sweeping material will follow RIDOT Standard Specifications Section 931 – Cleaning and Sweeping Pavement.

SECTION 4: POST-CONSTRUCTION BMPs

Post-Construction Best Management Practices are BMPs that are installed during the Construction Phase of a project to manage storm water flow after the construction is completed.

Measures must be used during the construction project to protect permanent or long term BMPs as they are installed so that they will function properly when they are brought online at the end of the construction phase.

Such long-term BMPs may include: infiltration basins, open vegetated swales and natural depressions, vegetated buffer strips, and detention/ retention structures. Controls may also be needed to prevent or minimize erosion at outfall locations or along the length of vegetated channels to reduce velocity flow from the structure to the receiving waters.

Control measures that may need to be implemented during the construction phase typically include measures to ensure proper installation and/or long term functioning of the long-term BMPs. Examples include: ensuring proper material staging areas and equipment routing to avoid compaction of soil in areas meant for permanent BMPs, and final cleaning of structural BMPs before construction finalization.

4.1 Post-Construction BMPs

For each permanent BMP, identify measures that are required to protect the BMP during the construction phase of the project to ensure that they will function appropriately once they are brought online.

Location	Post-Construction BMP	Protective Measures
None within scope of bridge preservation project		

SECTION 5: MAINTENANCE and INSPECTIONS

RIPDES Construction General Permit – Section IV.E.2.d

5.1 Maintenance

Maintenance procedures for erosion and sedimentation controls and stormwater management structures/facilities are described on the approved plan set and in Section 212 of the RHODE ISLAND DEPARTMENT OF TRANSPORTATION Standard Specifications for Road and Bridge Construction August 2023 EDITION (and Amendments).

The Contractor will maintain erosion and pollution controls to the satisfaction of the Construction Manager. Erosion and pollution controls must be able to prevent, under normal weather conditions, both the movement of soil materials and the intrusion of sediment-laden discharges into environmentally sensitive areas.

Construction will not commence or continue until all specified erosion and pollution controls are in place, properly installed and accepted by the Construction Manager.

Erosion and pollution controls will be cleaned when sediment deposits reach the heights indicated in the table provided in Section 212.03.1 of the RIDOT Standard Specifications, after a rainstorm as necessary; and/or when directed by the RIDOT Construction Manager.

Erosion control structures will remain in place until all disturbed earth has been securely stabilized and accepted by RIDOT. Before final removal, all accumulated sediment on the upstream side will be removed and legally disposed of. After removal of structures, disturbed areas will be regraded and stabilized as necessary.

BMPs will be maintained in effective operating condition by appropriate means. Upon identification of BMPs that are not operating effectively, maintenance and/or appropriate means will be performed as soon as practicable.

Timely maintenance of the control measures identified in this SWPPP will be ensured by weekly and post-storm event site inspections. These site inspections are a condition and requirement of the RIDOT Stormwater Management Program Plan.

Please Note: The contractor is required to have a full-time, on-site designated contact person responsible for working with the RIDOT Construction Manager and the SWPPP Inspector to resolve SWPPP-related issues.

5.2 Inspections

Minimum Monitoring and Reporting Requirements

The construction site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt. An appropriate rain gauge (as may be found on www.wunderground.com or www.nws.noaa.gov (or similar sites)) must be identified and utilized for the determination of the storm events.

General Notes

- The Certified SWPPP Inspector (Inspector) will prepare a separate inspection report for each inspection.
- The Inspection Reference Number will be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2011-AA-BBB-**4**
- Each report will be signed and dated by the SWPPP Inspector and forwarded to the Construction Manager within 24 hours of the inspection.
- Each report will be signed and dated by the Construction Manager and forwarded to the Contractor's designated representative.
- Each report will be signed and dated by the Contractor upon receipt.
- If Corrective Actions are required, the Contractor will initiate appropriate measures within 24 hours of receiving of the inspection report.
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.

ATTACHMENT A: Inspection Report Instructions and Template

5.3 Corrective Actions

If, in the opinion of the Inspector or Construction Manager, corrective action is required, the Inspector or Construction Manager will note it on the inspection report and will notify and direct the Contractor to take corrective action and make all necessary repairs whenever maintenance of the erosion and pollution controls is required.

In accordance with Section 212 of the RIDOT Standard Specifications, the Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager.

If the Construction Manager decides on any given day that those erosion and pollution controls specified in the Contract are not in place or have not been adequately maintained as specified in this Section, the daily charge set forth in Special Provision Code 212.1000 will be deducted from monies due the Contractor as a charge for failure to comply with this Specification. Moreover, the stated daily charge will continue each consecutive calendar day thereafter until the deficiencies noted have been corrected to the complete satisfaction of the Construction Manager.

ATTACHMENT A: Inspection Report Instructions and Template including Corrective Action Log

SECTION 6: Amendments

This SWPPP is intended to be a working document.

It is expected that amendments will be required throughout the construction of the project.

Even if practices are installed on a site per the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

The SWPPP will be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives (i.e. the selected BMPs are not effective in controlling erosion or sedimentation).

All revisions must be recorded in the Record of Amendments Log Sheet within the SWPPP, and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments. Update the Revision Date and the Version # in the footer of the Report to reflect amendments made.

All SWPPP Amendments, except minor non-technical revisions, must be approved by the Construction Manager.

SECTION 7: Recordkeeping

7.1 Requirements

It is the RIDOT Construction Manager's responsibility to have the following documents at the Field Office and immediately available for review upon request:

- A copy of the fully signed and dated SWPPP
- Copies of all signed and dated Inspection Reports
- Corrective Action Log
- Amendment Log
- Any Regulatory permits obtained as part of the Project

SECTION 8: Party Certifications

All parties working for the Rhode Island Department of Transportation are required to comply with the Stormwater Pollution Prevention Plan (SWPPP) for any work that is performed on-site. Any person or group who violates any condition of the SWPPP may be subject to substantial penalties or loss of contract. Contractors and Sub-Contractors are encouraged to advise all employees working on this project of the requirements of the SWPPP. A copy of the SWPPP is available for your review at the RIDOT Field Office, or may be obtained from the RIDOT Environmental Division by calling (401) 734-4892.

The prime contractor and each subcontractor engaged in activities at the construction site that could impact stormwater must be identified and sign the following certification statement.

I acknowledge that I have read and understand the terms and conditions of the SWPPP for the above designated project and agree to follow the BMPs and practices described in the SWPPP.

RIDOT Construction Manager:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Contractor's Certified SWPPP Inspector:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date & certification w/#

Contractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Subcontractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Insert more contact/signature lines as necessary

Amendment Log

ALL AMENDMENTS MUST BE APPROVED BY RIDOT CONSTRUCTION MANAGER

Describe amendment to be made to SWPPP, the date, and the person/title making the amendment. The RIDOT Construction Manager must approve ALL amendments.

	Date	Description of Amendment	R.E. initials
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Add more lines/pages as necessary

SWPPP APPENDICES

Attachment A

Small-Site SWPPP Inspection Report with Instructions

Small-Site SWPPP Corrective Action Log

Attachment B

Location Map

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

Small-Site SWPPP Inspection Report with Instructions

For all projects with **less than one (1) acre of soil disturbance**, RIDOT is required to develop and enforce a site-specific **Storm Water Pollution Prevention Plan** (**SWPPP**) to remain in compliance with RIDOT's Stormwater Management Program Plan (SWMPP). As part of the SWPPP, a site-specific inspection report must be created and utilized.

Preparing the Inspection Report

This inspection report template has been provided by RIDOT for the development of the site-specific SWPPP Inspection Report. It must be customized for each individual Project to meet the requirements of the RIPDES Construction General Permit and our SWMPP.

It is expected that this Inspection Report will be prepared as part of the preparation of the site-specific SWPPP. This inspection report template is designed to be customized according to the SWPPP document (initially) and then customized based on conditions at the site.

Review the site-specific SWPPP and the Plans to develop the inspection report. ***On a copy of the site plan, number all stormwater BMPs and areas of the site that will be inspected.*** Include both structural (basins, outlet protection, swales, etc) and non-structural (construction entrances, perimeter barriers, trash areas, etc) BMPs and areas that will be inspected. Also, identify all point source outfalls, areas of highly erodible soils, and the priority natural resource areas (i.e. streams, wetlands, mature trees, etc). **List each BMP or area to be inspected separately in the site-specific BMP section of the inspection report**.

An appropriate rain gauge must be identified and utilized for the determination of the storm events. Rain gauges may be found on www.wunderground.com, www.nws.noaa.gov (or similar sites).

Small-Site SWPPP Inspection Report Instructions for:

RIDOT ENVIRONMENTAL DIVISION

- The RIDOT Administrator of the Environmental Division must review the SWPPP and sign the Certification Statement as the site OWNER on p. iii of the SWPPP.

RIDOT CONSTRUCTION MANAGER

- The RIDOT Construction Manager (CM) must review the SWPPP and sign the Certification Statement for RIDOT Construction Manager in Section 8. If the CM has any questions, contact the RIDOT Environmental Division (ED) at 401-734-4892.
- After an inspection has been performed, the CM must sign the 'acknowledgement' certification on Page 1 of the Inspection Report **at time of receipt from the Inspector.**
- The CM must review the Inspection Report within 24-hours of receipt.
    - If the CM agrees with the Inspection report, the CM must:
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
    - If the CM disagrees with a corrective action item, the CM must:
        - Document objection with each item and provide justifiable reason in the inspection report. The contractor will not responsible for initiating corrective actions for such items. RIDOT's ED will review such items if warranted.
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.
- **The Inspection Report serves as the RIDOT directive to the Contractor to proceed with corrective actions.**
- **The CM is responsible for verifying Corrective Actions performed by the Contractor (sign/date on Corrective Action Log).**

- On a monthly basis, the Construction Manager must electronically submit a PDF of the Inspection Reports to the Project Manager (PM) and the Environmental Division (ED). Please submit ED reports to: dot.swppp@dot.ri.gov .

Monthly submission:

  - must include each completed, dated, and signed inspection report, including any associated photos.
  - must be submitted no later than the 10th of the month following the end of the reporting period.
  - must include a copy of the daily rainfall summary data for the month as reported by the selected rain gauge (ex/ the monthly calendar from www.wunderground.com).
  - may have the report content, frequency, &/or submission format changed with approval from the ED.

CONTRACTOR'S CERTIFIED SWPPP INSPECTOR

- The Contractor may be the Inspector if they are qualified, or the Contractor may designate another qualified person as the Inspector (see current Section 212 of RIDOT Specifications). The designated inspector must review the SWPP Plan and sign the Certification Statement for SWPPP Inspector in Section 8 of the SWPPP.
- **It is the responsibility of the Contractor's Inspector to start the SWPPP Inspections BEFORE EARTHWORK BEGINS.** Earthwork is NOT allowed to proceed until a SWPPP Inspection of the site has been completed.
- A separate inspection report will be prepared for each inspection.
- Complete any items that will remain constant, such as the project information and BMP locations and descriptions. Then print out multiple copies (double-sided!) of this customized inspection report to use during the inspections *or save the file for future use on a computer*. **The Inspector must also include their Certification/Qualification number on each inspection report.**
- The Inspection Reference Number shall be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2006-AA-BBB-**4**
- Check the rain gauge for past & future weather data prior to inspection.
- Minimum Monitoring and Reporting Requirements

  "…the site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt." (per RIPDES CGP)

- When conducting the inspection, walk the site by following the site map and numbered BMPs locations for inspection. Also, note whether the overall site issues have been addressed.
- Take photos to document issues, completed required maintenance/corrective actions – each photo should be dated and have a unique identification # and written description indicating where it is located within the project area. If a close-up photo is required, it should be preceded with a photo including both the detail area and some type of visible fixed reference point. Photos should be annotated with Station numbers and other identifying information where needed.
- For each inspection, the Inspector must determine if the Construction site is in compliance with the SWPPP, or not. The Inspector must check the appropriate check-box on Page 1 of the inspection report.
- Each report must be signed and dated by the Inspector and forwarded to the RIDOT Construction Manager within 24-hours of the inspection.

CONTRACTOR

- The Contractor must review the SWPPP and sign the Certification Statement for Contractor in Section 8 of the SWPPP.
- After an Inspection has been performed, the Contractor must sign the 'acknowledgement' certification on Page 1 of the inspection form at time of receipt from the Construction Manager.
- The CM will provide a copy of the signed Inspection Report to the Contractor.
- **The Inspection Report serves as your RIDOT directive to proceed with corrective actions.**
- In accordance with the SWPPP and Section 212 of the RIDOT Standard Specifications, the **Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**.
- The **CONTRACTOR** is responsible for maintaining the CORRECTIVE ACTION LOG for each inspection report. The log is a running total. Do not create a new one for each inspection.

Small-Site SWPPP Inspection Report Instructions for:

INSPECTOR, CONSTRUCTION MANAGER, & CONTRACTOR

Amendments

The SWPPP shall be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives.

SWPPP Amendments may be recommended by any party, but all amendments must be approved by the Construction Manager. The revision must be recorded in the Record of Amendments Log Sheet within the SWPPP and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments by the Inspector.

Questions

RIDOT Environmental Division
360 Lincoln Ave
Warwick, RI 02888
401-734-4892

dot.swppp@dot.ri.gov

RIC # INSPECTION #

RIDOT Small-Site SWPPP Inspection Report

Project Information			
Name/RIC/PTSID			
RIDOT Project Mgr		**RIDOT Construction Mgr**	
Contractor		**Contractor's Project Superintendent**	
E&S Sub-Contractor Contact		**Certified SWPPP Inspector's Cert. & Cert. #**	

Inspection Information			
Contractor's SWPPP Inspector Info	**Name**	**Phone**	**Email**
Inspection Date	Click or tap to enter a date.	**Start/End Time**	

Inspection Type

☐ **Weekly** ☐ **Pre-storm event** ☐ **During storm event** ☐ **Post-storm event** ☐ **Violation**

Weather Information

Rain Gauge:

Last Rain Event

Date Click or tap to enter a date.: Duration (hrs): Approximate Rainfall (in):

Current Weather at time of this inspection:

Weather Forecast at time of this inspection: (And: When is next precipitation or wind event anticipated?)

Certification Statements

Inspector: (check one)

☐ I, as the designated Inspector, certify that this site has been inspected and is in compliance with the site-specific SWPPP.

☐ I, as the designated Inspector, certify that this site has been inspected and I have made the determination that the site requires corrective actions before it will be compliant with the site-specific SWPPP. The required corrective actions are noted within this inspection report.

Print Name:	Signature:	Date: Click or tap to enter a date.

Construction Manager:

I, the RIDOT Construction Manager, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

Contractor:

I, the designated Contractor representative, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

RIC # INSPECTION #

EROSION AND SEDIMENTATION BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is the CORRECTIVE ACTION to bring into compliance?
2.1	Are **Limits of Disturbance** clearly marked at the site?	☐Yes ☐No		
2.1	Are **natural resource areas** (e.g., streams, wetlands, trees, etc.) protected with sediment barriers or similar BMPs?	☐Yes ☐No ☐None on/adjacent to site		
2.2	Is **construction sequencing** being followed?	☐Yes ☐No ☐N/A		
2.3	Are **structural BMPs** properly installed to divert stormwater flow from entering the construction site?	☐Yes ☐No ☐None needed		
2.4	Is **clearing/grubbing** only occurring in areas that will have active work within 21-days?	☐Yes ☐No		
2.4	Is **clearing/grubbing** taking place inside the Apr 15 - Oct 15 window?	☐Yes ☐No		
2.4	Do **disturbed/unstabilized areas** have appropriate erosion/ sedimentation controls in place?	☐Yes ☐No ☐All areas stabilized		
2.5	Are all **slopes** protected from concentrated stormwater flow?	☐Yes ☐No ☐No slopes		
2.6	Are **ALL** storm drain **inlets &/or catch basins** properly protected with silt sacks or other appropriate BMPs?	☐Yes ☐No		
2.7	Are **ALL** storm drain **outfalls** properly protected from scour/erosion?	☐Yes ☐No ☐No outfalls		
2.8	Are **perimeter and sediment controls** adequately installed & maintained to prevent sediment from leaving the site (including entering drainage system)?	☐Yes ☐No		
2.9	If dewatering, are discharge points protected & **receiving waters** free of sediment deposits?	☐Yes ☐No ☐No dewatering		
2.10	Is **weather** forecast being checked regularly?	☐Yes ☐No		
Notes on Erosion and Sediment Controls:				

RIC # INSPECTION #

GOOD HOUSEKEEPING BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is CORRECTIVE ACTION to bring into compliance?
3.1	Are BMPs effectively limiting **sediment** from being tracked into the street?	☐Yes ☐No		
3.2	Is **trash/litter** from work areas collected & placed in covered containers regularly?	☐Yes ☐No		
3.3	Are **equipment**, vehicles, containers, & storage areas free from leaks?	☐Yes ☐No		
3.3	Are **materials** that are potential stormwater contaminants covered or stored inside?	☐Yes ☐No		
3.4	Are **non-storm water discharges** (i.e. dust control H_2O) free from contamination?	☐Yes ☐No		
3.5	Are **stockpiles** covered (either with temporary vegetation or tarps), ringed with barrier BMPs, & located at least 50 feet away from natural resources & storm drains?	☐Yes ☐No ☐No stockpiles		
3.6	Are **washout facilities** (e.g. paint, grout, concrete) available, clearly marked, and **maintained** & located at least 50-feet away from natural resources and storm drains?	☐Yes ☐No ☐No concrete use at this time		
3.7	Are **vehicle** & **equipment** fueling, cleaning, & maintenance areas free from leaks & located at least 50-feet away from natural resources & storm drains?	☐Yes ☐No ☐No fueling areas		
3.8	Is **dust** being controlled on-site?	☐Yes ☐No		
3.9	Is **sweeping** being used to keep sediment off roads & parking lots?	☐Yes ☐No		
PROCEDURAL BMP INSPECTION		**"No" means needs attention**	**Assoc. Photo #**	**If "No", what is CORRECTIVE ACTION to bring into compliance?**
4.1	Are **permanent stormwater STUs** (i.e. infiltration basins, swales, permeable pavement areas) being protected from compaction? (*No stockpiling or vehicles in these areas*!)	☐Yes ☐No ☐No permanent STUs		
5.1	Are all **erosion & pollution controls** being maintained in accordance with RIDOT Standard Spec Section 212?	☐Yes ☐No		
5.2	Are **inspections** taking place at least every 7 days & after storm events?	☐Yes ☐No		
5.3	Has the Contractor initiated & completed previous **Corrective Actions** (CA)?	☐Yes ☐No ☐No previous CA		
6.0	Are SWPPP **Amendments** being logged?	☐Yes ☐No ☐None		
7.0	Are SWPPP & ALL **inspection reports** being kept at RIDOT Field Office?	☐Yes ☐No		

RIC # INSPECTION #

TO BE FILLED OUT BY RIDOT CONSTRUCTION MANAGER

OUTSTANDING CORRECTIVE ACTIONS

Were **CORRECTIVE ACTIONS** reported in the previous inspection report?

☐ **NO**	No Corrective Actions were issued in previous inspection report.
☐ **YES** and…	☐ All Corrective Actions have been addressed Date work began: Click or tap to enter a date. | Date work completed: Click or tap to enter a date. ☐ Corrective Actions remain and are noted in this inspection report. **WHY did they not get addressed w/in 7-days?**

NOTICE TO CONTRACTOR

This SWPPP Inspection Report, completed by a qualified inspector, indicates that this construction site is:

☐ **COMPLIANT**	☐ No immediate actions are required. Keep up the good work! ☐ **Work is required to maintain site compliance. Contractor to complete the noted corrective actions within 24 hours to stay in compliance. Site moves into non-compliant category after 24 hours if not completed. Charges may be assessed.**
☐ **NON-COMPLIANT**	**This document serves as your RIDOT directive to proceed with the CORRECTIVE ACTIONS that have been outlined above.** The SWPPP, Construction Contract documents, and Section 212 of the RIDOT Standard Specifications state that the **Contractor** will commence with the requisite cleaning and maintenance measures **no later than the next consecutive calendar day** after receiving such a directive from the Construction Manager **and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**. Date work to begin: Click or tap to enter a date. Date work to be completed: Click or tap to enter a date.

R.E. initials: _____ R.E. Comments:

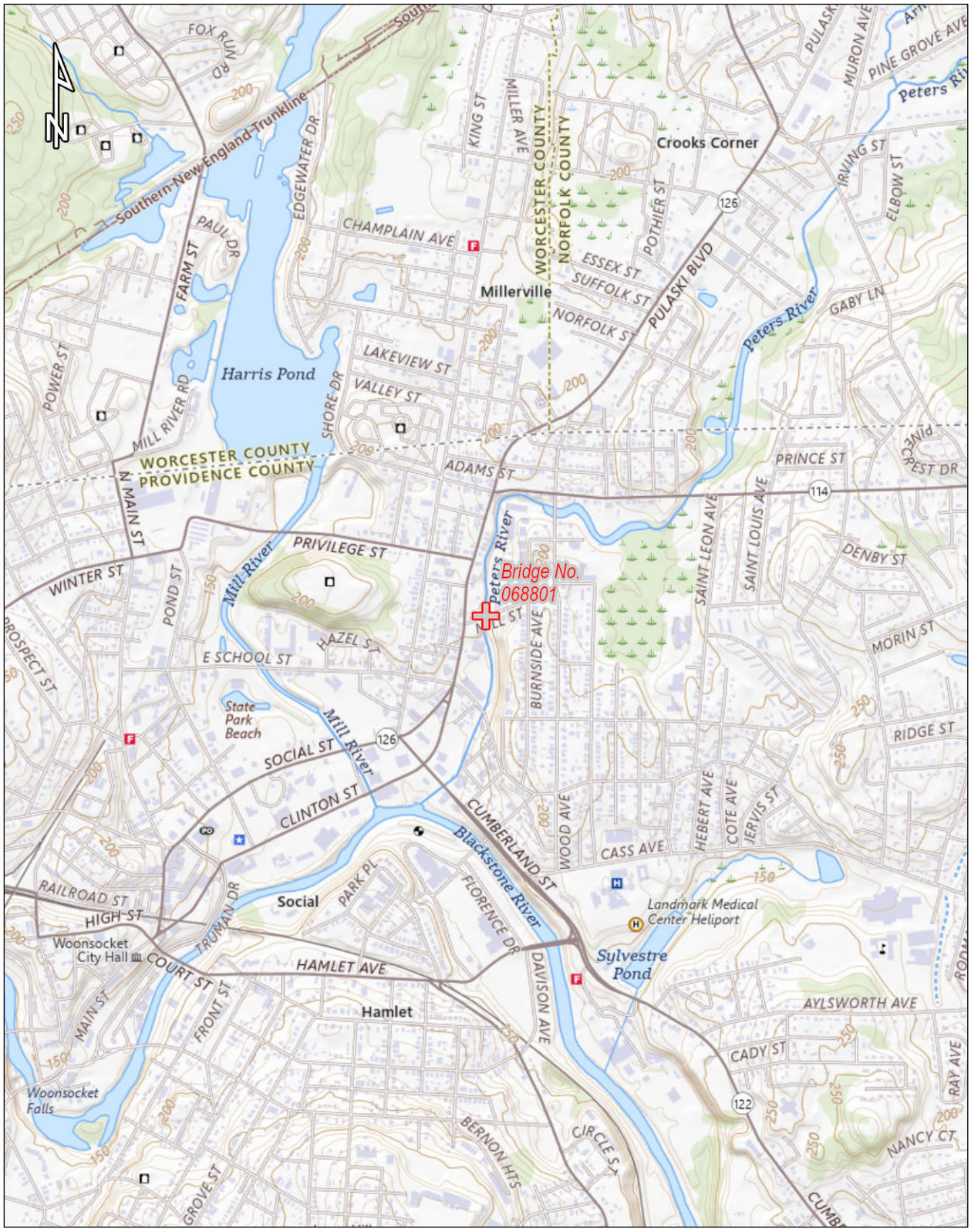
Date: Click or tap to enter a date.

RIC # INSPECTION #

Corrective Action Log

THIS FORM TO BE FILLED OUT BY SITE CONTRACTOR FOR EVERY INSPECTION

Location/ Station	Corrective Action	Date Notified	Date Completed	RIDOT Initial
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
Operator Signature:		**Date:**	Click or tap to enter a date.	



General Location Map

Sources: RIGIS, USGS National Map • Approximate Scale: 1" = 1,500'

SMALL-SITE
Stormwater Pollution Prevention Plan

For:

Blackstone Street Bridge No. 939 Rehabilitation
Corridor – Woonsocket, PTSID: 2607D

Blackstone Street over P&W Railroad

Woonsocket, Rhode Island

Owner:	**RI DEPARTMENT OF TRANSPORTATION** Alisa Diaz Richardson 2 Capitol Hill Providence, RI 02903 401-222-2468

Operator:

TO BE DETERMINED UPON CONTRACT AWARD

Estimated Project Dates:	Start Date: To be determined Completion Date: To be determined
SWPPP Prepared By:	**GM2 Associates, Inc.** Kevin M. Nagle, P.E. 200 Main Street, Suite 300 Pawtucket, RI 02860 (401) 726-4084
SWPPP Preparation Date:	1/29/2025

OWNER CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under the direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete.

_____

Owner Signature: Date

Owner Name: Alisa Diaz Richardson, PE

Owner Title: Administrator, Environmental Division

Company Name: Rhode Island Department of Transportation

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INTRODUCTION

This Small-Site Storm Water Pollution Prevention Plan (SWPPP) has been prepared for the State of Rhode Island Department of Transportation (RIDOT) for a construction project that has less than one (1) acre of soil disturbance. This document provides general guidance for the installation and maintenance of erosion and sediment controls on small projects.

The purpose of erosion and sedimentation best management practices (BMPs) is to prevent pollutants from leaving the construction site and entering waterways or environmentally sensitive areas during and after construction. This SWPPP has been prepared prior to the initiation of construction activities to address anticipated worksite conditions. The best management practices (BMPs) depicted on the site plan and described in this narrative should be considered the minimum measures required to control erosion, sedimentation, and stormwater runoff at the site. Since construction is a dynamic process with changing site conditions, it is the operator's responsibility to manage the site during the construction phases to prevent pollutants from leaving the site. This may require the operator to revise and amend the SWPPP during construction to address varying site and/or weather conditions, such as by adding or realigning erosion or sediment controls.

It is the responsibility of the RIDOT Construction Manager to maintain the SWPPP, including all attachments, amendments, and inspection records, at the project field office and to make all records available for inspection by RIDEM during construction.

The RIDOT Construction Manager and designated Certified SWPPP Inspector are required to review the SWPPP and sign the Party Certification pages (Section 8). The prime contractor and all subcontractors involved in earthwork or exterior construction activities are also required to review the SWPPP and sign the certification pages before construction begins.

Any questions regarding the SWPPP, BMPs, inspection requirements, or any other facet of this document may be addressed to the RIDOT Environmental Division at 401-734-4892.

Please note: Even if practices are correctly installed on a site according to the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

SECTION 1: SITE DESCRIPTION

1.1 Project/Site Information

The Rhode Island of Transportation (RIDOT) will be undertaking a program of repairs and preservation measures upon Blackstone Stret Bridge (No. 093901), which carries Blackstone Street over the Providence and Worcester (P&W) Railroad in the City of Woonsocket, Rhode Island. The location of the existing crossing within the surrounding environment is depicted on the General Location Map provided as an attachment to this SWPPP.

1.2 Nature and Sequence of Construction Activity

The work to be performed under this Contract consists of preservation measures designed to extend the service life of the existing bridge. These measures include deck-level preservation (including reconstruction of approach sidewalks and curbing, mill and overlay of pavement, painting of railings, etc.) and structural concrete and masonry repairs (including repairs to cracks, spalls, and similar deficiencies in concrete elements).

Ground disturbance will be limited to the minor clearing and grading required to provide worker access to lower portions of the bridge. Upon completion of the work all areas temporarily disturbed will be returned to pre-project conditions through grading, stabilization, and plantings.

Estimated Project Start Date:	(to be determined upon contract award)
Estimated Project Completion Date:	(to be determined upon contract award)
Estimated Number of Months:	2-3 months

1.3 Construction Site Estimates

The following are estimates of the construction site:

Total Project Area	0.2 acres
Construction Site Area to be disturbed	0.02 acres
Percentage impervious area <u>before</u> construction	80 %
Percentage impervious area <u>after</u> construction	80 %

1.4 Potential Discharges

Indicate where the stormwater from the active site may discharge to:

Environmentally Sensitive Areas	Construction Site Discharges to: (Yes / No)	List discharge points & indicate how determination was made
Waters of the State	Yes	The subject bridge is within the watershed of the Blackstone River (RI0001003R-01A), a major 5th-order watercourse. *(RIGIS/RIDEM data)*
Wetlands (Coastal or Upland)	No	The subject bridge is located within a heavily-developed area. There are no regulated wetland features in the vicinity of the bridge. *(RIGIS/RIDEM data)*
Separate Storm Sewer System	Yes	Closed drainage facilities are present along Blackstone Street. *(RIDOT record plans, City of Woonsocket GIS data)*
303(d) Impaired Waters	Yes	The Blackstone River is classified as a Category 5 waterbody on the 2022 303(d) List of Impaired Waters for impairments of iron, mercury in fish tissue, and PCBs in fish tissue. *(RIGIS/RIDEM data, 2024 IWQMA Report)*
TMDL Waters	Yes	TMDLs were effected in 2013 to address impairments caused by metals (cadmium) and bacteria (Enterococcus, Fecal Coliform). *(RIGIS/RIDEM data, 2024 IWQMA Report)*
Special Resource Protection Waters (SRPWs)	Yes	Blackstone River (RI0001003R-01A) is listed as a SRPW under the state's *Water Quality Regulations* (250-RICR-150-05-1) under the categories of Ecological Habitat, Critical Habitat (Rare and Endangered Species), and Unique Freshwater Wetland. *(RIGIS/RIDEM data)*
Cold Water Fisheries	No	*(RIGIS/RIDEM data)*

Natural Heritage Areas	No	*(RIGIS/RIDEM data)*
Historic/Cultural Areas	Yes	Two historic districts (North End Historic District and Cato Hill Historic District) are located to the west and east of the subject bridge respectively. Neither the bridge itself, nor any property or location within the limits of disturbance, is listed as a historic site. The project has received a “no adverse effect” determination from the Rhode Island Historical Preservation & Heritage Commission (RIHPHC). *(RIGIS/RIDEM data)*
Permanent Stormwater Structures (swales, outfalls, treatment units, etc.)	Yes	The municipal closed drainage system discharges over the bridge embankment to a drainage ditch along the P&W railroad facilities. *(RIDOT record plans, City of Woonsocket GIS data)*

1.5 Allowable Non-Storm Water Discharges

RIPDES Construction General Permit – IV.E.1.g

Are there allowable non-stormwater discharges on or near the project area?

☐ Yes ☒ No

List of allowable non-stormwater discharges:

- N/A

Are there any known or contaminated discharges, including dewatering operations, on or near the project area?

☐ Yes ☒ No

If yes, list the discharges and the RIPDES individual permit number(s) or RIPDES Remediation General Permit Authorization number(s) associated with these discharges.

- RIPDES individual permit number: N/A
- RIPDES Remediation General Permit Authorization number: N/A

1.6 Potential Sources of Pollution

Check the potential pollution sources that may reasonably be expected to affect the quality of storm water discharges from the site

Anticipated on this Project (Y/N)	Operation/ Location	Stormwater Pollutants
Y	Clearing, grading, excavating, and unstabilized areas	Sediment; Trash/Debris
N	Construction Entrance	Sediment
N	Soil Stockpiles	Sediment
Y	Paving operations	Sediment; Trash/Debris
Y	Concrete washout and waste	Heavy metals; pH; Trash/Debris
Y	Structure construction/ painting/ cleaning	Nutrients; pH; Trash/Debris; Toxic chemicals
Y	Demolition and debris disposal	Sediment; Trash/Debris
N	Dewatering operations	Sediment; Nutrients
N	Drilling and blasting operations	Sediment; pH; Trash/Debris
Y	Material delivery and storage	Sediment; Nutrients; Heavy metals; pH; Pesticides/Herbicides; Oil/Grease; Trash/Debris; Toxic chemicals
Y	Material use during building process	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; trash/debris; toxic chemicals
Y	Solid waste/ trash/ debris	trash/debris; toxic chemicals
N	Hazardous waste	heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
N	Contaminated spills	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
Y	Sanitary/septic waste (porta potty?)	Nutrients; pH; Bacteria/Viruses; toxic chemicals
N	Vehicle/equipment fueling and maintenance	Oil/Grease; Toxic chemicals; fuel
Y	Vehicle/equipment use and storage	Oil/Grease; Toxic chemicals
N	Landscaping operations	Sediment; Nutrients; Trash/Debris
N	Off-site LUHPPL run-on	Industrial toxins; oil/grease; heavy metals; fuel; salt; hazardous materials
N	Other:	

1.7 Site Plans

TITLE & DATE OF PLAN SET(S):

State of Rhode Island, Department of Transportation
Corridor – Woonsocket, Volume 03: Rehabilitation of Bridge No. 095401 & Preservation of Bridge Nos. 068801, 093901 & 095301

(_____ Sheets, Date: _____)

** Date of approved Advertising Plan Set to be added above. See Section 6 (Amendments) and Section 7 (Recordkeeping).*

- ☐ Total area of development
- ☐ Total area of soil disturbance
- ☐ Areas that will not be disturbed
- ☐ The location of all erosion and sediment controls
- ☐ Locations of storm drain inlets and outfalls
- ☐The location and name of the receiving waters or separate storm sewer system and the ultimate receiving waters
- ☐Location and name of all waters of the State, including wetlands
- ☐Location of environmentally sensitive features/areas to be protected (Section 1.4)
- ☐ Constraint locations of material storage areas, equipment storage areas, concrete washouts, dumpsters, stockpiles, fueling locations etc.
  (i.e. locations where these activities will <u>not</u> occur)

SECTION 2: EROSION AND SEDIMENTATION CONTROLS

What is a BMP?

Erosion and Sedimentation controls are Best Management Practice (BMP) devices, practices, or methods for preventing storm water pollutants from leaving the construction site and reaching environmentally sensitive areas. The most common BMPs are compost filter socks, straw bales, and silt fence, but a BMP can also be a policy or procedure like construction sequencing and street sweeping. The objectives of erosion and sediment controls are to minimize the potential for erosion and sedimentation during construction activities.

If BMPs are not depicted on the approved plan set, but erosion or sedimentation is occurring, appropriate BMPs must be installed as directed by the RIDOT Construction Manager.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ *2.1 Minimize Disturbed Area and Protect Natural Features*

Limiting the disturbed areas as much as possible leaves natural vegetation to serve as the erosion control. Preservation of topsoil is also important – layers underneath topsoil are much more prone to erosion and have less absorption capacity.

As far as is practicable, existing vegetation will be protected and left in place, in accordance with the clearing limits shown on the approved Plans. Prior to any land disturbance activities commencing on the site, the Contractor will physically mark limits of disturbance (LOD) on the site and any areas to be protected within the site, so that workers can see the areas to be protected. Topsoil will be preserved where possible, in accordance with stock pile management specifications

☒ 2.2 Phase Construction Activity

Proper sequencing of construction activities is essential to maximize the effectiveness of erosion and sediment control measures.

At a minimum, construction sequencing and timing of construction activities will include:

1. Before any earthwork begins, erosion and sediment controls will be installed as depicted on the Approved Plans, and in accordance with all applicable sections of the RIDOT Standard Specifications. Upon acceptable completion of site preparation and installation of erosion and sediment controls, site construction activities may commence.

2. While earthwork is being done, routine inspection and maintenance and/or modification of erosion and sediment controls will be performed.

3. Final stabilization of any disturbed areas after earthwork has been completed.

☒ 2.3 Control Stormwater Flowing Onto & Through Project

Stormwater flow protection is necessary to prevent concentrated stormwater flows from coming on to the project site &/or moving through the project site.

Structural BMPs will be used to divert flows from exposed soils, retain or detain flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include straw bales/silt fencing, compost filter socks, fiber rolls, gravel bag berms, slope drains, check dams, and riprap.

☒ 2.4 Stabilizing Soils

Phased Clearing & Grubbing:

Only areas that can be reasonably expected to have active construction work being performed within 21-days of disturbance will be cleared/grubbed at any one time. It is NOT acceptable to clear and grub the entire construction site if disturbed portions will not be active within the 21-day time-frame.

Clearing/Grubbing will not take place during a rain event if erosion is likely to occur; nor will it occur if a rain event is forecasted and appropriate erosion controls cannot be installed prior to the storm and in accordance with section 201, 206 through 211 of the RIDOT standard specifications.

No undisturbed areas will be cleared of existing vegetation after October 15th of any calendar year or during any period of full or limited winter shutdown. All disturbed soils exposed prior to October 15 of any calendar year will be seeded or protected by that date. Any such areas that do not have adequate vegetative stabilization, as determined by the Construction Manager or environmental inspector, by November 15 of any calendar year, must be stabilized by erosion control matting or mulch, in accordance with specifications contained within the RI Soil Erosion and Sediment Control Handbook (as amended). If work continues within any of these areas during the period from October 15 through April 15, care must be taken to ensure that only the area required for that Day's work is exposed, and all erodible soil must be restabilized within 5 working days.

As per RIDOT Standard Specification 201.03.1 – Clearing and Grubbing:
After clearing, and by the end of each day's grubbing operation, the Contractor will install erosion control measures that are indicated on the Plans or as directed by the Construction Manager. Such erosion control measures will be installed in strict accordance with the requirements of **SECTIONS 206, 207,** and **208** of these Specifications, **PERIMETER EROSION CONTROLS, CHECK DAMS**, and **TEMPORARY DEWATERING BASINS**, respectively.

Initiating Stabilization Practices

Upon completion and acceptance of site preparation and initial installation of erosion and sediment controls the operator will initiate appropriate stabilization practices during all phases of construction on all disturbed areas as soon as possible but not more than fourteen (14) days after the construction activity in that area has temporarily or permanently ceased, unless the activity is to resume within twenty-one (21) days.

Any disturbed areas that will not have active construction activity occurring within twenty-one (21) days must be stabilized using the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section L.02 – Seeding, Section L.05 - Seed Stabilizers and Section M.18 – Landscape Materials (M.18.08 – Mulch and M.18.09 – Seed Stabilizer Materials).

Maintaining Stabilization

Controls and methods that may be used to maintain soil stabilization include the placement of geotextiles, erosion control blankets/mats, and temporary seeding. If the stabilization BMPs fail and erosion occurs, then alternative control measures &/or methods may need to be substituted.

☒ 2.5 Protect Slopes

Slope protection is necessary to prevent concentrated stormwater flow from eroding the slope.

Structural BMPs will be used to temporarily conduct concentrated stormwater runoff safely down the face of a cut or fill slope without causing erosion on or below the slope.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include temporary slope drains, compost filter socks, fiber rolls, gravel bag berms, erosion control mats/blankets, and temporary vegetative cover.

☒ 2.6 Protect Storm Drain Inlets

Inlet protection is necessary to prevent sediment and debris from entering the storm drain system.

Structural BMPs will be used to protect ALL stormwater inlets &/or catch basins that may receive sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include catch basin inserts, compost filter socks, fiber rolls, and gravel bag berms.

☒ 2.7 Protect Storm Drain Outfalls

Outfall protection is necessary to prevent scour or severe erosion at discharge points. Outfalls often have high velocity, high volume flows, and require strong materials that will withstand the forces of the water. The function of these BMPs is to protect the soil surface, reduce velocity, and promote infiltration. Storm drain outlet BMPs also offer a last line of protection against sediment entering environmentally sensitive areas.

Structural BMPs will be used to protect ALL stormwater outfalls that may discharge sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include compost filter socks, fiber rolls, gravel bag berms, and rip-rap.

☒ 2.8 Establish Perimeter Controls and Sediment Barriers

Perimeter controls and sediment barriers are necessary to prevent sediment and debris from leaving the construction site.

Structural BMPs will be used to establish perimeter barriers that will stop sediment-laden stormwater flow from leaving the construction site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include baled straw &/or silt fence, compost filter socks, fiber rolls, and gravel bag berms.

☒ *2.9 Retain Sediment On-Site and Control Dewatering Practices*

Sediment traps, basins, and barriers are used to retain sediment on the site to protect streams, lakes, drainage systems, and adjacent property. These devices are used at the outlets of channels, diversions, and other runoff conveyance measures to allow sediment-filled water to pool and sediment to settle. These measures are often used as the last line of defense to stop sediment from leaving the site.

The dewatering of non-contaminated non-stormwater (i.e. groundwater) or accumulated precipitation discharge of sediment-laden water into storm drains, streams, lakes or wetlands prior to sediment removal is prohibited.

The dewatering of contaminated non-stormwater cannot be discharged without prior notice and approval from either the Rhode Island Department of Environmental Management (RIDEM) or the Coastal Resources Management Council (CRMC). Should dewatering of contaminated water be occurring on this construction project, appropriate permits will have been obtained, and will be included as part of the Contract Documents.

Describe controls, including design specifications and details, to be used to retain sediments on-site. Describe dewatering practices that will be implemented if water must be removed from an area so that construction activity can continue.

- Based on the nature the proposed work involving repairs to an existing overpass bridge where no significant excavation is anticipated, dewatering is not anticipated to be required. Should the project scope or conditions change such that dewatering is required, all such activities shall be performed in accordance with the *Rhode Island Sediment and Erosion Control Handbook*.

☒ *2.10 Monitoring Weather Conditions*

Care will be taken to avoid having unstabilized areas exposed during precipitation events. Weather forecasts will be routinely checked, and in the case of an expected precipitation event of over 0.25-inches over a 24-hour period, all BMPs will be inspected, and maintained as necessary, prior to the weather event.

In the case of an extreme weather forecast (greater than one-inch of rain over a 24-hour period), additional erosion/sediment controls will be installed where appropriate.

List the weather gauge station that will be utilized to monitor weather conditions on the construction site. See www.wunderground.com or www.weather.gov for available stations.

- Social Station (KRIWOONS18) - 42.01 °N, 71.52 °W

https://www.wunderground.com/weather/us/ri/woonsocket/KRIWOONS18

SECTION 3: GOOD HOUSEKEEPING BMPS

The purpose of good housekeeping is to prevent daily construction operations and activities from causing pollution.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ 3.1 Off-site Tracking of Sediments

Any construction site access point must employ the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section 211 – Construction Accesses, or any method approved of by the RIDOT Construction Manager and the RIDOT Environmental Division. Construction accesses will be used in conjunction with the stabilization of construction roads to reduce the amount of mud picked up by construction vehicles. All RI STD 9.9.0 Construction Access roads will be constructed prior to any roadway accepting construction traffic

If a Construction Access BMP is not designated on the plans, it is still the responsibility of the Operator to ensure that no sediment is tracked off the construction site by any vehicles leaving the site. Additional control measures that may be used, upon approval, include a vehicle washing station and/or daily street sweeping.

The Operator will remain responsible for the clean-up of any mud or dirt that is tracked onto streets or paved areas, even with the installation of gravel construction entrances. Inspect access for excessive sediment build up. Remove sediment and rebuild the exit as necessary to retain effectiveness and prevent off-site tracking. Additional street cleaning may be required if unable to retain sediment on site.

☒ 3.2 Waste Disposal

Building materials and other construction site wastes will be properly managed and disposed of to prevent the discharge of solid materials from wind and precipitation. All types of waste generated at the site will be disposed of in a manner consistent with State Law and/or regulations.

- The waste collection area will not be within any of the constraint areas located on the “Constraint Map” (Section 1.7) and will be approved by the RIDOT Construction Manager.
- All waste containers will be covered to avoid contact with wind and precipitation.
- Waste collection will be scheduled frequently enough to prevent containers from overfilling.
- All construction site wastes will be collected, removed, and disposed of in accordance with applicable regulatory requirements and only at authorized disposal sites.
- Equipment and containers will be checked for leaks, corrosion, support or foundation failure, or other signs of deterioration. Those that are found to be defective will be immediately repaired or replaced.

☒ 3.3 Spill Prevention and Control Plan

Spills and leaks will be avoided through frequent inspection of equipment and material storage areas. Heavy equipment and other vehicles will be routinely inspected for leaks and repaired as necessary. Material storage areas will be routinely inspected for leaky containers, open containers, or improper storage techniques that may lead to spills or leaks. Appropriate cleanup procedures and supplies will be available on-site.

Spills will be cleaned up immediately and following proper response procedures and in accordance with any applicable regulatory requirements. At no time will spills be cleaned and flushed down storm drains or in to any environmentally sensitive area (i.e. stream, pond, wetland).

Equipment/vehicle fueling and repair/maintenance operations or hazardous material storage will not take place within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

☒ 3.4 Control of Allowable Non-Storm Water Discharges

Non-storm water discharges will be controlled to reduce the likelihood of contamination. Allowable discharges will be kept separate from stormwater flow with BMPs.

For contaminated non-stormwater discharge(s), the requirements and regulations of the associated RIPDES individual permit or RIPDES Remediation General Permit will be adhered to at all times.

☒ 3.5 Establish Proper Building Material Staging Areas

Stock pile management consists of procedures and practices designed to minimize or eliminate the discharge of stockpiled material (soil, topsoil, base material, rubble) from entering drainage systems or water courses.

Stock piles will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager. They will have side slopes no greater than 30% and stockpiles of erodible material will be seeded and ringed with RI STD 9.1.0 to stabilize (or RIDOT approved equivalent: berms, dikes, fiber rolls, compost socks, sandbag, gravel bags).

If soil stockpiles are not stabilized with vegetation, then they will be securely covered at the end of each workday.

All chemicals and/or hazardous waste material must be stored properly and legally in covered areas, with containment systems constructed in or around the storage areas. Areas must be designated for materials delivery and storage. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.6 Designate Washout Areas

Concrete mixer trucks and chutes will be washed in a designated area or concrete wastes will be properly disposed of off-site. Washout areas for concrete, paint or any other material will not be within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

Temporary concrete washout areas must be constructed and maintained to contain all water and concrete waste generated by washout operations. A sign should be placed at the washout site to inform concrete equipment operators of the facility location. Facilities must be cleaned or replaced when they reach 75% capacity.

At no time will any material (concrete, paint, chemicals) be washed into storm drains, open ditches, streets, streams, wetlands, or any environmentally sensitive area. The site operator must ensure that construction waste is properly and legally disposed of, to avoid exposure to precipitation, at the end of each working day. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.7 Establish proper equipment/vehicle fueling & maintenance practices

Vehicle fueling, maintenance and/or washing will occur off-site, or in designated areas. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

Areas will be clearly designated, and berms, sandbags, or other barriers will be used around the perimeter of the maintenance area to prevent storm water contamination.

Construction vehicles will be inspected frequently for leaks. Repairs will take place immediately. Disposal of all used oil, antifreeze, solvents and other automotive-related chemicals will be according to applicable regulations; at no time will any material be washed down the storm drain or in to any environmentally sensitive area.

☒ 3.8 Dust Control

Dust control procedures and practices will be used to suppress dust on a construction site during the construction process, as applicable. Precipitation, temperature, humidity, wind velocity and direction will determine amount and frequency of applications. However, the best method of controlling dust is to prevent dust production. This can best be accomplished by limiting the amount of bare soil exposed at one time. RIDOT Standard Specifications Section 907 – Dust Control – will be followed.

Dust Control methods may include watering, surface roughening, wind barriers, walls, and covers.

☒ 3.9 Sweeping

Sweeping of streets, roads, highways, and parking lots that have accumulated significant amounts of pollutants (construction site sediment, trash, debris) will be done as necessary, or as directed by the RIDOT Construction Manager. When construction exits are not keeping construction site sediment from the roadway, sweeping will be done daily. Disposal of collected sweeping material will follow RIDOT Standard Specifications Section 931 – Cleaning and Sweeping Pavement.

SECTION 4: POST-CONSTRUCTION BMPs

Post-Construction Best Management Practices are BMPs that are installed during the Construction Phase of a project to manage storm water flow after the construction is completed.

Measures must be used during the construction project to protect permanent or long term BMPs as they are installed so that they will function properly when they are brought online at the end of the construction phase.

Such long-term BMPs may include: infiltration basins, open vegetated swales and natural depressions, vegetated buffer strips, and detention/ retention structures. Controls may also be needed to prevent or minimize erosion at outfall locations or along the length of vegetated channels to reduce velocity flow from the structure to the receiving waters.

Control measures that may need to be implemented during the construction phase typically include measures to ensure proper installation and/or long term functioning of the long-term BMPs. Examples include: ensuring proper material staging areas and equipment routing to avoid compaction of soil in areas meant for permanent BMPs, and final cleaning of structural BMPs before construction finalization.

4.1 Post-Construction BMPs

For each permanent BMP, identify measures that are required to protect the BMP during the construction phase of the project to ensure that they will function appropriately once they are brought online.

Location	Post-Construction BMP	Protective Measures
None within scope of bridge preservation project		

SECTION 5: MAINTENANCE and INSPECTIONS

RIPDES Construction General Permit – Section IV.E.2.d

5.1 Maintenance

Maintenance procedures for erosion and sedimentation controls and stormwater management structures/facilities are described on the approved plan set and in Section 212 of the RHODE ISLAND DEPARTMENT OF TRANSPORTATION Standard Specifications for Road and Bridge Construction August 2023 EDITION (and Amendments).

The Contractor will maintain erosion and pollution controls to the satisfaction of the Construction Manager. Erosion and pollution controls must be able to prevent, under normal weather conditions, both the movement of soil materials and the intrusion of sediment-laden discharges into environmentally sensitive areas.

Construction will not commence or continue until all specified erosion and pollution controls are in place, properly installed and accepted by the Construction Manager.

Erosion and pollution controls will be cleaned when sediment deposits reach the heights indicated in the table provided in Section 212.03.1 of the RIDOT Standard Specifications, after a rainstorm as necessary; and/or when directed by the RIDOT Construction Manager.

Erosion control structures will remain in place until all disturbed earth has been securely stabilized and accepted by RIDOT. Before final removal, all accumulated sediment on the upstream side will be removed and legally disposed of. After removal of structures, disturbed areas will be regraded and stabilized as necessary.

BMPs will be maintained in effective operating condition by appropriate means. Upon identification of BMPs that are not operating effectively, maintenance and/or appropriate means will be performed as soon as practicable.

Timely maintenance of the control measures identified in this SWPPP will be ensured by weekly and post-storm event site inspections. These site inspections are a condition and requirement of the RIDOT Stormwater Management Program Plan.

Please Note: The contractor is required to have a full-time, on-site designated contact person responsible for working with the RIDOT Construction Manager and the SWPPP Inspector to resolve SWPPP-related issues.

5.2 Inspections

Minimum Monitoring and Reporting Requirements

The construction site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt. An appropriate rain gauge (as may be found on www.wunderground.com or www.nws.noaa.gov (or similar sites)) must be identified and utilized for the determination of the storm events.

General Notes

- The Certified SWPPP Inspector (Inspector) will prepare a separate inspection report for each inspection.
- The Inspection Reference Number will be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2011-AA-BBB-**4**
- Each report will be signed and dated by the SWPPP Inspector and forwarded to the Construction Manager within 24 hours of the inspection.
- Each report will be signed and dated by the Construction Manager and forwarded to the Contractor's designated representative.
- Each report will be signed and dated by the Contractor upon receipt.
- If Corrective Actions are required, the Contractor will initiate appropriate measures within 24 hours of receiving of the inspection report.
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.

ATTACHMENT A: Inspection Report Instructions and Template

5.3 Corrective Actions

If, in the opinion of the Inspector or Construction Manager, corrective action is required, the Inspector or Construction Manager will note it on the inspection report and will notify and direct the Contractor to take corrective action and make all necessary repairs whenever maintenance of the erosion and pollution controls is required.

In accordance with Section 212 of the RIDOT Standard Specifications, the Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager.

If the Construction Manager decides on any given day that those erosion and pollution controls specified in the Contract are not in place or have not been adequately maintained as specified in this Section, the daily charge set forth in Special Provision Code 212.1000 will be deducted from monies due the Contractor as a charge for failure to comply with this Specification. Moreover, the stated daily charge will continue each consecutive calendar day thereafter until the deficiencies noted have been corrected to the complete satisfaction of the Construction Manager.

ATTACHMENT A: Inspection Report Instructions and Template including Corrective Action Log

SECTION 6: Amendments

This SWPPP is intended to be a working document.

It is expected that amendments will be required throughout the construction of the project.

Even if practices are installed on a site per the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

The SWPPP will be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives (i.e. the selected BMPs are not effective in controlling erosion or sedimentation).

All revisions must be recorded in the Record of Amendments Log Sheet within the SWPPP, and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments. Update the Revision Date and the Version # in the footer of the Report to reflect amendments made.

All SWPPP Amendments, except minor non-technical revisions, must be approved by the Construction Manager.

SECTION 7: Recordkeeping

7.1 Requirements

It is the RIDOT Construction Manager's responsibility to have the following documents at the Field Office and immediately available for review upon request:

- A copy of the fully signed and dated SWPPP
- Copies of all signed and dated Inspection Reports
- Corrective Action Log
- Amendment Log
- Any Regulatory permits obtained as part of the Project

SECTION 8: Party Certifications

All parties working for the Rhode Island Department of Transportation are required to comply with the Stormwater Pollution Prevention Plan (SWPPP) for any work that is performed on-site. Any person or group who violates any condition of the SWPPP may be subject to substantial penalties or loss of contract. Contractors and Sub-Contractors are encouraged to advise all employees working on this project of the requirements of the SWPPP. A copy of the SWPPP is available for your review at the RIDOT Field Office, or may be obtained from the RIDOT Environmental Division by calling (401) 734-4892.

The prime contractor and each subcontractor engaged in activities at the construction site that could impact stormwater must be identified and sign the following certification statement.

I acknowledge that I have read and understand the terms and conditions of the SWPPP for the above designated project and agree to follow the BMPs and practices described in the SWPPP.

RIDOT Construction Manager:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Contractor's Certified SWPPP Inspector:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date & certification w/#

Contractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Subcontractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Insert more contact/signature lines as necessary

Amendment Log

ALL AMENDMENTS MUST BE APPROVED BY RIDOT CONSTRUCTION MANAGER

Describe amendment to be made to SWPPP, the date, and the person/title making the amendment. The RIDOT Construction Manager must approve ALL amendments.

	Date	Description of Amendment	R.E. initials
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Add more lines/pages as necessary

SWPPP APPENDICES

Attachment A

Small-Site SWPPP Inspection Report with Instructions

Small-Site SWPPP Corrective Action Log

Attachment B

Location Map

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

Small-Site SWPPP Inspection Report with Instructions

For all projects with **less than one (1) acre of soil disturbance**, RIDOT is required to develop and enforce a site-specific **Storm Water Pollution Prevention Plan** (**SWPPP**) to remain in compliance with RIDOT's Stormwater Management Program Plan (SWMPP). As part of the SWPPP, a site-specific inspection report must be created and utilized.

Preparing the Inspection Report

This inspection report template has been provided by RIDOT for the development of the site-specific SWPPP Inspection Report. It must be customized for each individual Project to meet the requirements of the RIPDES Construction General Permit and our SWMPP.

It is expected that this Inspection Report will be prepared as part of the preparation of the site-specific SWPPP. This inspection report template is designed to be customized according to the SWPPP document (initially) and then customized based on conditions at the site.

Review the site-specific SWPPP and the Plans to develop the inspection report. ***On a copy of the site plan, number all stormwater BMPs and areas of the site that will be inspected.*** Include both structural (basins, outlet protection, swales, etc) and non-structural (construction entrances, perimeter barriers, trash areas, etc) BMPs and areas that will be inspected. Also, identify all point source outfalls, areas of highly erodible soils, and the priority natural resource areas (i.e. streams, wetlands, mature trees, etc). **List each BMP or area to be inspected separately in the site-specific BMP section of the inspection report**.

An appropriate rain gauge must be identified and utilized for the determination of the storm events. Rain gauges may be found on www.wunderground.com, www.nws.noaa.gov (or similar sites).

Small-Site SWPPP Inspection Report Instructions for:

RIDOT ENVIRONMENTAL DIVISION

- The RIDOT Administrator of the Environmental Division must review the SWPPP and sign the Certification Statement as the site OWNER on p. iii of the SWPPP.

RIDOT CONSTRUCTION MANAGER

- The RIDOT Construction Manager (CM) must review the SWPPP and sign the Certification Statement for RIDOT Construction Manager in Section 8. If the CM has any questions, contact the RIDOT Environmental Division (ED) at 401-734-4892.
- After an inspection has been performed, the CM must sign the 'acknowledgement' certification on Page 1 of the Inspection Report **at time of receipt from the Inspector.**
- The CM must review the Inspection Report within 24-hours of receipt.
    - If the CM agrees with the Inspection report, the CM must:
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
    - If the CM disagrees with a corrective action item, the CM must:
        - Document objection with each item and provide justifiable reason in the inspection report. The contractor will not responsible for initiating corrective actions for such items. RIDOT's ED will review such items if warranted.
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.
- **The Inspection Report serves as the RIDOT directive to the Contractor to proceed with corrective actions.**
- **The CM is responsible for verifying Corrective Actions performed by the Contractor (sign/date on Corrective Action Log).**

- On a monthly basis, the Construction Manager must electronically submit a PDF of the Inspection Reports to the Project Manager (PM) and the Environmental Division (ED). Please submit ED reports to: dot.swppp@dot.ri.gov .

Monthly submission:

  - must include each completed, dated, and signed inspection report, including any associated photos.
  - must be submitted no later than the 10th of the month following the end of the reporting period.
  - must include a copy of the daily rainfall summary data for the month as reported by the selected rain gauge (ex/ the monthly calendar from www.wunderground.com).
  - may have the report content, frequency, &/or submission format changed with approval from the ED.

CONTRACTOR'S CERTIFIED SWPPP INSPECTOR

- The Contractor may be the Inspector if they are qualified, or the Contractor may designate another qualified person as the Inspector (see current Section 212 of RIDOT Specifications). The designated inspector must review the SWPP Plan and sign the Certification Statement for SWPPP Inspector in Section 8 of the SWPPP.
- **It is the responsibility of the Contractor's Inspector to start the SWPPP Inspections BEFORE EARTHWORK BEGINS.** Earthwork is NOT allowed to proceed until a SWPPP Inspection of the site has been completed.
- A separate inspection report will be prepared for each inspection.
- Complete any items that will remain constant, such as the project information and BMP locations and descriptions. Then print out multiple copies (double-sided!) of this customized inspection report to use during the inspections *or save the file for future use on a computer*. **The Inspector must also include their Certification/Qualification number on each inspection report.**
- The Inspection Reference Number shall be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2006-AA-BBB-**4**
- Check the rain gauge for past & future weather data prior to inspection.
- Minimum Monitoring and Reporting Requirements

  "…the site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt." (per RIPDES CGP)

- When conducting the inspection, walk the site by following the site map and numbered BMPs locations for inspection. Also, note whether the overall site issues have been addressed.
- Take photos to document issues, completed required maintenance/corrective actions – each photo should be dated and have a unique identification # and written description indicating where it is located within the project area. If a close-up photo is required, it should be preceded with a photo including both the detail area and some type of visible fixed reference point. Photos should be annotated with Station numbers and other identifying information where needed.
- For each inspection, the Inspector must determine if the Construction site is in compliance with the SWPPP, or not. The Inspector must check the appropriate check-box on Page 1 of the inspection report.
- Each report must be signed and dated by the Inspector and forwarded to the RIDOT Construction Manager within 24-hours of the inspection.

CONTRACTOR

- The Contractor must review the SWPPP and sign the Certification Statement for Contractor in Section 8 of the SWPPP.
- After an Inspection has been performed, the Contractor must sign the 'acknowledgement' certification on Page 1 of the inspection form at time of receipt from the Construction Manager.
- The CM will provide a copy of the signed Inspection Report to the Contractor.
- **The Inspection Report serves as your RIDOT directive to proceed with corrective actions.**
- In accordance with the SWPPP and Section 212 of the RIDOT Standard Specifications, the **Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**.
- The **CONTRACTOR** is responsible for maintaining the CORRECTIVE ACTION LOG for each inspection report. The log is a running total. Do not create a new one for each inspection.

Small-Site SWPPP Inspection Report Instructions for:

INSPECTOR, CONSTRUCTION MANAGER, & CONTRACTOR

Amendments

The SWPPP shall be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives.

SWPPP Amendments may be recommended by any party, but all amendments must be approved by the Construction Manager. The revision must be recorded in the Record of Amendments Log Sheet within the SWPPP and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments by the Inspector.

Questions

RIDOT Environmental Division
360 Lincoln Ave
Warwick, RI 02888
401-734-4892

dot.swppp@dot.ri.gov

RIC # INSPECTION #

RIDOT Small-Site SWPPP Inspection Report

Project Information			
Name/RIC/PTSID			
RIDOT Project Mgr		**RIDOT Construction Mgr**	
Contractor		**Contractor's Project Superintendent**	
E&S Sub-Contractor Contact		**Certified SWPPP Inspector's Cert. & Cert. #**	

Inspection Information			
Contractor's SWPPP Inspector Info	**Name**	**Phone**	**Email**
Inspection Date	Click or tap to enter a date.	**Start/End Time**	

Inspection Type

☐ **Weekly** ☐ **Pre-storm event** ☐ **During storm event** ☐ **Post-storm event** ☐ **Violation**

Weather Information

Rain Gauge:

Last Rain Event

Date Click or tap to enter a date.: Duration (hrs): Approximate Rainfall (in):

Current Weather at time of this inspection:

Weather Forecast at time of this inspection: (And: When is next precipitation or wind event anticipated?)

Certification Statements

Inspector: (check one)

☐ I, as the designated Inspector, certify that this site has been inspected and is in compliance with the site-specific SWPPP.

☐ I, as the designated Inspector, certify that this site has been inspected and I have made the determination that the site requires corrective actions before it will be compliant with the site-specific SWPPP. The required corrective actions are noted within this inspection report.

Print Name:	Signature:	Date: Click or tap to enter a date.

Construction Manager:

I, the RIDOT Construction Manager, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

Contractor:

I, the designated Contractor representative, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

RIC # INSPECTION #

EROSION AND SEDIMENTATION BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is the CORRECTIVE ACTION to bring into compliance?
2.1	Are **Limits of Disturbance** clearly marked at the site?	☐Yes ☐No		
2.1	Are **natural resource areas** (e.g., streams, wetlands, trees, etc.) protected with sediment barriers or similar BMPs?	☐Yes ☐No ☐None on/adjacent to site		
2.2	Is **construction sequencing** being followed?	☐Yes ☐No ☐N/A		
2.3	Are **structural BMPs** properly installed to divert stormwater flow from entering the construction site?	☐Yes ☐No ☐None needed		
2.4	Is **clearing/grubbing** only occurring in areas that will have active work within 21-days?	☐Yes ☐No		
2.4	Is **clearing/grubbing** taking place inside the Apr 15 - Oct 15 window?	☐Yes ☐No		
2.4	Do **disturbed/unstabilized areas** have appropriate erosion/ sedimentation controls in place?	☐Yes ☐No ☐All areas stabilized		
2.5	Are all **slopes** protected from concentrated stormwater flow?	☐Yes ☐No ☐No slopes		
2.6	Are **ALL** storm drain **inlets &/or catch basins** properly protected with silt sacks or other appropriate BMPs?	☐Yes ☐No		
2.7	Are **ALL** storm drain **outfalls** properly protected from scour/erosion?	☐Yes ☐No ☐No outfalls		
2.8	Are **perimeter and sediment controls** adequately installed & maintained to prevent sediment from leaving the site (including entering drainage system)?	☐Yes ☐No		
2.9	If dewatering, are discharge points protected & **receiving waters** free of sediment deposits?	☐Yes ☐No ☐No dewatering		
2.10	Is **weather** forecast being checked regularly?	☐Yes ☐No		
Notes on Erosion and Sediment Controls:				

RIC # INSPECTION #

GOOD HOUSEKEEPING BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is CORRECTIVE ACTION to bring into compliance?
3.1	Are BMPs effectively limiting **sediment** from being tracked into the street?	☐Yes ☐No		
3.2	Is **trash/litter** from work areas collected & placed in covered containers regularly?	☐Yes ☐No		
3.3	Are **equipment**, vehicles, containers, & storage areas free from leaks?	☐Yes ☐No		
3.3	Are **materials** that are potential stormwater contaminants covered or stored inside?	☐Yes ☐No		
3.4	Are **non-storm water discharges** (i.e. dust control H_2O) free from contamination?	☐Yes ☐No		
3.5	Are **stockpiles** covered (either with temporary vegetation or tarps), ringed with barrier BMPs, & located at least 50 feet away from natural resources & storm drains?	☐Yes ☐No ☐No stockpiles		
3.6	Are **washout facilities** (e.g. paint, grout, concrete) available, clearly marked, and **maintained** & located at least 50-feet away from natural resources and storm drains?	☐Yes ☐No ☐No concrete use at this time		
3.7	Are **vehicle** & **equipment** fueling, cleaning, & maintenance areas free from leaks & located at least 50-feet away from natural resources & storm drains?	☐Yes ☐No ☐No fueling areas		
3.8	Is **dust** being controlled on-site?	☐Yes ☐No		
3.9	Is **sweeping** being used to keep sediment off roads & parking lots?	☐Yes ☐No		
PROCEDURAL BMP INSPECTION		**"No" means needs attention**	**Assoc. Photo #**	**If "No", what is CORRECTIVE ACTION to bring into compliance?**
4.1	Are **permanent stormwater STUs** (i.e. infiltration basins, swales, permeable pavement areas) being protected from compaction? (*No stockpiling or vehicles in these areas*!)	☐Yes ☐No ☐No permanent STUs		
5.1	Are all **erosion & pollution controls** being maintained in accordance with RIDOT Standard Spec Section 212?	☐Yes ☐No		
5.2	Are **inspections** taking place at least every 7 days & after storm events?	☐Yes ☐No		
5.3	Has the Contractor initiated & completed previous **Corrective Actions** (CA)?	☐Yes ☐No ☐No previous CA		
6.0	Are SWPPP **Amendments** being logged?	☐Yes ☐No ☐None		
7.0	Are SWPPP & ALL **inspection reports** being kept at RIDOT Field Office?	☐Yes ☐No		

RIC # INSPECTION #

TO BE FILLED OUT BY RIDOT CONSTRUCTION MANAGER

OUTSTANDING CORRECTIVE ACTIONS

Were **CORRECTIVE ACTIONS** reported in the previous inspection report?

☐ **NO**	No Corrective Actions were issued in previous inspection report.
☐ **YES** and…	☐ All Corrective Actions have been addressed Date work began: Click or tap to enter a date. | Date work completed: Click or tap to enter a date. ☐ Corrective Actions remain and are noted in this inspection report. **WHY did they not get addressed w/in 7-days?**

NOTICE TO CONTRACTOR

This SWPPP Inspection Report, completed by a qualified inspector, indicates that this construction site is:

☐ **COMPLIANT**	☐ No immediate actions are required. Keep up the good work! ☐ **Work is required to maintain site compliance. Contractor to complete the noted corrective actions within 24 hours to stay in compliance. Site moves into non-compliant category after 24 hours if not completed. Charges may be assessed.**
☐ **NON-COMPLIANT**	**This document serves as your RIDOT directive to proceed with the CORRECTIVE ACTIONS that have been outlined above.** The SWPPP, Construction Contract documents, and Section 212 of the RIDOT Standard Specifications state that the **Contractor** will commence with the requisite cleaning and maintenance measures **no later than the next consecutive calendar day** after receiving such a directive from the Construction Manager **and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**. Date work to begin: Click or tap to enter a date. Date work to be completed: Click or tap to enter a date.

R.E. initials: _____ R.E. Comments:

Date: Click or tap to enter a date.

RIC # INSPECTION #

Corrective Action Log

THIS FORM TO BE FILLED OUT BY SITE CONTRACTOR FOR EVERY INSPECTION

Location/ Station	Corrective Action	Date Notified	Date Completed	RIDOT Initial
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
Operator Signature:		**Date:**	Click or tap to enter a date.	

General Location Map

Sources: RIGIS, USGS National Map • Approximate Scale: 1" = 1,500'

SMALL-SITE
Stormwater Pollution Prevention Plan

For:

Wood Avenue Bridge No. 953 Rehabilitation
Corridor – Woonsocket, PTSID: 2607D

Wood Avenue over the Peters River

Woonsocket, Rhode Island

Owner:	**RI DEPARTMENT OF TRANSPORTATION** Alisa Diaz Richardson 2 Capitol Hill Providence, RI 02903 401-222-2468

Operator:

TO BE DETERMINED UPON CONTRACT AWARD

Estimated Project Dates:	Start Date: To be determined Completion Date: To be determined
SWPPP Prepared By:	**GM2 Associates, Inc.** Kevin M. Nagle, P.E. 200 Main Street, Suite 300 Pawtucket, RI 02860 (401) 726-4084
SWPPP Preparation Date:	1/28/2025

OWNER CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under the direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete.

_____

Owner Signature: Date

Owner Name: Alisa Diaz Richardson, PE

Owner Title: Administrator, Environmental Division

Company Name: Rhode Island Department of Transportation

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This Table of Contents is structured to be automatically populated by Microsoft Word. Upon completion of this template, "right-click" anywhere in the Table of Contents, select "Update Field", and then "Update entire table". Page numbers will automatically be synced with the changed document.

INTRODUCTION

This Small-Site Storm Water Pollution Prevention Plan (SWPPP) has been prepared for the State of Rhode Island Department of Transportation (RIDOT) for a construction project that has less than one (1) acre of soil disturbance. This document provides general guidance for the installation and maintenance of erosion and sediment controls on small projects.

The purpose of erosion and sedimentation best management practices (BMPs) is to prevent pollutants from leaving the construction site and entering waterways or environmentally sensitive areas during and after construction. This SWPPP has been prepared prior to the initiation of construction activities to address anticipated worksite conditions. The best management practices (BMPs) depicted on the site plan and described in this narrative should be considered the minimum measures required to control erosion, sedimentation, and stormwater runoff at the site. Since construction is a dynamic process with changing site conditions, it is the operator's responsibility to manage the site during the construction phases to prevent pollutants from leaving the site. This may require the operator to revise and amend the SWPPP during construction to address varying site and/or weather conditions, such as by adding or realigning erosion or sediment controls.

It is the responsibility of the RIDOT Construction Manager to maintain the SWPPP, including all attachments, amendments, and inspection records, at the project field office and to make all records available for inspection by RIDEM during construction.

The RIDOT Construction Manager and designated Certified SWPPP Inspector are required to review the SWPPP and sign the Party Certification pages (Section 8). The prime contractor and all subcontractors involved in earthwork or exterior construction activities are also required to review the SWPPP and sign the certification pages before construction begins.

Any questions regarding the SWPPP, BMPs, inspection requirements, or any other facet of this document may be addressed to the RIDOT Environmental Division at 401-734-4892.

Please note: Even if practices are correctly installed on a site according to the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

SECTION 1: SITE DESCRIPTION

1.1 Project/Site Information

The Rhode Island of Transportation (RIDOT) will be undertaking a program of repairs and preservation measures upon Wood Avenue Bridge (No. 095301), which carries Wood Avenue over the Peters River in the City of Woonsocket, Rhode Island. The location of the existing crossing within the surrounding environment is depicted on the General Location Map provided as an attachment to this SWPPP.

1.2 Nature and Sequence of Construction Activity

The work to be performed under this Contract consists of preservation measures designed to extend the service life of the existing bridge. These measures include deck-level preservation (including reconstruction of approach sidewalks and curbing, replacement of fencing, etc.), structural concrete and masonry repairs (including repairs to backwalls, wingwalls, and bridge seat), and channel stabilization measures (including pressure grouting of voids and placement of scour countermeasures within the channel).

Ground disturbance will be limited to the minor clearing and grading required to provide worker access to lower portions of the bridge, and upon completion of the work all areas temporarily disturbed will be returned to pre-project conditions through grading, stabilization, and plantings. Construction activities beneath the bridge will be conducted during the low flow season (July 1 to October 31).

Estimated Project Start Date:	(to be determined upon contract award)
Estimated Project Completion Date:	(to be determined upon contract award)
Estimated Number of Months:	2-3 months

1.3 Construction Site Estimates

The following are estimates of the construction site:

Total Project Area	0.2 acres
Construction Site Area to be disturbed	0.02 acres
Percentage impervious area before construction	80 %
Percentage impervious area after construction	80 %

1.4 Potential Discharges

Indicate where the stormwater from the active site may discharge to:

Environmentally Sensitive Areas	Construction Site Discharges to: (Yes / No)	List discharge points & indicate how determination was made
Waters of the State	Yes	The subject bridge spans the Peters River (RI0001003R-04), a 3rd-order tributary of the Blackstone River. *(RIGIS/RIDEM data)*
Wetlands (Coastal or Upland)	Yes	The watercourse is a freshwater wetland feature subject to protection under the state's Freshwater Wetlands Rules (250-RICR-150-15-3). *(RIGIS/RIDEM data)*
Separate Storm Sewer System	Yes	Closed drainage facilities are present along Wood Avenue. *(RIDOT record plans, Stormwater Database)*
303(d) Impaired Waters	No	The Peters River is not on the current 303(d) List of Impaired Waters.*(RIGIS/RIDEM data, 2024 IWQMA Report)*
TMDL Waters	Yes	TMDLs were effected in 2013 to address impairments caused by metals (copper) and bacteria (Enterococcus, Fecal Coliform). *(RIGIS/RIDEM data, 2024 IWQMA Report)*
Special Resource Protection Waters (SRPWs)	No	*(RIGIS/RIDEM data)*
Cold Water Fisheries	No	*(RIGIS/RIDEM data)*
Natural Heritage Areas	No	*(RIGIS/RIDEM data)*

Historic/Cultural Areas	Yes	The Peters River in the vicinity of the bridge is located within the Blackstone Canal historic district. The historic district extends from the Upper Jenkesville Pond Dam (approx. 100 feet downstream of Wood Ave.) to the Massachusetts state line. The bridge itself is not listed as a historic site. The project has received a “no adverse effect” determination from the Rhode Island Historical Preservation & Heritage Commission (RIHPHC) *(RIGIS/RIDEM data)*
Permanent Stormwater Structures (swales, outfalls, treatment units, etc.)	No	None in vicinity of bridge. *(RIDOT record plans, Stormwater Database)*

1.5 Allowable Non-Storm Water Discharges

RIPDES Construction General Permit – IV.E.1.g

Are there allowable non-stormwater discharges on or near the project area?

☐ Yes ☒ No

List of allowable non-stormwater discharges:

- N/A

Are there any known or contaminated discharges, including dewatering operations, on or near the project area?

☐ Yes ☒ No

If yes, list the discharges and the RIPDES individual permit number(s) or RIPDES Remediation General Permit Authorization number(s) associated with these discharges.

- RIPDES individual permit number: N/A
- RIPDES Remediation General Permit Authorization number: N/A

1.6 Potential Sources of Pollution

Check the potential pollution sources that may reasonably be expected to affect the quality of storm water discharges from the site

Anticipated on this Project (Y/N)	Operation/ Location	Stormwater Pollutants
Y	Clearing, grading, excavating, and unstabilized areas	Sediment; Trash/Debris
N	Construction Entrance	Sediment
N	Soil Stockpiles	Sediment
Y	Paving operations	Sediment; Trash/Debris
Y	Concrete washout and waste	Heavy metals; pH; Trash/Debris
Y	Structure construction/ painting/ cleaning	Nutrients; pH; Trash/Debris; Toxic chemicals
Y	Demolition and debris disposal	Sediment; Trash/Debris
Y	Dewatering operations	Sediment; Nutrients
N	Drilling and blasting operations	Sediment; pH; Trash/Debris
Y	Material delivery and storage	Sediment; Nutrients; Heavy metals; pH; Pesticides/Herbicides; Oil/Grease; Trash/Debris; Toxic chemicals
Y	Material use during building process	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; trash/debris; toxic chemicals
Y	Solid waste/ trash/ debris	trash/debris; toxic chemicals
N	Hazardous waste	heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
N	Contaminated spills	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
Y	Sanitary/septic waste (porta potty?)	Nutrients; pH; Bacteria/Viruses; toxic chemicals
N	Vehicle/equipment fueling and maintenance	Oil/Grease; Toxic chemicals; fuel
Y	Vehicle/equipment use and storage	Oil/Grease; Toxic chemicals
N	Landscaping operations	Sediment; Nutrients; Trash/Debris
N	Off-site LUHPPL run-on	Industrial toxins; oil/grease; heavy metals; fuel; salt; hazardous materials
N	Other:	

1.7 Site Plans

TITLE & DATE OF PLAN SET(S):

State of Rhode Island, Department of Transportation
Corridor – Woonsocket, Volume 03: Rehabilitation of Bridge No. 095401 & Preservation of Bridge Nos. 068801, 093901 & 095301

(_____ Sheets, Date: _____)

** Date of approved Advertising Plan Set to be added above. See Section 6 (Amendments) and Section 7 (Recordkeeping).*

- ☐ Total area of development
- ☐ Total area of soil disturbance
- ☐ Areas that will not be disturbed
- ☐ The location of all erosion and sediment controls
- ☐ Locations of storm drain inlets and outfalls
- ☐The location and name of the receiving waters or separate storm sewer system and the ultimate receiving waters
- ☐Location and name of all waters of the State, including wetlands
- ☐Location of environmentally sensitive features/areas to be protected (Section 1.4)
- ☐ Constraint locations of material storage areas, equipment storage areas, concrete washouts, dumpsters, stockpiles, fueling locations etc.
  (i.e. locations where these activities will <u>not</u> occur)

SECTION 2: EROSION AND SEDIMENTATION CONTROLS

What is a BMP?

Erosion and Sedimentation controls are Best Management Practice (BMP) devices, practices, or methods for preventing storm water pollutants from leaving the construction site and reaching environmentally sensitive areas. The most common BMPs are compost filter socks, straw bales, and silt fence, but a BMP can also be a policy or procedure like construction sequencing and street sweeping. The objectives of erosion and sediment controls are to minimize the potential for erosion and sedimentation during construction activities.

If BMPs are not depicted on the approved plan set, but erosion or sedimentation is occurring, appropriate BMPs must be installed as directed by the RIDOT Construction Manager.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ *2.1 Minimize Disturbed Area and Protect Natural Features*

Limiting the disturbed areas as much as possible leaves natural vegetation to serve as the erosion control. Preservation of topsoil is also important – layers underneath topsoil are much more prone to erosion and have less absorption capacity.

As far as is practicable, existing vegetation will be protected and left in place, in accordance with the clearing limits shown on the approved Plans. Prior to any land disturbance activities commencing on the site, the Contractor will physically mark limits of disturbance (LOD) on the site and any areas to be protected within the site, so that workers can see the areas to be protected. Topsoil will be preserved where possible, in accordance with stock pile management specifications

☒ 2.2 Phase Construction Activity

Proper sequencing of construction activities is essential to maximize the effectiveness of erosion and sediment control measures.

At a minimum, construction sequencing and timing of construction activities will include:

1. Before any earthwork begins, erosion and sediment controls will be installed as depicted on the Approved Plans, and in accordance with all applicable sections of the RIDOT Standard Specifications. Upon acceptable completion of site preparation and installation of erosion and sediment controls, site construction activities may commence.

2. While earthwork is being done, routine inspection and maintenance and/or modification of erosion and sediment controls will be performed.

3. Final stabilization of any disturbed areas after earthwork has been completed.

☒ 2.3 Control Stormwater Flowing Onto & Through Project

Stormwater flow protection is necessary to prevent concentrated stormwater flows from coming on to the project site &/or moving through the project site.

Structural BMPs will be used to divert flows from exposed soils, retain or detain flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include straw bales/silt fencing, compost filter socks, fiber rolls, gravel bag berms, slope drains, check dams, and riprap.

☒ 2.4 Stabilizing Soils

Phased Clearing & Grubbing:

Only areas that can be reasonably expected to have active construction work being performed within 21-days of disturbance will be cleared/grubbed at any one time. It is NOT acceptable to clear and grub the entire construction site if disturbed portions will not be active within the 21-day time-frame.

Clearing/Grubbing will not take place during a rain event if erosion is likely to occur; nor will it occur if a rain event is forecasted and appropriate erosion controls cannot be installed prior to the storm and in accordance with section 201, 206 through 211 of the RIDOT standard specifications.

No undisturbed areas will be cleared of existing vegetation after October 15th of any calendar year or during any period of full or limited winter shutdown. All disturbed soils exposed prior to October 15 of any calendar year will be seeded or protected by that date. Any such areas that do not have adequate vegetative stabilization, as determined by the Construction Manager or environmental inspector, by November 15 of any calendar year, must be stabilized by erosion control matting or mulch, in accordance with specifications contained within the RI Soil Erosion and Sediment Control Handbook (as amended). If work continues within any of these areas during the period from October 15 through April 15, care must be taken to ensure that only the area required for that Day's work is exposed, and all erodible soil must be restabilized within 5 working days.

As per RIDOT Standard Specification 201.03.1 – Clearing and Grubbing:
After clearing, and by the end of each day's grubbing operation, the Contractor will install erosion control measures that are indicated on the Plans or as directed by the Construction Manager. Such erosion control measures will be installed in strict accordance with the requirements of **SECTIONS 206, 207,** and **208** of these Specifications, **PERIMETER EROSION CONTROLS, CHECK DAMS**, and **TEMPORARY DEWATERING BASINS**, respectively.

Initiating Stabilization Practices

Upon completion and acceptance of site preparation and initial installation of erosion and sediment controls the operator will initiate appropriate stabilization practices during all phases of construction on all disturbed areas as soon as possible but not more than fourteen (14) days after the construction activity in that area has temporarily or permanently ceased, unless the activity is to resume within twenty-one (21) days.

Any disturbed areas that will not have active construction activity occurring within twenty-one (21) days must be stabilized using the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section L.02 – Seeding, Section L.05 - Seed Stabilizers and Section M.18 – Landscape Materials (M.18.08 – Mulch and M.18.09 – Seed Stabilizer Materials).

Maintaining Stabilization

Controls and methods that may be used to maintain soil stabilization include the placement of geotextiles, erosion control blankets/mats, and temporary seeding. If the stabilization BMPs fail and erosion occurs, then alternative control measures &/or methods may need to be substituted.

☒ 2.5 Protect Slopes

Slope protection is necessary to prevent concentrated stormwater flow from eroding the slope.

Structural BMPs will be used to temporarily conduct concentrated stormwater runoff safely down the face of a cut or fill slope without causing erosion on or below the slope.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include temporary slope drains, compost filter socks, fiber rolls, gravel bag berms, erosion control mats/blankets, and temporary vegetative cover.

☒ 2.6 Protect Storm Drain Inlets

Inlet protection is necessary to prevent sediment and debris from entering the storm drain system.

Structural BMPs will be used to protect ALL stormwater inlets &/or catch basins that may receive sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include catch basin inserts, compost filter socks, fiber rolls, and gravel bag berms.

☒ 2.7 Protect Storm Drain Outfalls

Outfall protection is necessary to prevent scour or severe erosion at discharge points. Outfalls often have high velocity, high volume flows, and require strong materials that will withstand the forces of the water. The function of these BMPs is to protect the soil surface, reduce velocity, and promote infiltration. Storm drain outlet BMPs also offer a last line of protection against sediment entering environmentally sensitive areas.

Structural BMPs will be used to protect ALL stormwater outfalls that may discharge sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include compost filter socks, fiber rolls, gravel bag berms, and rip-rap.

☒ 2.8 Establish Perimeter Controls and Sediment Barriers

Perimeter controls and sediment barriers are necessary to prevent sediment and debris from leaving the construction site.

Structural BMPs will be used to establish perimeter barriers that will stop sediment-laden stormwater flow from leaving the construction site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include baled straw &/or silt fence, compost filter socks, fiber rolls, and gravel bag berms.

☒ *2.9 Retain Sediment On-Site and Control Dewatering Practices*

Sediment traps, basins, and barriers are used to retain sediment on the site to protect streams, lakes, drainage systems, and adjacent property. These devices are used at the outlets of channels, diversions, and other runoff conveyance measures to allow sediment-filled water to pool and sediment to settle. These measures are often used as the last line of defense to stop sediment from leaving the site.

The dewatering of non-contaminated non-stormwater (i.e. groundwater) or accumulated precipitation discharge of sediment-laden water into storm drains, streams, lakes or wetlands prior to sediment removal is prohibited.

The dewatering of contaminated non-stormwater cannot be discharged without prior notice and approval from either the Rhode Island Department of Environmental Management (RIDEM) or the Coastal Resources Management Council (CRMC). Should dewatering of contaminated water be occurring on this construction project, appropriate permits will have been obtained, and will be included as part of the Contract Documents.

Describe controls, including design specifications and details, to be used to retain sediments on-site. Describe dewatering practices that will be implemented if water must be removed from an area so that construction activity can continue.

- Temporary sandbag cofferdams will be employed to contain and dewater channel-level work as required. All such work will be performed by hand during the seasonal low flow period (July 1 – October 31), and at no time will the extents of cofferdams exceed 50% of the channel or bridge opening width. If dewatering is required, RIDOT Standard 9.7.0 dewatering basins or approved equal will be employed, and all stilled water will be returned to the river non-erosively.

☒ *2.10 Monitoring Weather Conditions*

Care will be taken to avoid having unstabilized areas exposed during precipitation events. Weather forecasts will be routinely checked, and in the case of an expected precipitation event of over 0.25-inches over a 24-hour period, all BMPs will be inspected, and maintained as necessary, prior to the weather event.

In the case of an extreme weather forecast (greater than one-inch of rain over a 24-hour period), additional erosion/sediment controls will be installed where appropriate.

List the weather gauge station that will be utilized to monitor weather conditions on the construction site. See www.wunderground.com or www.weather.gov for available stations.

- Social Station (KRIWOONS18) - 42.01 °N, 71.52 °W
  https://www.wunderground.com/weather/us/ri/woonsocket/KRIWOONS18

SECTION 3: GOOD HOUSEKEEPING BMPS

The purpose of good housekeeping is to prevent daily construction operations and activities from causing pollution.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ 3.1 Off-site Tracking of Sediments

Any construction site access point must employ the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section 211 – Construction Accesses, or any method approved of by the RIDOT Construction Manager and the RIDOT Environmental Division. Construction accesses will be used in conjunction with the stabilization of construction roads to reduce the amount of mud picked up by construction vehicles. All RI STD 9.9.0 Construction Access roads will be constructed prior to any roadway accepting construction traffic

If a Construction Access BMP is not designated on the plans, it is still the responsibility of the Operator to ensure that no sediment is tracked off the construction site by any vehicles leaving the site. Additional control measures that may be used, upon approval, include a vehicle washing station and/or daily street sweeping.

The Operator will remain responsible for the clean-up of any mud or dirt that is tracked onto streets or paved areas, even with the installation of gravel construction entrances. Inspect access for excessive sediment build up. Remove sediment and rebuild the exit as necessary to retain effectiveness and prevent off-site tracking. Additional street cleaning may be required if unable to retain sediment on site.

☒ 3.2 Waste Disposal

Building materials and other construction site wastes will be properly managed and disposed of to prevent the discharge of solid materials from wind and precipitation. All types of waste generated at the site will be disposed of in a manner consistent with State Law and/or regulations.

- The waste collection area will not be within any of the constraint areas located on the “Constraint Map” (Section 1.7) and will be approved by the RIDOT Construction Manager.
- All waste containers will be covered to avoid contact with wind and precipitation.
- Waste collection will be scheduled frequently enough to prevent containers from overfilling.
- All construction site wastes will be collected, removed, and disposed of in accordance with applicable regulatory requirements and only at authorized disposal sites.
- Equipment and containers will be checked for leaks, corrosion, support or foundation failure, or other signs of deterioration. Those that are found to be defective will be immediately repaired or replaced.

☒ 3.3 Spill Prevention and Control Plan

Spills and leaks will be avoided through frequent inspection of equipment and material storage areas. Heavy equipment and other vehicles will be routinely inspected for leaks and repaired as necessary. Material storage areas will be routinely inspected for leaky containers, open containers, or improper storage techniques that may lead to spills or leaks. Appropriate cleanup procedures and supplies will be available on-site.

Spills will be cleaned up immediately and following proper response procedures and in accordance with any applicable regulatory requirements. At no time will spills be cleaned and flushed down storm drains or in to any environmentally sensitive area (i.e. stream, pond, wetland).

Equipment/vehicle fueling and repair/maintenance operations or hazardous material storage will not take place within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

☒ 3.4 Control of Allowable Non-Storm Water Discharges

Non-storm water discharges will be controlled to reduce the likelihood of contamination. Allowable discharges will be kept separate from stormwater flow with BMPs.

For contaminated non-stormwater discharge(s), the requirements and regulations of the associated RIPDES individual permit or RIPDES Remediation General Permit will be adhered to at all times.

☒ 3.5 Establish Proper Building Material Staging Areas

Stock pile management consists of procedures and practices designed to minimize or eliminate the discharge of stockpiled material (soil, topsoil, base material, rubble) from entering drainage systems or water courses.

Stock piles will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager. They will have side slopes no greater than 30% and stockpiles of erodible material will be seeded and ringed with RI STD 9.1.0 to stabilize (or RIDOT approved equivalent: berms, dikes, fiber rolls, compost socks, sandbag, gravel bags).

If soil stockpiles are not stabilized with vegetation, then they will be securely covered at the end of each workday.

All chemicals and/or hazardous waste material must be stored properly and legally in covered areas, with containment systems constructed in or around the storage areas. Areas must be designated for materials delivery and storage. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.6 Designate Washout Areas

Concrete mixer trucks and chutes will be washed in a designated area or concrete wastes will be properly disposed of off-site. Washout areas for concrete, paint or any other material will not be within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

Temporary concrete washout areas must be constructed and maintained to contain all water and concrete waste generated by washout operations. A sign should be placed at the washout site to inform concrete equipment operators of the facility location. Facilities must be cleaned or replaced when they reach 75% capacity.

At no time will any material (concrete, paint, chemicals) be washed into storm drains, open ditches, streets, streams, wetlands, or any environmentally sensitive area. The site operator must ensure that construction waste is properly and legally disposed of, to avoid exposure to precipitation, at the end of each working day. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.7 Establish proper equipment/vehicle fueling & maintenance practices

Vehicle fueling, maintenance and/or washing will occur off-site, or in designated areas. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

Areas will be clearly designated, and berms, sandbags, or other barriers will be used around the perimeter of the maintenance area to prevent storm water contamination.

Construction vehicles will be inspected frequently for leaks. Repairs will take place immediately. Disposal of all used oil, antifreeze, solvents and other automotive-related chemicals will be according to applicable regulations; at no time will any material be washed down the storm drain or in to any environmentally sensitive area.

☒ 3.8 Dust Control

Dust control procedures and practices will be used to suppress dust on a construction site during the construction process, as applicable. Precipitation, temperature, humidity, wind velocity and direction will determine amount and frequency of applications. However, the best method of controlling dust is to prevent dust production. This can best be accomplished by limiting the amount of bare soil exposed at one time. RIDOT Standard Specifications Section 907 – Dust Control – will be followed.

Dust Control methods may include watering, surface roughening, wind barriers, walls, and covers.

☒ 3.9 Sweeping

Sweeping of streets, roads, highways, and parking lots that have accumulated significant amounts of pollutants (construction site sediment, trash, debris) will be done as necessary, or as directed by the RIDOT Construction Manager. When construction exits are not keeping construction site sediment from the roadway, sweeping will be done daily. Disposal of collected sweeping material will follow RIDOT Standard Specifications Section 931 – Cleaning and Sweeping Pavement.

SECTION 4: POST-CONSTRUCTION BMPs

Post-Construction Best Management Practices are BMPs that are installed during the Construction Phase of a project to manage storm water flow after the construction is completed.

Measures must be used during the construction project to protect permanent or long term BMPs as they are installed so that they will function properly when they are brought online at the end of the construction phase.

Such long-term BMPs may include: infiltration basins, open vegetated swales and natural depressions, vegetated buffer strips, and detention/ retention structures. Controls may also be needed to prevent or minimize erosion at outfall locations or along the length of vegetated channels to reduce velocity flow from the structure to the receiving waters.

Control measures that may need to be implemented during the construction phase typically include measures to ensure proper installation and/or long term functioning of the long-term BMPs. Examples include: ensuring proper material staging areas and equipment routing to avoid compaction of soil in areas meant for permanent BMPs, and final cleaning of structural BMPs before construction finalization.

4.1 Post-Construction BMPs

For each permanent BMP, identify measures that are required to protect the BMP during the construction phase of the project to ensure that they will function appropriately once they are brought online.

Location	Post-Construction BMP	Protective Measures
None within scope of bridge preservation project		

SECTION 5: MAINTENANCE and INSPECTIONS

RIPDES Construction General Permit – Section IV.E.2.d

5.1 Maintenance

Maintenance procedures for erosion and sedimentation controls and stormwater management structures/facilities are described on the approved plan set and in Section 212 of the RHODE ISLAND DEPARTMENT OF TRANSPORTATION Standard Specifications for Road and Bridge Construction August 2023 EDITION (and Amendments).

The Contractor will maintain erosion and pollution controls to the satisfaction of the Construction Manager. Erosion and pollution controls must be able to prevent, under normal weather conditions, both the movement of soil materials and the intrusion of sediment-laden discharges into environmentally sensitive areas.

Construction will not commence or continue until all specified erosion and pollution controls are in place, properly installed and accepted by the Construction Manager.

Erosion and pollution controls will be cleaned when sediment deposits reach the heights indicated in the table provided in Section 212.03.1 of the RIDOT Standard Specifications, after a rainstorm as necessary; and/or when directed by the RIDOT Construction Manager.

Erosion control structures will remain in place until all disturbed earth has been securely stabilized and accepted by RIDOT. Before final removal, all accumulated sediment on the upstream side will be removed and legally disposed of. After removal of structures, disturbed areas will be regraded and stabilized as necessary.

BMPs will be maintained in effective operating condition by appropriate means. Upon identification of BMPs that are not operating effectively, maintenance and/or appropriate means will be performed as soon as practicable.

Timely maintenance of the control measures identified in this SWPPP will be ensured by weekly and post-storm event site inspections. These site inspections are a condition and requirement of the RIDOT Stormwater Management Program Plan.

Please Note: The contractor is required to have a full-time, on-site designated contact person responsible for working with the RIDOT Construction Manager and the SWPPP Inspector to resolve SWPPP-related issues.

5.2 Inspections

Minimum Monitoring and Reporting Requirements

The construction site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt. An appropriate rain gauge (as may be found on www.wunderground.com or www.nws.noaa.gov (or similar sites)) must be identified and utilized for the determination of the storm events.

General Notes

- The Certified SWPPP Inspector (Inspector) will prepare a separate inspection report for each inspection.
- The Inspection Reference Number will be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2011-AA-BBB-**4**
- Each report will be signed and dated by the SWPPP Inspector and forwarded to the Construction Manager within 24 hours of the inspection.
- Each report will be signed and dated by the Construction Manager and forwarded to the Contractor's designated representative.
- Each report will be signed and dated by the Contractor upon receipt.
- If Corrective Actions are required, the Contractor will initiate appropriate measures within 24 hours of receiving of the inspection report.
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.

ATTACHMENT A: Inspection Report Instructions and Template

5.3 Corrective Actions

If, in the opinion of the Inspector or Construction Manager, corrective action is required, the Inspector or Construction Manager will note it on the inspection report and will notify and direct the Contractor to take corrective action and make all necessary repairs whenever maintenance of the erosion and pollution controls is required.

In accordance with Section 212 of the RIDOT Standard Specifications, the Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager.

If the Construction Manager decides on any given day that those erosion and pollution controls specified in the Contract are not in place or have not been adequately maintained as specified in this Section, the daily charge set forth in Special Provision Code 212.1000 will be deducted from monies due the Contractor as a charge for failure to comply with this Specification. Moreover, the stated daily charge will continue each consecutive calendar day thereafter until the deficiencies noted have been corrected to the complete satisfaction of the Construction Manager.

ATTACHMENT A: Inspection Report Instructions and Template including Corrective Action Log

SECTION 6: Amendments

This SWPPP is intended to be a working document.

It is expected that amendments will be required throughout the construction of the project.

Even if practices are installed on a site per the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

The SWPPP will be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives (i.e. the selected BMPs are not effective in controlling erosion or sedimentation).

All revisions must be recorded in the Record of Amendments Log Sheet within the SWPPP, and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments. Update the Revision Date and the Version # in the footer of the Report to reflect amendments made.

All SWPPP Amendments, except minor non-technical revisions, must be approved by the Construction Manager.

SECTION 7: Recordkeeping

7.1 Requirements

It is the RIDOT Construction Manager's responsibility to have the following documents at the Field Office and immediately available for review upon request:

- A copy of the fully signed and dated SWPPP
- Copies of all signed and dated Inspection Reports
- Corrective Action Log
- Amendment Log
- Any Regulatory permits obtained as part of the Project

SECTION 8: Party Certifications

All parties working for the Rhode Island Department of Transportation are required to comply with the Stormwater Pollution Prevention Plan (SWPPP) for any work that is performed on-site. Any person or group who violates any condition of the SWPPP may be subject to substantial penalties or loss of contract. Contractors and Sub-Contractors are encouraged to advise all employees working on this project of the requirements of the SWPPP. A copy of the SWPPP is available for your review at the RIDOT Field Office, or may be obtained from the RIDOT Environmental Division by calling (401) 734-4892.

The prime contractor and each subcontractor engaged in activities at the construction site that could impact stormwater must be identified and sign the following certification statement.

I acknowledge that I have read and understand the terms and conditions of the SWPPP for the above designated project and agree to follow the BMPs and practices described in the SWPPP.

RIDOT Construction Manager:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Contractor's Certified SWPPP Inspector:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date & certification w/#

Contractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Subcontractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Insert more contact/signature lines as necessary

Amendment Log

ALL AMENDMENTS MUST BE APPROVED BY RIDOT CONSTRUCTION MANAGER

Describe amendment to be made to SWPPP, the date, and the person/title making the amendment. The RIDOT Construction Manager must approve ALL amendments.

	Date	Description of Amendment	R.E. initials
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Add more lines/pages as necessary

SWPPP APPENDICES

Attachment A

Small-Site SWPPP Inspection Report with Instructions

Small-Site SWPPP Corrective Action Log

Attachment B

Location Map

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

Small-Site SWPPP Inspection Report with Instructions

For all projects with **less than one (1) acre of soil disturbance**, RIDOT is required to develop and enforce a site-specific **Storm Water Pollution Prevention Plan** (**SWPPP**) to remain in compliance with RIDOT's Stormwater Management Program Plan (SWMPP). As part of the SWPPP, a site-specific inspection report must be created and utilized.

Preparing the Inspection Report

This inspection report template has been provided by RIDOT for the development of the site-specific SWPPP Inspection Report. It must be customized for each individual Project to meet the requirements of the RIPDES Construction General Permit and our SWMPP.

It is expected that this Inspection Report will be prepared as part of the preparation of the site-specific SWPPP. This inspection report template is designed to be customized according to the SWPPP document (initially) and then customized based on conditions at the site.

Review the site-specific SWPPP and the Plans to develop the inspection report. ***On a copy of the site plan, number all stormwater BMPs and areas of the site that will be inspected.*** Include both structural (basins, outlet protection, swales, etc) and non-structural (construction entrances, perimeter barriers, trash areas, etc) BMPs and areas that will be inspected. Also, identify all point source outfalls, areas of highly erodible soils, and the priority natural resource areas (i.e. streams, wetlands, mature trees, etc). **List each BMP or area to be inspected separately in the site-specific BMP section of the inspection report**.

An appropriate rain gauge must be identified and utilized for the determination of the storm events. Rain gauges may be found on www.wunderground.com, www.nws.noaa.gov (or similar sites).

Small-Site SWPPP Inspection Report Instructions for:

RIDOT ENVIRONMENTAL DIVISION

- The RIDOT Administrator of the Environmental Division must review the SWPPP and sign the Certification Statement as the site OWNER on p. iii of the SWPPP.

RIDOT CONSTRUCTION MANAGER

- The RIDOT Construction Manager (CM) must review the SWPPP and sign the Certification Statement for RIDOT Construction Manager in Section 8. If the CM has any questions, contact the RIDOT Environmental Division (ED) at 401-734-4892.
- After an inspection has been performed, the CM must sign the 'acknowledgement' certification on Page 1 of the Inspection Report **at time of receipt from the Inspector.**
- The CM must review the Inspection Report within 24-hours of receipt.
    - If the CM agrees with the Inspection report, the CM must:
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
    - If the CM disagrees with a corrective action item, the CM must:
        - Document objection with each item and provide justifiable reason in the inspection report. The contractor will not responsible for initiating corrective actions for such items. RIDOT's ED will review such items if warranted.
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.
- **The Inspection Report serves as the RIDOT directive to the Contractor to proceed with corrective actions.**
- **The CM is responsible for verifying Corrective Actions performed by the Contractor (sign/date on Corrective Action Log).**

- On a monthly basis, the Construction Manager must electronically submit a PDF of the Inspection Reports to the Project Manager (PM) and the Environmental Division (ED). Please submit ED reports to: dot.swppp@dot.ri.gov .

Monthly submission:

  - must include each completed, dated, and signed inspection report, including any associated photos.
  - must be submitted no later than the 10th of the month following the end of the reporting period.
  - must include a copy of the daily rainfall summary data for the month as reported by the selected rain gauge (ex/ the monthly calendar from www.wunderground.com).
  - may have the report content, frequency, &/or submission format changed with approval from the ED.

CONTRACTOR'S CERTIFIED SWPPP INSPECTOR

- The Contractor may be the Inspector if they are qualified, or the Contractor may designate another qualified person as the Inspector (see current Section 212 of RIDOT Specifications). The designated inspector must review the SWPP Plan and sign the Certification Statement for SWPPP Inspector in Section 8 of the SWPPP.
- **It is the responsibility of the Contractor's Inspector to start the SWPPP Inspections BEFORE EARTHWORK BEGINS.** Earthwork is NOT allowed to proceed until a SWPPP Inspection of the site has been completed.
- A separate inspection report will be prepared for each inspection.
- Complete any items that will remain constant, such as the project information and BMP locations and descriptions. Then print out multiple copies (double-sided!) of this customized inspection report to use during the inspections *or save the file for future use on a computer*. **The Inspector must also include their Certification/Qualification number on each inspection report.**
- The Inspection Reference Number shall be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2006-AA-BBB-**4**
- Check the rain gauge for past & future weather data prior to inspection.
- Minimum Monitoring and Reporting Requirements

  "…the site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt." (per RIPDES CGP)

- When conducting the inspection, walk the site by following the site map and numbered BMPs locations for inspection. Also, note whether the overall site issues have been addressed.
- Take photos to document issues, completed required maintenance/corrective actions – each photo should be dated and have a unique identification # and written description indicating where it is located within the project area. If a close-up photo is required, it should be preceded with a photo including both the detail area and some type of visible fixed reference point. Photos should be annotated with Station numbers and other identifying information where needed.
- For each inspection, the Inspector must determine if the Construction site is in compliance with the SWPPP, or not. The Inspector must check the appropriate check-box on Page 1 of the inspection report.
- Each report must be signed and dated by the Inspector and forwarded to the RIDOT Construction Manager within 24-hours of the inspection.

CONTRACTOR

- The Contractor must review the SWPPP and sign the Certification Statement for Contractor in Section 8 of the SWPPP.
- After an Inspection has been performed, the Contractor must sign the 'acknowledgement' certification on Page 1 of the inspection form at time of receipt from the Construction Manager.
- The CM will provide a copy of the signed Inspection Report to the Contractor.
- **The Inspection Report serves as your RIDOT directive to proceed with corrective actions.**
- In accordance with the SWPPP and Section 212 of the RIDOT Standard Specifications, the **Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**.
- The **CONTRACTOR** is responsible for maintaining the CORRECTIVE ACTION LOG for each inspection report. The log is a running total. Do not create a new one for each inspection.

Small-Site SWPPP Inspection Report Instructions for:

INSPECTOR, CONSTRUCTION MANAGER, & CONTRACTOR

Amendments

The SWPPP shall be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives.

SWPPP Amendments may be recommended by any party, but all amendments must be approved by the Construction Manager. The revision must be recorded in the Record of Amendments Log Sheet within the SWPPP and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments by the Inspector.

Questions

RIDOT Environmental Division
360 Lincoln Ave
Warwick, RI 02888
401-734-4892

dot.swppp@dot.ri.gov

RIC # INSPECTION #

RIDOT Small-Site SWPPP Inspection Report

Project Information			
Name/RIC/PTSID			
RIDOT Project Mgr		**RIDOT Construction Mgr**	
Contractor		**Contractor's Project Superintendent**	
E&S Sub-Contractor Contact		**Certified SWPPP Inspector's Cert. & Cert. #**	

Inspection Information			
Contractor's SWPPP Inspector Info	**Name**	**Phone**	**Email**
Inspection Date	Click or tap to enter a date.	**Start/End Time**	

Inspection Type

☐ **Weekly** ☐ **Pre-storm event** ☐ **During storm event** ☐ **Post-storm event** ☐ **Violation**

Weather Information

Rain Gauge:

Last Rain Event

Date Click or tap to enter a date.: Duration (hrs): Approximate Rainfall (in):

Current Weather at time of this inspection:

Weather Forecast at time of this inspection: (And: When is next precipitation or wind event anticipated?)

Certification Statements

Inspector: (check one)

☐ I, as the designated Inspector, certify that this site has been inspected and is in compliance with the site-specific SWPPP.

☐ I, as the designated Inspector, certify that this site has been inspected and I have made the determination that the site requires corrective actions before it will be compliant with the site-specific SWPPP. The required corrective actions are noted within this inspection report.

Print Name:	Signature:	Date: Click or tap to enter a date.

Construction Manager:

I, the RIDOT Construction Manager, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

Contractor:

I, the designated Contractor representative, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

RIC # INSPECTION #

EROSION AND SEDIMENTATION BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is the CORRECTIVE ACTION to bring into compliance?
2.1	Are **Limits of Disturbance** clearly marked at the site?	☐Yes ☐No		
2.1	Are **natural resource areas** (e.g., streams, wetlands, trees, etc.) protected with sediment barriers or similar BMPs?	☐Yes ☐No ☐None on/adjacent to site		
2.2	Is **construction sequencing** being followed?	☐Yes ☐No ☐N/A		
2.3	Are **structural BMPs** properly installed to divert stormwater flow from entering the construction site?	☐Yes ☐No ☐None needed		
2.4	Is **clearing/grubbing** only occurring in areas that will have active work within 21-days?	☐Yes ☐No		
2.4	Is **clearing/grubbing** taking place inside the Apr 15 - Oct 15 window?	☐Yes ☐No		
2.4	Do **disturbed/unstabilized areas** have appropriate erosion/ sedimentation controls in place?	☐Yes ☐No ☐All areas stabilized		
2.5	Are all **slopes** protected from concentrated stormwater flow?	☐Yes ☐No ☐No slopes		
2.6	Are **ALL** storm drain **inlets &/or catch basins** properly protected with silt sacks or other appropriate BMPs?	☐Yes ☐No		
2.7	Are **ALL** storm drain **outfalls** properly protected from scour/erosion?	☐Yes ☐No ☐No outfalls		
2.8	Are **perimeter and sediment controls** adequately installed & maintained to prevent sediment from leaving the site (including entering drainage system)?	☐Yes ☐No		
2.9	If dewatering, are discharge points protected & **receiving waters** free of sediment deposits?	☐Yes ☐No ☐No dewatering		
2.10	Is **weather** forecast being checked regularly?	☐Yes ☐No		
Notes on Erosion and Sediment Controls:				

RIC # INSPECTION #

GOOD HOUSEKEEPING BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is CORRECTIVE ACTION to bring into compliance?
3.1	Are BMPs effectively limiting **sediment** from being tracked into the street?	☐Yes ☐No		
3.2	Is **trash/litter** from work areas collected & placed in covered containers regularly?	☐Yes ☐No		
3.3	Are **equipment**, vehicles, containers, & storage areas free from leaks?	☐Yes ☐No		
3.3	Are **materials** that are potential stormwater contaminants covered or stored inside?	☐Yes ☐No		
3.4	Are **non-storm water discharges** (i.e. dust control H_2O) free from contamination?	☐Yes ☐No		
3.5	Are **stockpiles** covered (either with temporary vegetation or tarps), ringed with barrier BMPs, & located at least 50 feet away from natural resources & storm drains?	☐Yes ☐No ☐No stockpiles		
3.6	Are **washout facilities** (e.g. paint, grout, concrete) available, clearly marked, and **maintained** & located at least 50-feet away from natural resources and storm drains?	☐Yes ☐No ☐No concrete use at this time		
3.7	Are **vehicle** & **equipment** fueling, cleaning, & maintenance areas free from leaks & located at least 50-feet away from natural resources & storm drains?	☐Yes ☐No ☐No fueling areas		
3.8	Is **dust** being controlled on-site?	☐Yes ☐No		
3.9	Is **sweeping** being used to keep sediment off roads & parking lots?	☐Yes ☐No		
PROCEDURAL BMP INSPECTION		**"No" means needs attention**	**Assoc. Photo #**	**If "No", what is CORRECTIVE ACTION to bring into compliance?**
4.1	Are **permanent stormwater STUs** (i.e. infiltration basins, swales, permeable pavement areas) being protected from compaction? (*No stockpiling or vehicles in these areas*!)	☐Yes ☐No ☐No permanent STUs		
5.1	Are all **erosion & pollution controls** being maintained in accordance with RIDOT Standard Spec Section 212?	☐Yes ☐No		
5.2	Are **inspections** taking place at least every 7 days & after storm events?	☐Yes ☐No		
5.3	Has the Contractor initiated & completed previous **Corrective Actions** (CA)?	☐Yes ☐No ☐No previous CA		
6.0	Are SWPPP **Amendments** being logged?	☐Yes ☐No ☐None		
7.0	Are SWPPP & ALL **inspection reports** being kept at RIDOT Field Office?	☐Yes ☐No		

RIC # INSPECTION #

TO BE FILLED OUT BY RIDOT CONSTRUCTION MANAGER

OUTSTANDING CORRECTIVE ACTIONS

Were **CORRECTIVE ACTIONS** reported in the previous inspection report?

☐ **NO**	No Corrective Actions were issued in previous inspection report.
☐ **YES** and…	☐ All Corrective Actions have been addressed Date work began: Click or tap to enter a date. | Date work completed: Click or tap to enter a date. ☐ Corrective Actions remain and are noted in this inspection report. **WHY did they not get addressed w/in 7-days?**

NOTICE TO CONTRACTOR

This SWPPP Inspection Report, completed by a qualified inspector, indicates that this construction site is:

☐ **COMPLIANT**	☐ No immediate actions are required. Keep up the good work! ☐ **Work is required to maintain site compliance. Contractor to complete the noted corrective actions within 24 hours to stay in compliance. Site moves into non-compliant category after 24 hours if not completed. Charges may be assessed.**
☐ **NON-COMPLIANT**	**This document serves as your RIDOT directive to proceed with the CORRECTIVE ACTIONS that have been outlined above.** The SWPPP, Construction Contract documents, and Section 212 of the RIDOT Standard Specifications state that the **Contractor** will commence with the requisite cleaning and maintenance measures **no later than the next consecutive calendar day** after receiving such a directive from the Construction Manager **and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**. Date work to begin: Click or tap to enter a date. Date work to be completed: Click or tap to enter a date.

R.E. initials: _____ R.E. Comments:

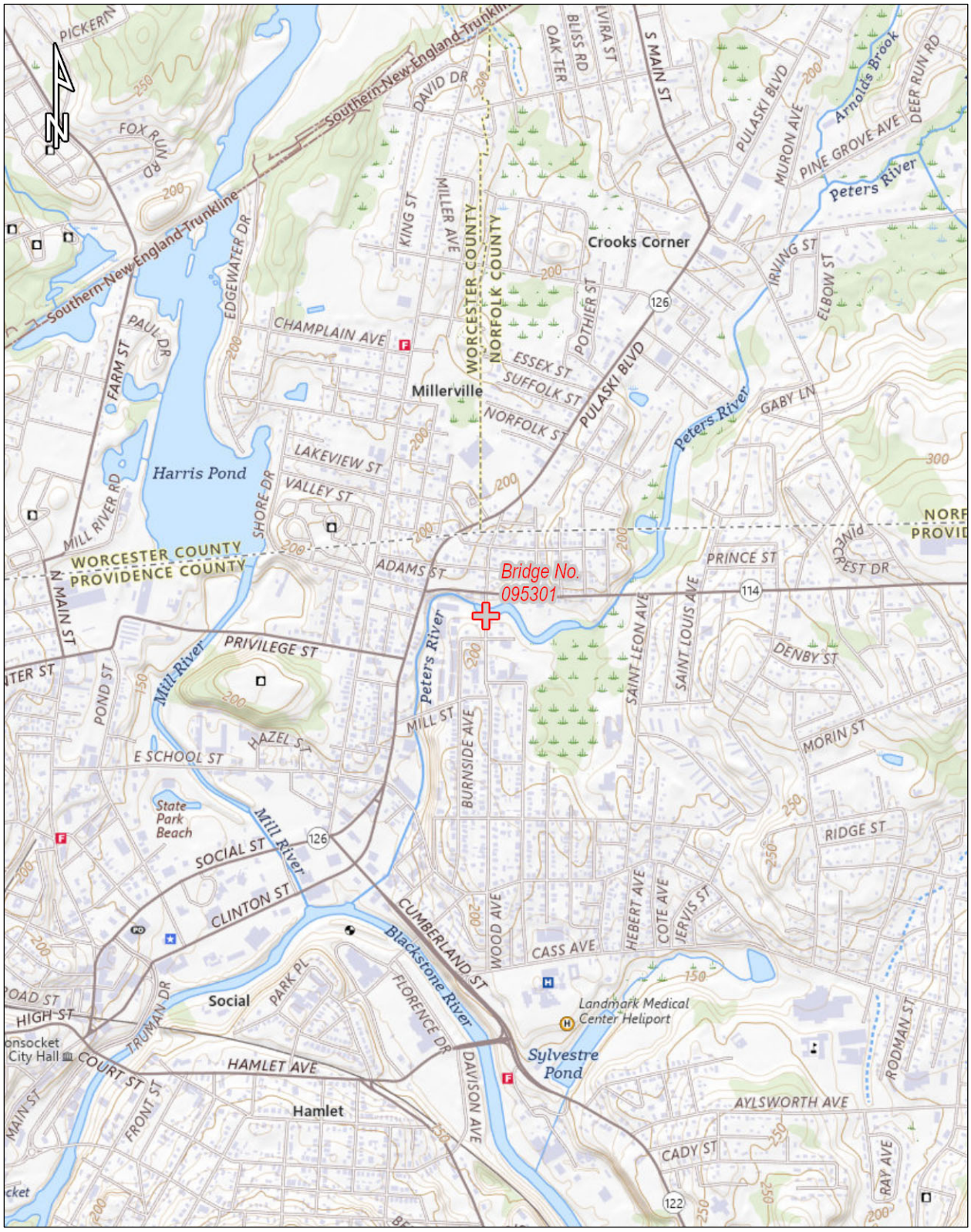
Date: Click or tap to enter a date.

RIC # INSPECTION #

Corrective Action Log

THIS FORM TO BE FILLED OUT BY SITE CONTRACTOR FOR EVERY INSPECTION

Location/ Station	Corrective Action	Date Notified	Date Completed	RIDOT Initial
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
Operator Signature:		**Date:**	Click or tap to enter a date.	



General Location Map

Sources: RIGIS, USGS National Map • Approximate Scale: 1" = 1,500'

SMALL-SITE
Stormwater Pollution Prevention Plan

For:

Diamond Hill Road Bridge No. 954 Rehabilitation
Corridor – Woonsocket, PTSID: 2607D

Diamond Hill Road over the Peters River

Woonsocket, Rhode Island

Owner:	**RI DEPARTMENT OF TRANSPORTATION** Alisa Diaz Richardson 2 Capitol Hill Providence, RI 02903 401-222-2468

Operator:

TO BE DETERMINED UPON CONTRACT AWARD

Estimated Project Dates:	Start Date: To be determined Completion Date: To be determined
SWPPP Prepared By:	**GM2 Associates, Inc.** Kevin M. Nagle, P.E. 200 Main Street, Suite 300 Pawtucket, RI 02860 (401) 726-4084
SWPPP Preparation Date:	1/29/2025

OWNER CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under the direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete.

_____

Owner Signature: Date

Owner Name: Alisa Diaz Richardson, PE

Owner Title: Administrator, Environmental Division

Company Name: Rhode Island Department of Transportation

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INTRODUCTION

This Small-Site Storm Water Pollution Prevention Plan (SWPPP) has been prepared for the State of Rhode Island Department of Transportation (RIDOT) for a construction project that has less than one (1) acre of soil disturbance. This document provides general guidance for the installation and maintenance of erosion and sediment controls on small projects.

The purpose of erosion and sedimentation best management practices (BMPs) is to prevent pollutants from leaving the construction site and entering waterways or environmentally sensitive areas during and after construction. This SWPPP has been prepared prior to the initiation of construction activities to address anticipated worksite conditions. The best management practices (BMPs) depicted on the site plan and described in this narrative should be considered the minimum measures required to control erosion, sedimentation, and stormwater runoff at the site. Since construction is a dynamic process with changing site conditions, it is the operator's responsibility to manage the site during the construction phases to prevent pollutants from leaving the site. This may require the operator to revise and amend the SWPPP during construction to address varying site and/or weather conditions, such as by adding or realigning erosion or sediment controls.

It is the responsibility of the RIDOT Construction Manager to maintain the SWPPP, including all attachments, amendments, and inspection records, at the project field office and to make all records available for inspection by RIDEM during construction.

The RIDOT Construction Manager and designated Certified SWPPP Inspector are required to review the SWPPP and sign the Party Certification pages (Section 8). The prime contractor and all subcontractors involved in earthwork or exterior construction activities are also required to review the SWPPP and sign the certification pages before construction begins.

Any questions regarding the SWPPP, BMPs, inspection requirements, or any other facet of this document may be addressed to the RIDOT Environmental Division at 401-734-4892.

Please note: Even if practices are correctly installed on a site according to the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

SECTION 1: SITE DESCRIPTION

1.1 Project/Site Information

The Rhode Island of Transportation (RIDOT) will be undertaking a program of repairs and preservation measures upon Diamond Hill Road Bridge (No. 095401), which carries Diamond Hill Road (State Route 114) over the Peters River in the City of Woonsocket, Rhode Island. The location of the existing crossing within the surrounding environment is depicted on the General Location Map provided as an attachment to this SWPPP.

1.2 Nature and Sequence of Construction Activity

The work to be performed under this Contract consists of preservation measures designed to extend the service life of the existing bridge. These measures include deck-level preservation (including replacement of railings, roadway reconstruction, etc.), structural concrete and masonry repairs (including repairs to arch ring, spandrel walls, return walls, wingwalls, etc.), and channel stabilization measures (placement of scour countermeasures within the channel).

Ground disturbance will be limited to the minor clearing and grading required to provide worker access to lower portions of the bridge, and upon completion of the work all areas temporarily disturbed will be returned to pre-project conditions through grading, stabilization, and plantings. Construction activities beneath the bridge will be conducted during the low flow season (July 1 to October 31).

Estimated Project Start Date:	(to be determined upon contract award)
Estimated Project Completion Date:	(to be determined upon contract award)
Estimated Number of Months:	2-3 months

1.3 Construction Site Estimates

The following are estimates of the construction site:

Total Project Area	0.2 acres
Construction Site Area to be disturbed	0.02 acres
Percentage impervious area before construction	80 %
Percentage impervious area after construction	80 %

1.4 Potential Discharges

Indicate where the stormwater from the active site may discharge to:

Environmentally Sensitive Areas	Construction Site Discharges to: (Yes / No)	List discharge points & indicate how determination was made
Waters of the State	Yes	The subject bridge spans the Peters River (RI0001003R-04), a 3rd-order tributary of the Blackstone River. *(RIGIS/RIDEM data)*
Wetlands (Coastal or Upland)	Yes	The watercourse is a freshwater wetland feature subject to protection under the state's Freshwater Wetlands Rules (250-RICR-150-15-3). *(RIGIS/RIDEM data)*
Separate Storm Sewer System	Yes	Closed drainage facilities are present along Diamond Hill Road. *(RIDOT record plans, Stormwater Database)*
303(d) Impaired Waters	No	The Peters River is not on the current 303(d) List of Impaired Waters.*(RIGIS/RIDEM data, 2024 IWQMA Report)*
TMDL Waters	Yes	TMDLs were effected in 2013 to address impairments caused by metals (copper) and bacteria (Enterococcus, Fecal Coliform). *(RIGIS/RIDEM data, 2024 IWQMA Report)*
Special Resource Protection Waters (SRPWs)	No	*(RIGIS/RIDEM data)*
Cold Water Fisheries	No	*(RIGIS/RIDEM data)*
Natural Heritage Areas	No	*(RIGIS/RIDEM data)*

Historic/Cultural Areas	Yes	The Peters River in the vicinity of the bridge is located within the Blackstone Canal historic district. The historic district extends from the Upper Jenkesville Pond Dam (approx. 100 feet downstream of Wood Ave.) to the Massachusetts state line. The bridge itself is not listed as a historic site. The project has received a “no adverse effect” determination from the Rhode Island Historical Preservation & Heritage Commission (RIHPHC), with the only stipulation requiring a color match of concrete repairs to the existing Bridge 954. *(RIGIS/RIDEM data)*
Permanent Stormwater Structures (swales, outfalls, treatment units, etc.)	Yes	Several RIDOT drainage outfalls serving the closed drainage facilities discharge directly to the Peters River. *(RIDOT record plans, Stormwater Database)*

1.5 Allowable Non-Storm Water Discharges

RIPDES Construction General Permit – IV.E.1.g

Are there allowable non-stormwater discharges on or near the project area?

☐ Yes ☒ No

List of allowable non-stormwater discharges:

- N/A

Are there any known or contaminated discharges, including dewatering operations, on or near the project area?

☐ Yes ☒ No

If yes, list the discharges and the RIPDES individual permit number(s) or RIPDES Remediation General Permit Authorization number(s) associated with these discharges.

- RIPDES individual permit number: N/A
- RIPDES Remediation General Permit Authorization number: N/A

1.6 Potential Sources of Pollution

Check the potential pollution sources that may reasonably be expected to affect the quality of storm water discharges from the site

Anticipated on this Project (Y/N)	Operation/ Location	Stormwater Pollutants
Y	Clearing, grading, excavating, and unstabilized areas	Sediment; Trash/Debris
N	Construction Entrance	Sediment
N	Soil Stockpiles	Sediment
Y	Paving operations	Sediment; Trash/Debris
Y	Concrete washout and waste	Heavy metals; pH; Trash/Debris
Y	Structure construction/ painting/ cleaning	Nutrients; pH; Trash/Debris; Toxic chemicals
Y	Demolition and debris disposal	Sediment; Trash/Debris
Y	Dewatering operations	Sediment; Nutrients
N	Drilling and blasting operations	Sediment; pH; Trash/Debris
Y	Material delivery and storage	Sediment; Nutrients; Heavy metals; pH; Pesticides/Herbicides; Oil/Grease; Trash/Debris; Toxic chemicals
Y	Material use during building process	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; trash/debris; toxic chemicals
Y	Solid waste/ trash/ debris	trash/debris; toxic chemicals
N	Hazardous waste	heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
N	Contaminated spills	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
Y	Sanitary/septic waste (porta potty?)	Nutrients; pH; Bacteria/Viruses; toxic chemicals
N	Vehicle/equipment fueling and maintenance	Oil/Grease; Toxic chemicals; fuel
Y	Vehicle/equipment use and storage	Oil/Grease; Toxic chemicals
N	Landscaping operations	Sediment; Nutrients; Trash/Debris
N	Off-site LUHPPL run-on	Industrial toxins; oil/grease; heavy metals; fuel; salt; hazardous materials
N	Other:	

1.7 Site Plans

TITLE & DATE OF PLAN SET(S):

State of Rhode Island, Department of Transportation
Corridor – Woonsocket, Volume 03: Rehabilitation of Bridge No. 095401 & Preservation of Bridge Nos. 068801, 093901 & 095301

(_____ Sheets, Date: _____)

** Date of approved Advertising Plan Set to be added above. See Section 6 (Amendments) and Section 7 (Recordkeeping).*

- ☐ Total area of development
- ☐ Total area of soil disturbance
- ☐ Areas that will not be disturbed
- ☐ The location of all erosion and sediment controls
- ☐ Locations of storm drain inlets and outfalls
- ☐The location and name of the receiving waters or separate storm sewer system and the ultimate receiving waters
- ☐Location and name of all waters of the State, including wetlands
- ☐Location of environmentally sensitive features/areas to be protected (Section 1.4)
- ☐ Constraint locations of material storage areas, equipment storage areas, concrete washouts, dumpsters, stockpiles, fueling locations etc.
  (i.e. locations where these activities will <u>not</u> occur)

SECTION 2: EROSION AND SEDIMENTATION CONTROLS

What is a BMP?

Erosion and Sedimentation controls are Best Management Practice (BMP) devices, practices, or methods for preventing storm water pollutants from leaving the construction site and reaching environmentally sensitive areas. The most common BMPs are compost filter socks, straw bales, and silt fence, but a BMP can also be a policy or procedure like construction sequencing and street sweeping. The objectives of erosion and sediment controls are to minimize the potential for erosion and sedimentation during construction activities.

If BMPs are not depicted on the approved plan set, but erosion or sedimentation is occurring, appropriate BMPs must be installed as directed by the RIDOT Construction Manager.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ *2.1 Minimize Disturbed Area and Protect Natural Features*

Limiting the disturbed areas as much as possible leaves natural vegetation to serve as the erosion control. Preservation of topsoil is also important – layers underneath topsoil are much more prone to erosion and have less absorption capacity.

As far as is practicable, existing vegetation will be protected and left in place, in accordance with the clearing limits shown on the approved Plans. Prior to any land disturbance activities commencing on the site, the Contractor will physically mark limits of disturbance (LOD) on the site and any areas to be protected within the site, so that workers can see the areas to be protected. Topsoil will be preserved where possible, in accordance with stock pile management specifications

☒ 2.2 Phase Construction Activity

Proper sequencing of construction activities is essential to maximize the effectiveness of erosion and sediment control measures.

At a minimum, construction sequencing and timing of construction activities will include:

1. Before any earthwork begins, erosion and sediment controls will be installed as depicted on the Approved Plans, and in accordance with all applicable sections of the RIDOT Standard Specifications. Upon acceptable completion of site preparation and installation of erosion and sediment controls, site construction activities may commence.

2. While earthwork is being done, routine inspection and maintenance and/or modification of erosion and sediment controls will be performed.

3. Final stabilization of any disturbed areas after earthwork has been completed.

☒ 2.3 Control Stormwater Flowing Onto & Through Project

Stormwater flow protection is necessary to prevent concentrated stormwater flows from coming on to the project site &/or moving through the project site.

Structural BMPs will be used to divert flows from exposed soils, retain or detain flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include straw bales/silt fencing, compost filter socks, fiber rolls, gravel bag berms, slope drains, check dams, and riprap.

☒ 2.4 Stabilizing Soils

Phased Clearing & Grubbing:

Only areas that can be reasonably expected to have active construction work being performed within 21-days of disturbance will be cleared/grubbed at any one time. It is NOT acceptable to clear and grub the entire construction site if disturbed portions will not be active within the 21-day time-frame.

Clearing/Grubbing will not take place during a rain event if erosion is likely to occur; nor will it occur if a rain event is forecasted and appropriate erosion controls cannot be installed prior to the storm and in accordance with section 201, 206 through 211 of the RIDOT standard specifications.

No undisturbed areas will be cleared of existing vegetation after October 15th of any calendar year or during any period of full or limited winter shutdown. All disturbed soils exposed prior to October 15 of any calendar year will be seeded or protected by that date. Any such areas that do not have adequate vegetative stabilization, as determined by the Construction Manager or environmental inspector, by November 15 of any calendar year, must be stabilized by erosion control matting or mulch, in accordance with specifications contained within the RI Soil Erosion and Sediment Control Handbook (as amended). If work continues within any of these areas during the period from October 15 through April 15, care must be taken to ensure that only the area required for that Day's work is exposed, and all erodible soil must be restabilized within 5 working days.

As per RIDOT Standard Specification 201.03.1 – Clearing and Grubbing:
After clearing, and by the end of each day's grubbing operation, the Contractor will install erosion control measures that are indicated on the Plans or as directed by the Construction Manager. Such erosion control measures will be installed in strict accordance with the requirements of **SECTIONS 206, 207,** and **208** of these Specifications, **PERIMETER EROSION CONTROLS, CHECK DAMS**, and **TEMPORARY DEWATERING BASINS**, respectively.

Initiating Stabilization Practices

Upon completion and acceptance of site preparation and initial installation of erosion and sediment controls the operator will initiate appropriate stabilization practices during all phases of construction on all disturbed areas as soon as possible but not more than fourteen (14) days after the construction activity in that area has temporarily or permanently ceased, unless the activity is to resume within twenty-one (21) days.

Any disturbed areas that will not have active construction activity occurring within twenty-one (21) days must be stabilized using the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section L.02 – Seeding, Section L.05 - Seed Stabilizers and Section M.18 – Landscape Materials (M.18.08 – Mulch and M.18.09 – Seed Stabilizer Materials).

Maintaining Stabilization

Controls and methods that may be used to maintain soil stabilization include the placement of geotextiles, erosion control blankets/mats, and temporary seeding. If the stabilization BMPs fail and erosion occurs, then alternative control measures &/or methods may need to be substituted.

☒ 2.5 Protect Slopes

Slope protection is necessary to prevent concentrated stormwater flow from eroding the slope.

Structural BMPs will be used to temporarily conduct concentrated stormwater runoff safely down the face of a cut or fill slope without causing erosion on or below the slope.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include temporary slope drains, compost filter socks, fiber rolls, gravel bag berms, erosion control mats/blankets, and temporary vegetative cover.

☒ 2.6 Protect Storm Drain Inlets

Inlet protection is necessary to prevent sediment and debris from entering the storm drain system.

Structural BMPs will be used to protect ALL stormwater inlets &/or catch basins that may receive sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include catch basin inserts, compost filter socks, fiber rolls, and gravel bag berms.

☒ 2.7 Protect Storm Drain Outfalls

Outfall protection is necessary to prevent scour or severe erosion at discharge points. Outfalls often have high velocity, high volume flows, and require strong materials that will withstand the forces of the water. The function of these BMPs is to protect the soil surface, reduce velocity, and promote infiltration. Storm drain outlet BMPs also offer a last line of protection against sediment entering environmentally sensitive areas.

Structural BMPs will be used to protect ALL stormwater outfalls that may discharge sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include compost filter socks, fiber rolls, gravel bag berms, and rip-rap.

☒ 2.8 Establish Perimeter Controls and Sediment Barriers

Perimeter controls and sediment barriers are necessary to prevent sediment and debris from leaving the construction site.

Structural BMPs will be used to establish perimeter barriers that will stop sediment-laden stormwater flow from leaving the construction site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include baled straw &/or silt fence, compost filter socks, fiber rolls, and gravel bag berms.

☒ *2.9 Retain Sediment On-Site and Control Dewatering Practices*

Sediment traps, basins, and barriers are used to retain sediment on the site to protect streams, lakes, drainage systems, and adjacent property. These devices are used at the outlets of channels, diversions, and other runoff conveyance measures to allow sediment-filled water to pool and sediment to settle. These measures are often used as the last line of defense to stop sediment from leaving the site.

The dewatering of non-contaminated non-stormwater (i.e. groundwater) or accumulated precipitation discharge of sediment-laden water into storm drains, streams, lakes or wetlands prior to sediment removal is prohibited.

The dewatering of contaminated non-stormwater cannot be discharged without prior notice and approval from either the Rhode Island Department of Environmental Management (RIDEM) or the Coastal Resources Management Council (CRMC). Should dewatering of contaminated water be occurring on this construction project, appropriate permits will have been obtained, and will be included as part of the Contract Documents.

Describe controls, including design specifications and details, to be used to retain sediments on-site. Describe dewatering practices that will be implemented if water must be removed from an area so that construction activity can continue.

- Temporary sandbag cofferdams will be employed to contain and dewater channel-level work as required. All such work will be performed by hand during the seasonal low flow period (July 1 – October 31), and at no time will the extents of cofferdams exceed 50% of the channel or bridge opening width. If dewatering is required, RIDOT Standard 9.7.0 dewatering basins or approved equal will be employed, and all stilled water will be returned to the river non-erosively.

☒ *2.10 Monitoring Weather Conditions*

Care will be taken to avoid having unstabilized areas exposed during precipitation events. Weather forecasts will be routinely checked, and in the case of an expected precipitation event of over 0.25-inches over a 24-hour period, all BMPs will be inspected, and maintained as necessary, prior to the weather event.

In the case of an extreme weather forecast (greater than one-inch of rain over a 24-hour period), additional erosion/sediment controls will be installed where appropriate.

List the weather gauge station that will be utilized to monitor weather conditions on the construction site. See www.wunderground.com or www.weather.gov for available stations.

- Social Station (KRIWOONS18) - 42.01 °N, 71.52 °W
  https://www.wunderground.com/weather/us/ri/woonsocket/KRIWOONS18

SECTION 3: GOOD HOUSEKEEPING BMPS

The purpose of good housekeeping is to prevent daily construction operations and activities from causing pollution.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ 3.1 Off-site Tracking of Sediments

Any construction site access point must employ the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section 211 – Construction Accesses, or any method approved of by the RIDOT Construction Manager and the RIDOT Environmental Division. Construction accesses will be used in conjunction with the stabilization of construction roads to reduce the amount of mud picked up by construction vehicles. All RI STD 9.9.0 Construction Access roads will be constructed prior to any roadway accepting construction traffic

If a Construction Access BMP is not designated on the plans, it is still the responsibility of the Operator to ensure that no sediment is tracked off the construction site by any vehicles leaving the site. Additional control measures that may be used, upon approval, include a vehicle washing station and/or daily street sweeping.

The Operator will remain responsible for the clean-up of any mud or dirt that is tracked onto streets or paved areas, even with the installation of gravel construction entrances. Inspect access for excessive sediment build up. Remove sediment and rebuild the exit as necessary to retain effectiveness and prevent off-site tracking. Additional street cleaning may be required if unable to retain sediment on site.

☒ 3.2 Waste Disposal

Building materials and other construction site wastes will be properly managed and disposed of to prevent the discharge of solid materials from wind and precipitation. All types of waste generated at the site will be disposed of in a manner consistent with State Law and/or regulations.

- The waste collection area will not be within any of the constraint areas located on the “Constraint Map” (Section 1.7) and will be approved by the RIDOT Construction Manager.
- All waste containers will be covered to avoid contact with wind and precipitation.
- Waste collection will be scheduled frequently enough to prevent containers from overfilling.
- All construction site wastes will be collected, removed, and disposed of in accordance with applicable regulatory requirements and only at authorized disposal sites.
- Equipment and containers will be checked for leaks, corrosion, support or foundation failure, or other signs of deterioration. Those that are found to be defective will be immediately repaired or replaced.

☒ 3.3 Spill Prevention and Control Plan

Spills and leaks will be avoided through frequent inspection of equipment and material storage areas. Heavy equipment and other vehicles will be routinely inspected for leaks and repaired as necessary. Material storage areas will be routinely inspected for leaky containers, open containers, or improper storage techniques that may lead to spills or leaks. Appropriate cleanup procedures and supplies will be available on-site.

Spills will be cleaned up immediately and following proper response procedures and in accordance with any applicable regulatory requirements. At no time will spills be cleaned and flushed down storm drains or in to any environmentally sensitive area (i.e. stream, pond, wetland).

Equipment/vehicle fueling and repair/maintenance operations or hazardous material storage will not take place within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

☒ 3.4 Control of Allowable Non-Storm Water Discharges

Non-storm water discharges will be controlled to reduce the likelihood of contamination. Allowable discharges will be kept separate from stormwater flow with BMPs.

For contaminated non-stormwater discharge(s), the requirements and regulations of the associated RIPDES individual permit or RIPDES Remediation General Permit will be adhered to at all times.

☒ 3.5 Establish Proper Building Material Staging Areas

Stock pile management consists of procedures and practices designed to minimize or eliminate the discharge of stockpiled material (soil, topsoil, base material, rubble) from entering drainage systems or water courses.

Stock piles will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager. They will have side slopes no greater than 30% and stockpiles of erodible material will be seeded and ringed with RI STD 9.1.0 to stabilize (or RIDOT approved equivalent: berms, dikes, fiber rolls, compost socks, sandbag, gravel bags).

If soil stockpiles are not stabilized with vegetation, then they will be securely covered at the end of each workday.

All chemicals and/or hazardous waste material must be stored properly and legally in covered areas, with containment systems constructed in or around the storage areas. Areas must be designated for materials delivery and storage. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.6 Designate Washout Areas

Concrete mixer trucks and chutes will be washed in a designated area or concrete wastes will be properly disposed of off-site. Washout areas for concrete, paint or any other material will not be within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

Temporary concrete washout areas must be constructed and maintained to contain all water and concrete waste generated by washout operations. A sign should be placed at the washout site to inform concrete equipment operators of the facility location. Facilities must be cleaned or replaced when they reach 75% capacity.

At no time will any material (concrete, paint, chemicals) be washed into storm drains, open ditches, streets, streams, wetlands, or any environmentally sensitive area. The site operator must ensure that construction waste is properly and legally disposed of, to avoid exposure to precipitation, at the end of each working day. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.7 Establish proper equipment/vehicle fueling & maintenance practices

Vehicle fueling, maintenance and/or washing will occur off-site, or in designated areas. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

Areas will be clearly designated, and berms, sandbags, or other barriers will be used around the perimeter of the maintenance area to prevent storm water contamination.

Construction vehicles will be inspected frequently for leaks. Repairs will take place immediately. Disposal of all used oil, antifreeze, solvents and other automotive-related chemicals will be according to applicable regulations; at no time will any material be washed down the storm drain or in to any environmentally sensitive area.

☒ 3.8 Dust Control

Dust control procedures and practices will be used to suppress dust on a construction site during the construction process, as applicable. Precipitation, temperature, humidity, wind velocity and direction will determine amount and frequency of applications. However, the best method of controlling dust is to prevent dust production. This can best be accomplished by limiting the amount of bare soil exposed at one time. RIDOT Standard Specifications Section 907 – Dust Control – will be followed.

Dust Control methods may include watering, surface roughening, wind barriers, walls, and covers.

☒ 3.9 Sweeping

Sweeping of streets, roads, highways, and parking lots that have accumulated significant amounts of pollutants (construction site sediment, trash, debris) will be done as necessary, or as directed by the RIDOT Construction Manager. When construction exits are not keeping construction site sediment from the roadway, sweeping will be done daily. Disposal of collected sweeping material will follow RIDOT Standard Specifications Section 931 – Cleaning and Sweeping Pavement.

SECTION 4: POST-CONSTRUCTION BMPs

Post-Construction Best Management Practices are BMPs that are installed during the Construction Phase of a project to manage storm water flow after the construction is completed.

Measures must be used during the construction project to protect permanent or long term BMPs as they are installed so that they will function properly when they are brought online at the end of the construction phase.

Such long-term BMPs may include: infiltration basins, open vegetated swales and natural depressions, vegetated buffer strips, and detention/ retention structures. Controls may also be needed to prevent or minimize erosion at outfall locations or along the length of vegetated channels to reduce velocity flow from the structure to the receiving waters.

Control measures that may need to be implemented during the construction phase typically include measures to ensure proper installation and/or long term functioning of the long-term BMPs. Examples include: ensuring proper material staging areas and equipment routing to avoid compaction of soil in areas meant for permanent BMPs, and final cleaning of structural BMPs before construction finalization.

4.1 Post-Construction BMPs

For each permanent BMP, identify measures that are required to protect the BMP during the construction phase of the project to ensure that they will function appropriately once they are brought online.

Location	Post-Construction BMP	Protective Measures
None within scope of bridge preservation project		

SECTION 5: MAINTENANCE and INSPECTIONS

RIPDES Construction General Permit – Section IV.E.2.d

5.1 Maintenance

Maintenance procedures for erosion and sedimentation controls and stormwater management structures/facilities are described on the approved plan set and in Section 212 of the RHODE ISLAND DEPARTMENT OF TRANSPORTATION Standard Specifications for Road and Bridge Construction August 2023 EDITION (and Amendments).

The Contractor will maintain erosion and pollution controls to the satisfaction of the Construction Manager. Erosion and pollution controls must be able to prevent, under normal weather conditions, both the movement of soil materials and the intrusion of sediment-laden discharges into environmentally sensitive areas.

Construction will not commence or continue until all specified erosion and pollution controls are in place, properly installed and accepted by the Construction Manager.

Erosion and pollution controls will be cleaned when sediment deposits reach the heights indicated in the table provided in Section 212.03.1 of the RIDOT Standard Specifications, after a rainstorm as necessary; and/or when directed by the RIDOT Construction Manager.

Erosion control structures will remain in place until all disturbed earth has been securely stabilized and accepted by RIDOT. Before final removal, all accumulated sediment on the upstream side will be removed and legally disposed of. After removal of structures, disturbed areas will be regraded and stabilized as necessary.

BMPs will be maintained in effective operating condition by appropriate means. Upon identification of BMPs that are not operating effectively, maintenance and/or appropriate means will be performed as soon as practicable.

Timely maintenance of the control measures identified in this SWPPP will be ensured by weekly and post-storm event site inspections. These site inspections are a condition and requirement of the RIDOT Stormwater Management Program Plan.

Please Note: The contractor is required to have a full-time, on-site designated contact person responsible for working with the RIDOT Construction Manager and the SWPPP Inspector to resolve SWPPP-related issues.

5.2 Inspections

Minimum Monitoring and Reporting Requirements

The construction site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt. An appropriate rain gauge (as may be found on www.wunderground.com or www.nws.noaa.gov (or similar sites)) must be identified and utilized for the determination of the storm events.

General Notes

- The Certified SWPPP Inspector (Inspector) will prepare a separate inspection report for each inspection.
- The Inspection Reference Number will be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2011-AA-BBB-**4**
- Each report will be signed and dated by the SWPPP Inspector and forwarded to the Construction Manager within 24 hours of the inspection.
- Each report will be signed and dated by the Construction Manager and forwarded to the Contractor's designated representative.
- Each report will be signed and dated by the Contractor upon receipt.
- If Corrective Actions are required, the Contractor will initiate appropriate measures within 24 hours of receiving of the inspection report.
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.

ATTACHMENT A: Inspection Report Instructions and Template

5.3 Corrective Actions

If, in the opinion of the Inspector or Construction Manager, corrective action is required, the Inspector or Construction Manager will note it on the inspection report and will notify and direct the Contractor to take corrective action and make all necessary repairs whenever maintenance of the erosion and pollution controls is required.

In accordance with Section 212 of the RIDOT Standard Specifications, the Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager.

If the Construction Manager decides on any given day that those erosion and pollution controls specified in the Contract are not in place or have not been adequately maintained as specified in this Section, the daily charge set forth in Special Provision Code 212.1000 will be deducted from monies due the Contractor as a charge for failure to comply with this Specification. Moreover, the stated daily charge will continue each consecutive calendar day thereafter until the deficiencies noted have been corrected to the complete satisfaction of the Construction Manager.

ATTACHMENT A: Inspection Report Instructions and Template including Corrective Action Log

SECTION 6: Amendments

This SWPPP is intended to be a working document.

It is expected that amendments will be required throughout the construction of the project.

Even if practices are installed on a site per the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

The SWPPP will be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives (i.e. the selected BMPs are not effective in controlling erosion or sedimentation).

All revisions must be recorded in the Record of Amendments Log Sheet within the SWPPP, and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments. Update the Revision Date and the Version # in the footer of the Report to reflect amendments made.

All SWPPP Amendments, except minor non-technical revisions, must be approved by the Construction Manager.

SECTION 7: Recordkeeping

7.1 Requirements

It is the RIDOT Construction Manager's responsibility to have the following documents at the Field Office and immediately available for review upon request:

- A copy of the fully signed and dated SWPPP
- Copies of all signed and dated Inspection Reports
- Corrective Action Log
- Amendment Log
- Any Regulatory permits obtained as part of the Project

SECTION 8: Party Certifications

All parties working for the Rhode Island Department of Transportation are required to comply with the Stormwater Pollution Prevention Plan (SWPPP) for any work that is performed on-site. Any person or group who violates any condition of the SWPPP may be subject to substantial penalties or loss of contract. Contractors and Sub-Contractors are encouraged to advise all employees working on this project of the requirements of the SWPPP. A copy of the SWPPP is available for your review at the RIDOT Field Office, or may be obtained from the RIDOT Environmental Division by calling (401) 734-4892.

The prime contractor and each subcontractor engaged in activities at the construction site that could impact stormwater must be identified and sign the following certification statement.

I acknowledge that I have read and understand the terms and conditions of the SWPPP for the above designated project and agree to follow the BMPs and practices described in the SWPPP.

RIDOT Construction Manager:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Contractor's Certified SWPPP Inspector:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date & certification w/#

Contractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Subcontractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Insert more contact/signature lines as necessary

Amendment Log

ALL AMENDMENTS MUST BE APPROVED BY RIDOT CONSTRUCTION MANAGER

Describe amendment to be made to SWPPP, the date, and the person/title making the amendment. The RIDOT Construction Manager must approve ALL amendments.

	Date	Description of Amendment	R.E. initials
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Add more lines/pages as necessary

SWPPP APPENDICES

Attachment A

Small-Site SWPPP Inspection Report with Instructions

Small-Site SWPPP Corrective Action Log

Attachment B

Location Map

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

Small-Site SWPPP Inspection Report with Instructions

For all projects with **less than one (1) acre of soil disturbance**, RIDOT is required to develop and enforce a site-specific **Storm Water Pollution Prevention Plan** (**SWPPP**) to remain in compliance with RIDOT's Stormwater Management Program Plan (SWMPP). As part of the SWPPP, a site-specific inspection report must be created and utilized.

Preparing the Inspection Report

This inspection report template has been provided by RIDOT for the development of the site-specific SWPPP Inspection Report. It must be customized for each individual Project to meet the requirements of the RIPDES Construction General Permit and our SWMPP.

It is expected that this Inspection Report will be prepared as part of the preparation of the site-specific SWPPP. This inspection report template is designed to be customized according to the SWPPP document (initially) and then customized based on conditions at the site.

Review the site-specific SWPPP and the Plans to develop the inspection report. ***On a copy of the site plan, number all stormwater BMPs and areas of the site that will be inspected.*** Include both structural (basins, outlet protection, swales, etc) and non-structural (construction entrances, perimeter barriers, trash areas, etc) BMPs and areas that will be inspected. Also, identify all point source outfalls, areas of highly erodible soils, and the priority natural resource areas (i.e. streams, wetlands, mature trees, etc). **List each BMP or area to be inspected separately in the site-specific BMP section of the inspection report**.

An appropriate rain gauge must be identified and utilized for the determination of the storm events. Rain gauges may be found on www.wunderground.com, www.nws.noaa.gov (or similar sites).

Small-Site SWPPP Inspection Report Instructions for:

RIDOT ENVIRONMENTAL DIVISION

- The RIDOT Administrator of the Environmental Division must review the SWPPP and sign the Certification Statement as the site OWNER on p. iii of the SWPPP.

RIDOT CONSTRUCTION MANAGER

- The RIDOT Construction Manager (CM) must review the SWPPP and sign the Certification Statement for RIDOT Construction Manager in Section 8. If the CM has any questions, contact the RIDOT Environmental Division (ED) at 401-734-4892.
- After an inspection has been performed, the CM must sign the 'acknowledgement' certification on Page 1 of the Inspection Report **at time of receipt from the Inspector.**
- The CM must review the Inspection Report within 24-hours of receipt.
    - If the CM agrees with the Inspection report, the CM must:
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
    - If the CM disagrees with a corrective action item, the CM must:
        - Document objection with each item and provide justifiable reason in the inspection report. The contractor will not responsible for initiating corrective actions for such items. RIDOT's ED will review such items if warranted.
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.
- **The Inspection Report serves as the RIDOT directive to the Contractor to proceed with corrective actions.**
- **The CM is responsible for verifying Corrective Actions performed by the Contractor (sign/date on Corrective Action Log).**

- On a monthly basis, the Construction Manager must electronically submit a PDF of the Inspection Reports to the Project Manager (PM) and the Environmental Division (ED). Please submit ED reports to: dot.swppp@dot.ri.gov .

Monthly submission:

  - must include each completed, dated, and signed inspection report, including any associated photos.
  - must be submitted no later than the 10th of the month following the end of the reporting period.
  - must include a copy of the daily rainfall summary data for the month as reported by the selected rain gauge (ex/ the monthly calendar from www.wunderground.com).
  - may have the report content, frequency, &/or submission format changed with approval from the ED.

CONTRACTOR'S CERTIFIED SWPPP INSPECTOR

- The Contractor may be the Inspector if they are qualified, or the Contractor may designate another qualified person as the Inspector (see current Section 212 of RIDOT Specifications). The designated inspector must review the SWPP Plan and sign the Certification Statement for SWPPP Inspector in Section 8 of the SWPPP.
- **It is the responsibility of the Contractor's Inspector to start the SWPPP Inspections BEFORE EARTHWORK BEGINS.** Earthwork is NOT allowed to proceed until a SWPPP Inspection of the site has been completed.
- A separate inspection report will be prepared for each inspection.
- Complete any items that will remain constant, such as the project information and BMP locations and descriptions. Then print out multiple copies (double-sided!) of this customized inspection report to use during the inspections *or save the file for future use on a computer*. **The Inspector must also include their Certification/Qualification number on each inspection report.**
- The Inspection Reference Number shall be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2006-AA-BBB-**4**
- Check the rain gauge for past & future weather data prior to inspection.
- Minimum Monitoring and Reporting Requirements

  "…the site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt." (per RIPDES CGP)

- When conducting the inspection, walk the site by following the site map and numbered BMPs locations for inspection. Also, note whether the overall site issues have been addressed.
- Take photos to document issues, completed required maintenance/corrective actions – each photo should be dated and have a unique identification # and written description indicating where it is located within the project area. If a close-up photo is required, it should be preceded with a photo including both the detail area and some type of visible fixed reference point. Photos should be annotated with Station numbers and other identifying information where needed.
- For each inspection, the Inspector must determine if the Construction site is in compliance with the SWPPP, or not. The Inspector must check the appropriate check-box on Page 1 of the inspection report.
- Each report must be signed and dated by the Inspector and forwarded to the RIDOT Construction Manager within 24-hours of the inspection.

CONTRACTOR

- The Contractor must review the SWPPP and sign the Certification Statement for Contractor in Section 8 of the SWPPP.
- After an Inspection has been performed, the Contractor must sign the 'acknowledgement' certification on Page 1 of the inspection form at time of receipt from the Construction Manager.
- The CM will provide a copy of the signed Inspection Report to the Contractor.
- **The Inspection Report serves as your RIDOT directive to proceed with corrective actions.**
- In accordance with the SWPPP and Section 212 of the RIDOT Standard Specifications, the **Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**.
- The **CONTRACTOR** is responsible for maintaining the CORRECTIVE ACTION LOG for each inspection report. The log is a running total. Do not create a new one for each inspection.

Small-Site SWPPP Inspection Report Instructions for:

INSPECTOR, CONSTRUCTION MANAGER, & CONTRACTOR

Amendments

The SWPPP shall be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives.

SWPPP Amendments may be recommended by any party, but all amendments must be approved by the Construction Manager. The revision must be recorded in the Record of Amendments Log Sheet within the SWPPP and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments by the Inspector.

Questions

RIDOT Environmental Division
360 Lincoln Ave
Warwick, RI 02888
401-734-4892

dot.swppp@dot.ri.gov

RIC # INSPECTION #

RIDOT Small-Site SWPPP Inspection Report

Project Information			
Name/RIC/PTSID			
RIDOT Project Mgr		**RIDOT Construction Mgr**	
Contractor		**Contractor's Project Superintendent**	
E&S Sub-Contractor Contact		**Certified SWPPP Inspector's Cert. & Cert. #**	

Inspection Information			
Contractor's SWPPP Inspector Info	**Name**	**Phone**	**Email**
Inspection Date	Click or tap to enter a date.	**Start/End Time**	

Inspection Type

☐ **Weekly** ☐ **Pre-storm event** ☐ **During storm event** ☐ **Post-storm event** ☐ **Violation**

Weather Information

Rain Gauge:

Last Rain Event

Date Click or tap to enter a date.: Duration (hrs): Approximate Rainfall (in):

Current Weather at time of this inspection:

Weather Forecast at time of this inspection: (And: When is next precipitation or wind event anticipated?)

Certification Statements

Inspector: (check one)

☐ I, as the designated Inspector, certify that this site has been inspected and is in compliance with the site-specific SWPPP.

☐ I, as the designated Inspector, certify that this site has been inspected and I have made the determination that the site requires corrective actions before it will be compliant with the site-specific SWPPP. The required corrective actions are noted within this inspection report.

Print Name:	Signature:	Date: Click or tap to enter a date.

Construction Manager:

I, the RIDOT Construction Manager, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

Contractor:

I, the designated Contractor representative, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

RIC # INSPECTION #

EROSION AND SEDIMENTATION BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is the CORRECTIVE ACTION to bring into compliance?
2.1	Are **Limits of Disturbance** clearly marked at the site?	☐Yes ☐No		
2.1	Are **natural resource areas** (e.g., streams, wetlands, trees, etc.) protected with sediment barriers or similar BMPs?	☐Yes ☐No ☐None on/adjacent to site		
2.2	Is **construction sequencing** being followed?	☐Yes ☐No ☐N/A		
2.3	Are **structural BMPs** properly installed to divert stormwater flow from entering the construction site?	☐Yes ☐No ☐None needed		
2.4	Is **clearing/grubbing** only occurring in areas that will have active work within 21-days?	☐Yes ☐No		
2.4	Is **clearing/grubbing** taking place inside the Apr 15 - Oct 15 window?	☐Yes ☐No		
2.4	Do **disturbed/unstabilized areas** have appropriate erosion/ sedimentation controls in place?	☐Yes ☐No ☐All areas stabilized		
2.5	Are all **slopes** protected from concentrated stormwater flow?	☐Yes ☐No ☐No slopes		
2.6	Are **ALL** storm drain **inlets &/or catch basins** properly protected with silt sacks or other appropriate BMPs?	☐Yes ☐No		
2.7	Are **ALL** storm drain **outfalls** properly protected from scour/erosion?	☐Yes ☐No ☐No outfalls		
2.8	Are **perimeter and sediment controls** adequately installed & maintained to prevent sediment from leaving the site (including entering drainage system)?	☐Yes ☐No		
2.9	If dewatering, are discharge points protected & **receiving waters** free of sediment deposits?	☐Yes ☐No ☐No dewatering		
2.10	Is **weather** forecast being checked regularly?	☐Yes ☐No		
Notes on Erosion and Sediment Controls:				

RIC # INSPECTION #

GOOD HOUSEKEEPING BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is CORRECTIVE ACTION to bring into compliance?
3.1	Are BMPs effectively limiting **sediment** from being tracked into the street?	☐Yes ☐No		
3.2	Is **trash/litter** from work areas collected & placed in covered containers regularly?	☐Yes ☐No		
3.3	Are **equipment**, vehicles, containers, & storage areas free from leaks?	☐Yes ☐No		
3.3	Are **materials** that are potential stormwater contaminants covered or stored inside?	☐Yes ☐No		
3.4	Are **non-storm water discharges** (i.e. dust control H_2O) free from contamination?	☐Yes ☐No		
3.5	Are **stockpiles** covered (either with temporary vegetation or tarps), ringed with barrier BMPs, & located at least 50 feet away from natural resources & storm drains?	☐Yes ☐No ☐No stockpiles		
3.6	Are **washout facilities** (e.g. paint, grout, concrete) available, clearly marked, and **maintained** & located at least 50-feet away from natural resources and storm drains?	☐Yes ☐No ☐No concrete use at this time		
3.7	Are **vehicle** & **equipment** fueling, cleaning, & maintenance areas free from leaks & located at least 50-feet away from natural resources & storm drains?	☐Yes ☐No ☐No fueling areas		
3.8	Is **dust** being controlled on-site?	☐Yes ☐No		
3.9	Is **sweeping** being used to keep sediment off roads & parking lots?	☐Yes ☐No		
PROCEDURAL BMP INSPECTION		**"No" means needs attention**	**Assoc. Photo #**	**If "No", what is CORRECTIVE ACTION to bring into compliance?**
4.1	Are **permanent stormwater STUs** (i.e. infiltration basins, swales, permeable pavement areas) being protected from compaction? (*No stockpiling or vehicles in these areas*!)	☐Yes ☐No ☐No permanent STUs		
5.1	Are all **erosion & pollution controls** being maintained in accordance with RIDOT Standard Spec Section 212?	☐Yes ☐No		
5.2	Are **inspections** taking place at least every 7 days & after storm events?	☐Yes ☐No		
5.3	Has the Contractor initiated & completed previous **Corrective Actions** (CA)?	☐Yes ☐No ☐No previous CA		
6.0	Are SWPPP **Amendments** being logged?	☐Yes ☐No ☐None		
7.0	Are SWPPP & ALL **inspection reports** being kept at RIDOT Field Office?	☐Yes ☐No		

RIC # INSPECTION #

TO BE FILLED OUT BY RIDOT CONSTRUCTION MANAGER

OUTSTANDING CORRECTIVE ACTIONS

Were **CORRECTIVE ACTIONS** reported in the previous inspection report?

☐ **NO**	No Corrective Actions were issued in previous inspection report.
☐ **YES** and…	☐ All Corrective Actions have been addressed Date work began: Click or tap to enter a date. | Date work completed: Click or tap to enter a date. ☐ Corrective Actions remain and are noted in this inspection report. **WHY did they not get addressed w/in 7-days?**

NOTICE TO CONTRACTOR

This SWPPP Inspection Report, completed by a qualified inspector, indicates that this construction site is:

☐ **COMPLIANT**	☐ No immediate actions are required. Keep up the good work! ☐ **Work is required to maintain site compliance. Contractor to complete the noted corrective actions within 24 hours to stay in compliance. Site moves into non-compliant category after 24 hours if not completed. Charges may be assessed.**
☐ **NON-COMPLIANT**	**This document serves as your RIDOT directive to proceed with the CORRECTIVE ACTIONS that have been outlined above.** The SWPPP, Construction Contract documents, and Section 212 of the RIDOT Standard Specifications state that the **Contractor** will commence with the requisite cleaning and maintenance measures **no later than the next consecutive calendar day** after receiving such a directive from the Construction Manager **and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**. Date work to begin: Click or tap to enter a date. Date work to be completed: Click or tap to enter a date.

R.E. initials: _____ R.E. Comments:

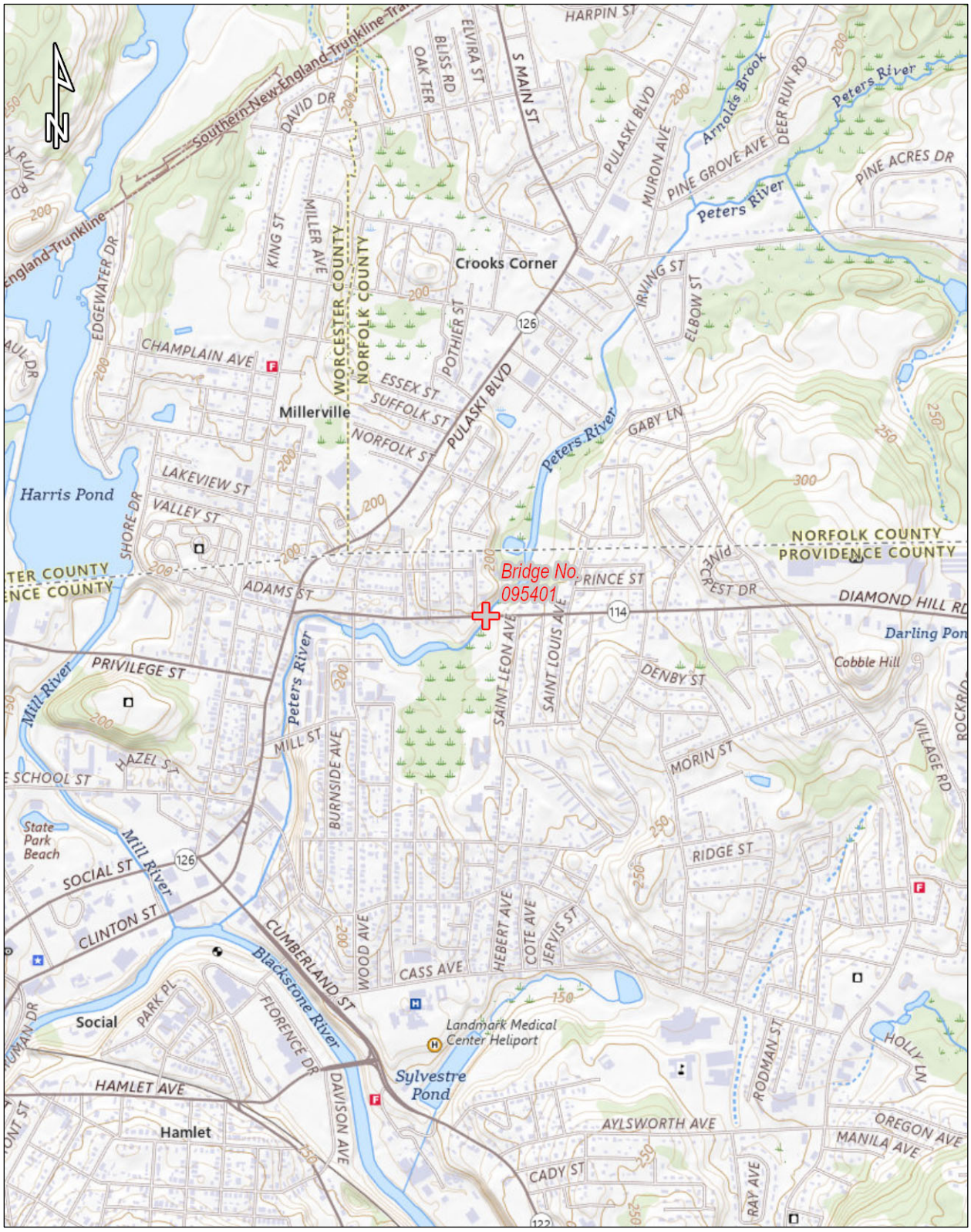
Date: Click or tap to enter a date.

RIC # INSPECTION #

Corrective Action Log

THIS FORM TO BE FILLED OUT BY SITE CONTRACTOR FOR EVERY INSPECTION

Location/ Station	Corrective Action	Date Notified	Date Completed	RIDOT Initial
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
Operator Signature:		**Date:**	Click or tap to enter a date.	



General Location Map

Sources: RIGIS, USGS National Map • Approximate Scale: 1" = 1,500'

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

RIDOT Small-Site SWPPP TEMPLATE Instructions

*For all projects with less than 1.0 acres of disturbance, a **Storm Water Pollution Prevention Plan** (SWPPP) is required to be developed as part of compliance with RIDOT's Stormwater Management Program Plan and RI Pollutant Discharge Elimination System (RIPDES) MS4 Permit.*

This document is being provided as an aid in the preparation of a small-site SWPPP. It is a comprehensive list of issues a SWPPP preparer must consider during the development of the document. The items in the template are derived from the RIPDES Storm Water Discharge Associated with Construction Activity (CGP), the RIDEM RI Model SWPPP Template, and the Environmental Protection Agency's model SWPPP template.

Instructions for SWPPP Preparers:

When converting this model SWPPP into your site-specific SWPPP, please keep in mind the following:

1) Items in black should remain in the final site specific SWPPP and do not need to be modified.
2) Items highlighted in gray indicate where information must be inserted. Click on the highlighted text and type response – the gray highlighting will be over-written.
3) *Items in blue-italics are included to provide guidance to you, the SWPPP preparer, during the development of the site specific SWPPP, these items may be deleted in the final site specific SWPPP document.*
4) The control measures in Section 2 and Section 3 are meant to be 'checked', if they are relevant to the specific construction project. *If an item is not relevant, the item may remain unchecked, but an explanation should be provided why that item is not applicable.*
5) The RIDOT Small Site SWPPP Inspection Report, Inspection Report Instructions, and Amendment Log should be modified as necessary and included with the SWPPP as attachments.

If there are any questions, please contact the RIDOT Environmental Division at 401-734-4892.

SMALL-SITE
Stormwater Pollution Prevention Plan

For:

Privilege Street Bridge No. 963 Replacement
Corridor – Woonsocket, PTSID: 2607D

Privilege Street over the Mill River

Woonsocket, Rhode Island

Owner:	**RI DEPARTMENT OF TRANSPORTATION** Alisa Diaz Richardson 2 Capitol Hill Providence, RI 02903 401-222-2468

Operator:

TO BE DETERMINED UPON CONTRACT AWARD

Estimated Project Dates:	Start Date: To be determined Completion Date: To be determined
SWPPP Prepared By:	**GM2 Associates, Inc.** Kevin M. Nagle, P.E. 200 Main Street, Suite 300 Pawtucket, RI 02860 (401) 726-4084
SWPPP Preparation Date:	1/27/2025

OWNER CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under the direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete.

_____

Owner Signature: Date

Owner Name: Alisa Diaz Richardson, PE

Owner Title: Administrator, Environmental Division

Company Name: Rhode Island Department of Transportation

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This Table of Contents is structured to be automatically populated by Microsoft Word. Upon completion of this template, "right-click" anywhere in the Table of Contents, select "Update Field", and then "Update entire table". Page numbers will automatically be synced with the changed document.

INTRODUCTION

This Small-Site Storm Water Pollution Prevention Plan (SWPPP) has been prepared for the State of Rhode Island Department of Transportation (RIDOT) for a construction project that has less than one (1) acre of soil disturbance. This document provides general guidance for the installation and maintenance of erosion and sediment controls on small projects.

The purpose of erosion and sedimentation best management practices (BMPs) is to prevent pollutants from leaving the construction site and entering waterways or environmentally sensitive areas during and after construction. This SWPPP has been prepared prior to the initiation of construction activities to address anticipated worksite conditions. The best management practices (BMPs) depicted on the site plan and described in this narrative should be considered the minimum measures required to control erosion, sedimentation, and stormwater runoff at the site. Since construction is a dynamic process with changing site conditions, it is the operator's responsibility to manage the site during the construction phases to prevent pollutants from leaving the site. This may require the operator to revise and amend the SWPPP during construction to address varying site and/or weather conditions, such as by adding or realigning erosion or sediment controls.

It is the responsibility of the RIDOT Construction Manager to maintain the SWPPP, including all attachments, amendments, and inspection records, at the project field office and to make all records available for inspection by RIDEM during construction.

The RIDOT Construction Manager and designated Certified SWPPP Inspector are required to review the SWPPP and sign the Party Certification pages (Section 8). The prime contractor and all subcontractors involved in earthwork or exterior construction activities are also required to review the SWPPP and sign the certification pages before construction begins.

Any questions regarding the SWPPP, BMPs, inspection requirements, or any other facet of this document may be addressed to the RIDOT Environmental Division at 401-734-4892.

Please note: Even if practices are correctly installed on a site according to the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

SECTION 1: SITE DESCRIPTION

1.1 Project/Site Information

The Rhode Island of Transportation (RIDOT) will be undertaking the replacement of Privilege Street Bridge (No. 096301), which carries Privilege Street over the Mill River in the City of Woonsocket, Rhode Island. The location of the existing crossing within the surrounding environment is depicted on the General Location Map provided as an attachment to this SWPPP.

1.2 Nature and Sequence of Construction Activity

Originally built in 1960, Bridge No. 963 is municipally owned (City of Woonsocket), single-span structure that is approaching the end of its life cycle, with a current overall condition rating of Poor due to various structural deficiencies identified through routine inspections. RIDOT has recently determined that this bridge must be replaced, and based on preliminary type studies, identified a preferred alternative for the replacement design. The proposed design calls for micropiles to be installed through the existing unreinforced abutments to support (along with new reinforced pile caps) the replacement superstructure. The lower portions of existing abutments will remain and there will be no changes to the existing hydraulic opening.

The work to be performed under this Contract consists of selective demolition of existing bridge elements; installation of new micropiles and pile caps; construction of new bridge elements to support the replacement superstructure (including typical RIDOT stem walls, bridge seats, backwalls, elastomeric bearings, approach slabs, and strip seal expansion joint); repairs to various concrete substructure elements (e.g., cracks and spalls in existing wingwalls); installation of new and replacement guardrail, curbing and sidewalks; and related highway work. A new stormwater treatment unit (STU) and new, reconfigured closed drainage facilities are also proposed along the west approach, including a new permanent drainage outfall to replace the two legacy catch basin outfalls in the west abutment.

Minor clearing and grading will be required to provide worker access to lower portions of the bridge, and upon completion of the work all areas temporarily disturbed will be returned to pre-project conditions through grading, stabilization, and finish seeding. Construction activities beneath the bridge will be conducted during the low flow season (July 1 to October 31).

Estimated Project Start Date:	(to be determined upon contract award)
Estimated Project Completion Date:	(to be determined upon contract award)
Estimated Number of Months:	6-8 months

1.3 Construction Site Estimates

The following are estimates of the construction site:

Total Project Area	0.6 acres
Construction Site Area to be disturbed	0.3 acres
Percentage impervious area <u>before</u> construction	80 %
Percentage impervious area <u>after</u> construction	80 %

1.4 Potential Discharges

Indicate where the stormwater from the active site may discharge to:

Environmentally Sensitive Areas	Construction Site Discharges to: (Yes / No)	List discharge points & indicate how determination was made
Waters of the State	Yes	The subject bridge spans the Mill River (RI0001003R-03), a 3rd-order tributary of the Blackstone River. *(RIGIS/RIDEM data)*
Wetlands (Coastal or Upland)	Yes	The watercourse is a freshwater wetland feature subject to protection under the state's Freshwater Wetlands Rules (250-RICR-150-15-3). *(RIGIS/RIDEM data)*
Separate Storm Sewer System	Yes	Closed drainage facilities are present along Privilege Street. *(RIDOT record plans, Stormwater Database)*
303(d) Impaired Waters	No	The Mill River is not on the current 303(d) List of Impaired Waters.*(RIGIS/RIDEM data, 2024 IWQMA Report)*
TMDL Waters	Yes	TMDLs were effected in 2013 to address impairments caused by metals (copper) and bacteria (Enterococcus, Fecal Coliform). *(RIGIS/RIDEM data, 2024 IWQMA Report)*
Special Resource Protection Waters (SRPWs)	No	*(RIGIS/RIDEM data)*
Cold Water Fisheries	Unassessed	*(RIGIS/RIDEM data)*
Natural Heritage Areas	No	*(RIGIS/RIDEM data)*
Historic/Cultural Areas	No	The bridge itself is not historic, eligible, or potentially eligible. *(RIGIS/RIDEM data)*

Permanent Stormwater Structures (swales, outfalls, treatment units, etc.)	No	None in vicinity of bridge. *(RIDOT record plans, Stormwater Database)*

1.5 Allowable Non-Storm Water Discharges

RIPDES Construction General Permit – IV.E.1.g

Are there allowable non-stormwater discharges on or near the project area?

☐ Yes ☒ No

List of allowable non-stormwater discharges:

- N/A

Are there any known or contaminated discharges, including dewatering operations, on or near the project area?

☐ Yes ☒ No

If yes, list the discharges and the RIPDES individual permit number(s) or RIPDES Remediation General Permit Authorization number(s) associated with these discharges.

- RIPDES individual permit number: N/A
- RIPDES Remediation General Permit Authorization number: N/A

1.6 Potential Sources of Pollution

Check the potential pollution sources that may reasonably be expected to affect the quality of storm water discharges from the site

Anticipated on this Project (Y/N)	Operation/ Location	Stormwater Pollutants
Y	Clearing, grading, excavating, and unstabilized areas	Sediment; Trash/Debris
Y	Construction Entrance	Sediment
Y	Soil Stockpiles	Sediment
Y	Paving operations	Sediment; Trash/Debris
Y	Concrete washout and waste	Heavy metals; pH; Trash/Debris
Y	Structure construction/ painting/ cleaning	Nutrients; pH; Trash/Debris; Toxic chemicals
Y	Demolition and debris disposal	Sediment; Trash/Debris
Y	Dewatering operations	Sediment; Nutrients
Y	Drilling and blasting operations	Sediment; pH; Trash/Debris
Y	Material delivery and storage	Sediment; Nutrients; Heavy metals; pH; Pesticides/Herbicides; Oil/Grease; Trash/Debris; Toxic chemicals
Y	Material use during building process	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; trash/debris; toxic chemicals
Y	Solid waste/ trash/ debris	trash/debris; toxic chemicals
N	Hazardous waste	heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
N	Contaminated spills	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
Y	Sanitary/septic waste (porta potty?)	Nutrients; pH; Bacteria/Viruses; toxic chemicals
N	Vehicle/equipment fueling and maintenance	Oil/Grease; Toxic chemicals; fuel
Y	Vehicle/equipment use and storage	Oil/Grease; Toxic chemicals
N	Landscaping operations	Sediment; Nutrients; Trash/Debris
N	Off-site LUHPPL run-on	Industrial toxins; oil/grease; heavy metals; fuel; salt; hazardous materials
N	Other:	

1.7 Site Plans

TITLE & DATE OF PLAN SET(S):

State of Rhode Island, Department of Transportation
Corridor – Woonsocket, Volume 02: Replacement of Bridge No. 096301

(_____ Sheets, Date: _____)

** Date of approved Advertising Plan Set to be added above. See Section 6 (Amendments) and Section 7 (Recordkeeping).*

- ☐ Total area of development
- ☐ Total area of soil disturbance
- ☐ Areas that will not be disturbed
- ☐ The location of all erosion and sediment controls
- ☐ Locations of storm drain inlets and outfalls
- ☐The location and name of the receiving waters or separate storm sewer system and the ultimate receiving waters
- ☐Location and name of all waters of the State, including wetlands
- ☐Location of environmentally sensitive features/areas to be protected (Section 1.4)
- ☐ Constraint locations of material storage areas, equipment storage areas, concrete washouts, dumpsters, stockpiles, fueling locations etc.
  (i.e. locations where these activities will <u>not</u> occur)

SECTION 2: EROSION AND SEDIMENTATION CONTROLS

What is a BMP?

Erosion and Sedimentation controls are Best Management Practice (BMP) devices, practices, or methods for preventing storm water pollutants from leaving the construction site and reaching environmentally sensitive areas. The most common BMPs are compost filter socks, straw bales, and silt fence, but a BMP can also be a policy or procedure like construction sequencing and street sweeping. The objectives of erosion and sediment controls are to minimize the potential for erosion and sedimentation during construction activities.

If BMPs are not depicted on the approved plan set, but erosion or sedimentation is occurring, appropriate BMPs must be installed as directed by the RIDOT Construction Manager.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ *2.1 Minimize Disturbed Area and Protect Natural Features*

Limiting the disturbed areas as much as possible leaves natural vegetation to serve as the erosion control. Preservation of topsoil is also important – layers underneath topsoil are much more prone to erosion and have less absorption capacity.

As far as is practicable, existing vegetation will be protected and left in place, in accordance with the clearing limits shown on the approved Plans. Prior to any land disturbance activities commencing on the site, the Contractor will physically mark limits of disturbance (LOD) on the site and any areas to be protected within the site, so that workers can see the areas to be protected. Topsoil will be preserved where possible, in accordance with stock pile management specifications

☒ 2.2 Phase Construction Activity

Proper sequencing of construction activities is essential to maximize the effectiveness of erosion and sediment control measures.

At a minimum, construction sequencing and timing of construction activities will include:

1. Before any earthwork begins, erosion and sediment controls will be installed as depicted on the Approved Plans, and in accordance with all applicable sections of the RIDOT Standard Specifications. Upon acceptable completion of site preparation and installation of erosion and sediment controls, site construction activities may commence.

2. While earthwork is being done, routine inspection and maintenance and/or modification of erosion and sediment controls will be performed.

3. Final stabilization of any disturbed areas after earthwork has been completed.

☒ 2.3 Control Stormwater Flowing Onto & Through Project

Stormwater flow protection is necessary to prevent concentrated stormwater flows from coming on to the project site &/or moving through the project site.

Structural BMPs will be used to divert flows from exposed soils, retain or detain flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include straw bales/silt fencing, compost filter socks, fiber rolls, gravel bag berms, slope drains, check dams, and riprap.

☒ 2.4 Stabilizing Soils

Phased Clearing & Grubbing:

Only areas that can be reasonably expected to have active construction work being performed within 21-days of disturbance will be cleared/grubbed at any one time. It is NOT acceptable to clear and grub the entire construction site if disturbed portions will not be active within the 21-day time-frame.

Clearing/Grubbing will not take place during a rain event if erosion is likely to occur; nor will it occur if a rain event is forecasted and appropriate erosion controls cannot be installed prior to the storm and in accordance with section 201, 206 through 211 of the RIDOT standard specifications.

No undisturbed areas will be cleared of existing vegetation after October 15th of any calendar year or during any period of full or limited winter shutdown. All disturbed soils exposed prior to October 15 of any calendar year will be seeded or protected by that date. Any such areas that do not have adequate vegetative stabilization, as determined by the Construction Manager or environmental inspector, by November 15 of any calendar year, must be stabilized by erosion control matting or mulch, in accordance with specifications contained within the RI Soil Erosion and Sediment Control Handbook (as amended). If work continues within any of these areas during the period from October 15 through April 15, care must be taken to ensure that only the area required for that Day's work is exposed, and all erodible soil must be restabilized within 5 working days.

As per RIDOT Standard Specification 201.03.1 – Clearing and Grubbing:
After clearing, and by the end of each day's grubbing operation, the Contractor will install erosion control measures that are indicated on the Plans or as directed by the Construction Manager. Such erosion control measures will be installed in strict accordance with the requirements of **SECTIONS 206, 207,** and **208** of these Specifications, **PERIMETER EROSION CONTROLS, CHECK DAMS**, and **TEMPORARY DEWATERING BASINS**, respectively.

Initiating Stabilization Practices

Upon completion and acceptance of site preparation and initial installation of erosion and sediment controls the operator will initiate appropriate stabilization practices during all phases of construction on all disturbed areas as soon as possible but not more than fourteen (14) days after the construction activity in that area has temporarily or permanently ceased, unless the activity is to resume within twenty-one (21) days.

Any disturbed areas that will not have active construction activity occurring within twenty-one (21) days must be stabilized using the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section L.02 – Seeding, Section L.05 - Seed Stabilizers and Section M.18 – Landscape Materials (M.18.08 – Mulch and M.18.09 – Seed Stabilizer Materials).

Maintaining Stabilization

Controls and methods that may be used to maintain soil stabilization include the placement of geotextiles, erosion control blankets/mats, and temporary seeding. If the stabilization BMPs fail and erosion occurs, then alternative control measures &/or methods may need to be substituted.

☒ 2.5 Protect Slopes

Slope protection is necessary to prevent concentrated stormwater flow from eroding the slope.

Structural BMPs will be used to temporarily conduct concentrated stormwater runoff safely down the face of a cut or fill slope without causing erosion on or below the slope.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include temporary slope drains, compost filter socks, fiber rolls, gravel bag berms, erosion control mats/blankets, and temporary vegetative cover.

☒ 2.6 Protect Storm Drain Inlets

Inlet protection is necessary to prevent sediment and debris from entering the storm drain system.

Structural BMPs will be used to protect ALL stormwater inlets &/or catch basins that may receive sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include catch basin inserts, compost filter socks, fiber rolls, and gravel bag berms.

☒ 2.7 Protect Storm Drain Outfalls

Outfall protection is necessary to prevent scour or severe erosion at discharge points. Outfalls often have high velocity, high volume flows, and require strong materials that will withstand the forces of the water. The function of these BMPs is to protect the soil surface, reduce velocity, and promote infiltration. Storm drain outlet BMPs also offer a last line of protection against sediment entering environmentally sensitive areas.

Structural BMPs will be used to protect ALL stormwater outfalls that may discharge sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include compost filter socks, fiber rolls, gravel bag berms, and rip-rap.

☒ 2.8 Establish Perimeter Controls and Sediment Barriers

Perimeter controls and sediment barriers are necessary to prevent sediment and debris from leaving the construction site.

Structural BMPs will be used to establish perimeter barriers that will stop sediment-laden stormwater flow from leaving the construction site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include baled straw &/or silt fence, compost filter socks, fiber rolls, and gravel bag berms.

☒ *2.9 Retain Sediment On-Site and Control Dewatering Practices*

Sediment traps, basins, and barriers are used to retain sediment on the site to protect streams, lakes, drainage systems, and adjacent property. These devices are used at the outlets of channels, diversions, and other runoff conveyance measures to allow sediment-filled water to pool and sediment to settle. These measures are often used as the last line of defense to stop sediment from leaving the site.

The dewatering of non-contaminated non-stormwater (i.e. groundwater) or accumulated precipitation discharge of sediment-laden water into storm drains, streams, lakes or wetlands prior to sediment removal is prohibited.

The dewatering of contaminated non-stormwater cannot be discharged without prior notice and approval from either the Rhode Island Department of Environmental Management (RIDEM) or the Coastal Resources Management Council (CRMC). Should dewatering of contaminated water be occurring on this construction project, appropriate permits will have been obtained, and will be included as part of the Contract Documents.

Describe controls, including design specifications and details, to be used to retain sediments on-site. Describe dewatering practices that will be implemented if water must be removed from an area so that construction activity can continue.

- No dewatering is anticipated for the proposed replacement of Bridge No. 963. If dewatering is required, RIDOT Standard 9.7.0 dewatering basins or approved equal will be employed, and all stilled water will be returned to the river non-erosively.

☒ *2.10 Monitoring Weather Conditions*

Care will be taken to avoid having unstabilized areas exposed during precipitation events. Weather forecasts will be routinely checked, and in the case of an expected precipitation event of over 0.25-inches over a 24-hour period, all BMPs will be inspected, and maintained as necessary, prior to the weather event.

In the case of an extreme weather forecast (greater than one-inch of rain over a 24-hour period), additional erosion/sediment controls will be installed where appropriate.

List the weather gauge station that will be utilized to monitor weather conditions on the construction site. See www.wunderground.com or www.weather.gov for available stations.

- Social Station (KRIWOONS18) - 42.01 °N, 71.52 °W

https://www.wunderground.com/weather/us/ri/woonsocket/KRIWOONS18

SECTION 3: GOOD HOUSEKEEPING BMPS

The purpose of good housekeeping is to prevent daily construction operations and activities from causing pollution.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ 3.1 Off-site Tracking of Sediments

Any construction site access point must employ the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section 211 – Construction Accesses, or any method approved of by the RIDOT Construction Manager and the RIDOT Environmental Division. Construction accesses will be used in conjunction with the stabilization of construction roads to reduce the amount of mud picked up by construction vehicles. All RI STD 9.9.0 Construction Access roads will be constructed prior to any roadway accepting construction traffic

If a Construction Access BMP is not designated on the plans, it is still the responsibility of the Operator to ensure that no sediment is tracked off the construction site by any vehicles leaving the site. Additional control measures that may be used, upon approval, include a vehicle washing station and/or daily street sweeping.

The Operator will remain responsible for the clean-up of any mud or dirt that is tracked onto streets or paved areas, even with the installation of gravel construction entrances. Inspect access for excessive sediment build up. Remove sediment and rebuild the exit as necessary to retain effectiveness and prevent off-site tracking. Additional street cleaning may be required if unable to retain sediment on site.

☒ 3.2 Waste Disposal

Building materials and other construction site wastes will be properly managed and disposed of to prevent the discharge of solid materials from wind and precipitation. All types of waste generated at the site will be disposed of in a manner consistent with State Law and/or regulations.

- The waste collection area will not be within any of the constraint areas located on the “Constraint Map” (Section 1.7) and will be approved by the RIDOT Construction Manager.
- All waste containers will be covered to avoid contact with wind and precipitation.
- Waste collection will be scheduled frequently enough to prevent containers from overfilling.
- All construction site wastes will be collected, removed, and disposed of in accordance with applicable regulatory requirements and only at authorized disposal sites.
- Equipment and containers will be checked for leaks, corrosion, support or foundation failure, or other signs of deterioration. Those that are found to be defective will be immediately repaired or replaced.

☒ 3.3 Spill Prevention and Control Plan

Spills and leaks will be avoided through frequent inspection of equipment and material storage areas. Heavy equipment and other vehicles will be routinely inspected for leaks and repaired as necessary. Material storage areas will be routinely inspected for leaky containers, open containers, or improper storage techniques that may lead to spills or leaks. Appropriate cleanup procedures and supplies will be available on-site.

Spills will be cleaned up immediately and following proper response procedures and in accordance with any applicable regulatory requirements. At no time will spills be cleaned and flushed down storm drains or in to any environmentally sensitive area (i.e. stream, pond, wetland).

Equipment/vehicle fueling and repair/maintenance operations or hazardous material storage will not take place within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

☒ 3.4 Control of Allowable Non-Storm Water Discharges

Non-storm water discharges will be controlled to reduce the likelihood of contamination. Allowable discharges will be kept separate from stormwater flow with BMPs.

For contaminated non-stormwater discharge(s), the requirements and regulations of the associated RIPDES individual permit or RIPDES Remediation General Permit will be adhered to at all times.

☒ 3.5 Establish Proper Building Material Staging Areas

Stock pile management consists of procedures and practices designed to minimize or eliminate the discharge of stockpiled material (soil, topsoil, base material, rubble) from entering drainage systems or water courses.

Stock piles will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager. They will have side slopes no greater than 30% and stockpiles of erodible material will be seeded and ringed with RI STD 9.1.0 to stabilize (or RIDOT approved equivalent: berms, dikes, fiber rolls, compost socks, sandbag, gravel bags).

If soil stockpiles are not stabilized with vegetation, then they will be securely covered at the end of each workday.

All chemicals and/or hazardous waste material must be stored properly and legally in covered areas, with containment systems constructed in or around the storage areas. Areas must be designated for materials delivery and storage. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.6 Designate Washout Areas

Concrete mixer trucks and chutes will be washed in a designated area or concrete wastes will be properly disposed of off-site. Washout areas for concrete, paint or any other material will not be within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

Temporary concrete washout areas must be constructed and maintained to contain all water and concrete waste generated by washout operations. A sign should be placed at the washout site to inform concrete equipment operators of the facility location. Facilities must be cleaned or replaced when they reach 75% capacity.

At no time will any material (concrete, paint, chemicals) be washed into storm drains, open ditches, streets, streams, wetlands, or any environmentally sensitive area. The site operator must ensure that construction waste is properly and legally disposed of, to avoid exposure to precipitation, at the end of each working day. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.7 Establish proper equipment/vehicle fueling & maintenance practices

Vehicle fueling, maintenance and/or washing will occur off-site, or in designated areas. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

Areas will be clearly designated, and berms, sandbags, or other barriers will be used around the perimeter of the maintenance area to prevent storm water contamination.

Construction vehicles will be inspected frequently for leaks. Repairs will take place immediately. Disposal of all used oil, antifreeze, solvents and other automotive-related chemicals will be according to applicable regulations; at no time will any material be washed down the storm drain or in to any environmentally sensitive area.

☒ 3.8 Dust Control

Dust control procedures and practices will be used to suppress dust on a construction site during the construction process, as applicable. Precipitation, temperature, humidity, wind velocity and direction will determine amount and frequency of applications. However, the best method of controlling dust is to prevent dust production. This can best be accomplished by limiting the amount of bare soil exposed at one time. RIDOT Standard Specifications Section 907 – Dust Control – will be followed.

Dust Control methods may include watering, surface roughening, wind barriers, walls, and covers.

☒ 3.9 Sweeping

Sweeping of streets, roads, highways, and parking lots that have accumulated significant amounts of pollutants (construction site sediment, trash, debris) will be done as necessary, or as directed by the RIDOT Construction Manager. When construction exits are not keeping construction site sediment from the roadway, sweeping will be done daily. Disposal of collected sweeping material will follow RIDOT Standard Specifications Section 931 – Cleaning and Sweeping Pavement.

SECTION 4: POST-CONSTRUCTION BMPs

Post-Construction Best Management Practices are BMPs that are installed during the Construction Phase of a project to manage storm water flow after the construction is completed.

Measures must be used during the construction project to protect permanent or long term BMPs as they are installed so that they will function properly when they are brought online at the end of the construction phase.

Such long-term BMPs may include: infiltration basins, open vegetated swales and natural depressions, vegetated buffer strips, and detention/ retention structures. Controls may also be needed to prevent or minimize erosion at outfall locations or along the length of vegetated channels to reduce velocity flow from the structure to the receiving waters.

Control measures that may need to be implemented during the construction phase typically include measures to ensure proper installation and/or long term functioning of the long-term BMPs. Examples include: ensuring proper material staging areas and equipment routing to avoid compaction of soil in areas meant for permanent BMPs, and final cleaning of structural BMPs before construction finalization.

4.1 Post-Construction BMPs

For each permanent BMP, identify measures that are required to protect the BMP during the construction phase of the project to ensure that they will function appropriately once they are brought online.

Location	Post-Construction BMP	Protective Measures
Station 206+00 Left – Map 20 Lot 26, west of Menard Field entrance	2607D-963-SF (lined/underdrained sand filter)	Basin surfaces to be finished graded, seeded and stabilized prior to system being brought online. Curb inlet to remain dammed until facility and related closed drainage is complete and accepted.

SECTION 5: MAINTENANCE and INSPECTIONS

RIPDES Construction General Permit – Section IV.E.2.d

5.1 Maintenance

Maintenance procedures for erosion and sedimentation controls and stormwater management structures/facilities are described on the approved plan set and in Section 212 of the RHODE ISLAND DEPARTMENT OF TRANSPORTATION Standard Specifications for Road and Bridge Construction August 2023 EDITION (and Amendments).

The Contractor will maintain erosion and pollution controls to the satisfaction of the Construction Manager. Erosion and pollution controls must be able to prevent, under normal weather conditions, both the movement of soil materials and the intrusion of sediment-laden discharges into environmentally sensitive areas.

Construction will not commence or continue until all specified erosion and pollution controls are in place, properly installed and accepted by the Construction Manager.

Erosion and pollution controls will be cleaned when sediment deposits reach the heights indicated in the table provided in Section 212.03.1 of the RIDOT Standard Specifications, after a rainstorm as necessary; and/or when directed by the RIDOT Construction Manager.

Erosion control structures will remain in place until all disturbed earth has been securely stabilized and accepted by RIDOT. Before final removal, all accumulated sediment on the upstream side will be removed and legally disposed of. After removal of structures, disturbed areas will be regraded and stabilized as necessary.

BMPs will be maintained in effective operating condition by appropriate means. Upon identification of BMPs that are not operating effectively, maintenance and/or appropriate means will be performed as soon as practicable.

Timely maintenance of the control measures identified in this SWPPP will be ensured by weekly and post-storm event site inspections. These site inspections are a condition and requirement of the RIDOT Stormwater Management Program Plan.

Please Note: The contractor is required to have a full-time, on-site designated contact person responsible for working with the RIDOT Construction Manager and the SWPPP Inspector to resolve SWPPP-related issues.

5.2 Inspections

Minimum Monitoring and Reporting Requirements

The construction site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt. An appropriate rain gauge (as may be found on www.wunderground.com or www.nws.noaa.gov (or similar sites)) must be identified and utilized for the determination of the storm events.

General Notes

- The Certified SWPPP Inspector (Inspector) will prepare a separate inspection report for each inspection.
- The Inspection Reference Number will be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2011-AA-BBB-**4**
- Each report will be signed and dated by the SWPPP Inspector and forwarded to the Construction Manager within 24 hours of the inspection.
- Each report will be signed and dated by the Construction Manager and forwarded to the Contractor's designated representative.
- Each report will be signed and dated by the Contractor upon receipt.
- If Corrective Actions are required, the Contractor will initiate appropriate measures within 24 hours of receiving of the inspection report.
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.

ATTACHMENT A: Inspection Report Instructions and Template

5.3 Corrective Actions

If, in the opinion of the Inspector or Construction Manager, corrective action is required, the Inspector or Construction Manager will note it on the inspection report and will notify and direct the Contractor to take corrective action and make all necessary repairs whenever maintenance of the erosion and pollution controls is required.

In accordance with Section 212 of the RIDOT Standard Specifications, the Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager.

If the Construction Manager decides on any given day that those erosion and pollution controls specified in the Contract are not in place or have not been adequately maintained as specified in this Section, the daily charge set forth in Special Provision Code 212.1000 will be deducted from monies due the Contractor as a charge for failure to comply with this Specification. Moreover, the stated daily charge will continue each consecutive calendar day thereafter until the deficiencies noted have been corrected to the complete satisfaction of the Construction Manager.

ATTACHMENT A: Inspection Report Instructions and Template including Corrective Action Log

SECTION 6: Amendments

This SWPPP is intended to be a working document.

It is expected that amendments will be required throughout the construction of the project.

Even if practices are installed on a site per the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

The SWPPP will be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives (i.e. the selected BMPs are not effective in controlling erosion or sedimentation).

All revisions must be recorded in the Record of Amendments Log Sheet within the SWPPP, and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments. Update the Revision Date and the Version # in the footer of the Report to reflect amendments made.

All SWPPP Amendments, except minor non-technical revisions, must be approved by the Construction Manager.

SECTION 7: Recordkeeping

7.1 Requirements

It is the RIDOT Construction Manager's responsibility to have the following documents at the Field Office and immediately available for review upon request:

- A copy of the fully signed and dated SWPPP
- Copies of all signed and dated Inspection Reports
- Corrective Action Log
- Amendment Log
- Any Regulatory permits obtained as part of the Project

SECTION 8: Party Certifications

All parties working for the Rhode Island Department of Transportation are required to comply with the Stormwater Pollution Prevention Plan (SWPPP) for any work that is performed on-site. Any person or group who violates any condition of the SWPPP may be subject to substantial penalties or loss of contract. Contractors and Sub-Contractors are encouraged to advise all employees working on this project of the requirements of the SWPPP. A copy of the SWPPP is available for your review at the RIDOT Field Office, or may be obtained from the RIDOT Environmental Division by calling (401) 734-4892.

The prime contractor and each subcontractor engaged in activities at the construction site that could impact stormwater must be identified and sign the following certification statement.

I acknowledge that I have read and understand the terms and conditions of the SWPPP for the above designated project and agree to follow the BMPs and practices described in the SWPPP.

RIDOT Construction Manager:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Contractor's Certified SWPPP Inspector:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date & certification w/#

Contractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Subcontractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Insert more contact/signature lines as necessary

Amendment Log

ALL AMENDMENTS MUST BE APPROVED BY RIDOT CONSTRUCTION MANAGER

Describe amendment to be made to SWPPP, the date, and the person/title making the amendment. The RIDOT Construction Manager must approve ALL amendments.

	Date	Description of Amendment	R.E. initials
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Add more lines/pages as necessary

SWPPP APPENDICES

Attachment A

Small-Site SWPPP Inspection Report with Instructions

Small-Site SWPPP Corrective Action Log

Attachment B

Location Map

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

Small-Site SWPPP Inspection Report with Instructions

For all projects with **less than one (1) acre of soil disturbance**, RIDOT is required to develop and enforce a site-specific **Storm Water Pollution Prevention Plan** (**SWPPP**) to remain in compliance with RIDOT's Stormwater Management Program Plan (SWMPP). As part of the SWPPP, a site-specific inspection report must be created and utilized.

Preparing the Inspection Report

This inspection report template has been provided by RIDOT for the development of the site-specific SWPPP Inspection Report. It must be customized for each individual Project to meet the requirements of the RIPDES Construction General Permit and our SWMPP.

It is expected that this Inspection Report will be prepared as part of the preparation of the site-specific SWPPP. This inspection report template is designed to be customized according to the SWPPP document (initially) and then customized based on conditions at the site.

Review the site-specific SWPPP and the Plans to develop the inspection report. ***On a copy of the site plan, number all stormwater BMPs and areas of the site that will be inspected.*** Include both structural (basins, outlet protection, swales, etc) and non-structural (construction entrances, perimeter barriers, trash areas, etc) BMPs and areas that will be inspected. Also, identify all point source outfalls, areas of highly erodible soils, and the priority natural resource areas (i.e. streams, wetlands, mature trees, etc). **List each BMP or area to be inspected separately in the site-specific BMP section of the inspection report**.

An appropriate rain gauge must be identified and utilized for the determination of the storm events. Rain gauges may be found on www.wunderground.com, www.nws.noaa.gov (or similar sites).

Small-Site SWPPP Inspection Report Instructions for:

RIDOT ENVIRONMENTAL DIVISION

- The RIDOT Administrator of the Environmental Division must review the SWPPP and sign the Certification Statement as the site OWNER on p. iii of the SWPPP.

RIDOT CONSTRUCTION MANAGER

- The RIDOT Construction Manager (CM) must review the SWPPP and sign the Certification Statement for RIDOT Construction Manager in Section 8. If the CM has any questions, contact the RIDOT Environmental Division (ED) at 401-734-4892.
- After an inspection has been performed, the CM must sign the 'acknowledgement' certification on Page 1 of the Inspection Report **at time of receipt from the Inspector.**
- The CM must review the Inspection Report within 24-hours of receipt.
    - If the CM agrees with the Inspection report, the CM must:
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
    - If the CM disagrees with a corrective action item, the CM must:
        - Document objection with each item and provide justifiable reason in the inspection report. The contractor will not responsible for initiating corrective actions for such items. RIDOT's ED will review such items if warranted.
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.
- **The Inspection Report serves as the RIDOT directive to the Contractor to proceed with corrective actions.**
- **The CM is responsible for verifying Corrective Actions performed by the Contractor (sign/date on Corrective Action Log).**

- On a monthly basis, the Construction Manager must electronically submit a PDF of the Inspection Reports to the Project Manager (PM) and the Environmental Division (ED). Please submit ED reports to: dot.swppp@dot.ri.gov .

Monthly submission:

  - must include each completed, dated, and signed inspection report, including any associated photos.
  - must be submitted no later than the 10th of the month following the end of the reporting period.
  - must include a copy of the daily rainfall summary data for the month as reported by the selected rain gauge (ex/ the monthly calendar from www.wunderground.com).
  - may have the report content, frequency, &/or submission format changed with approval from the ED.

CONTRACTOR'S CERTIFIED SWPPP INSPECTOR

- The Contractor may be the Inspector if they are qualified, or the Contractor may designate another qualified person as the Inspector (see current Section 212 of RIDOT Specifications). The designated inspector must review the SWPP Plan and sign the Certification Statement for SWPPP Inspector in Section 8 of the SWPPP.
- **It is the responsibility of the Contractor's Inspector to start the SWPPP Inspections BEFORE EARTHWORK BEGINS.** Earthwork is NOT allowed to proceed until a SWPPP Inspection of the site has been completed.
- A separate inspection report will be prepared for each inspection.
- Complete any items that will remain constant, such as the project information and BMP locations and descriptions. Then print out multiple copies (double-sided!) of this customized inspection report to use during the inspections *or save the file for future use on a computer*. **The Inspector must also include their Certification/Qualification number on each inspection report.**
- The Inspection Reference Number shall be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2006-AA-BBB-**4**
- Check the rain gauge for past & future weather data prior to inspection.
- Minimum Monitoring and Reporting Requirements

  "…the site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt." (per RIPDES CGP)

- When conducting the inspection, walk the site by following the site map and numbered BMPs locations for inspection. Also, note whether the overall site issues have been addressed.
- Take photos to document issues, completed required maintenance/corrective actions – each photo should be dated and have a unique identification # and written description indicating where it is located within the project area. If a close-up photo is required, it should be preceded with a photo including both the detail area and some type of visible fixed reference point. Photos should be annotated with Station numbers and other identifying information where needed.
- For each inspection, the Inspector must determine if the Construction site is in compliance with the SWPPP, or not. The Inspector must check the appropriate check-box on Page 1 of the inspection report.
- Each report must be signed and dated by the Inspector and forwarded to the RIDOT Construction Manager within 24-hours of the inspection.

CONTRACTOR

- The Contractor must review the SWPPP and sign the Certification Statement for Contractor in Section 8 of the SWPPP.
- After an Inspection has been performed, the Contractor must sign the 'acknowledgement' certification on Page 1 of the inspection form at time of receipt from the Construction Manager.
- The CM will provide a copy of the signed Inspection Report to the Contractor.
- **The Inspection Report serves as your RIDOT directive to proceed with corrective actions.**
- In accordance with the SWPPP and Section 212 of the RIDOT Standard Specifications, the **Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**.
- The **CONTRACTOR** is responsible for maintaining the CORRECTIVE ACTION LOG for each inspection report. The log is a running total. Do not create a new one for each inspection.

Small-Site SWPPP Inspection Report Instructions for:

INSPECTOR, CONSTRUCTION MANAGER, & CONTRACTOR

Amendments

The SWPPP shall be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives.

SWPPP Amendments may be recommended by any party, but all amendments must be approved by the Construction Manager. The revision must be recorded in the Record of Amendments Log Sheet within the SWPPP and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments by the Inspector.

Questions

RIDOT Environmental Division
360 Lincoln Ave
Warwick, RI 02888
401-734-4892

dot.swppp@dot.ri.gov

RIC # INSPECTION #

RIDOT Small-Site SWPPP Inspection Report

Project Information			
Name/RIC/PTSID			
RIDOT Project Mgr		**RIDOT Construction Mgr**	
Contractor		**Contractor's Project Superintendent**	
E&S Sub-Contractor Contact		**Certified SWPPP Inspector's Cert. & Cert. #**	

Inspection Information			
Contractor's SWPPP Inspector Info	**Name**	**Phone**	**Email**
Inspection Date	Click or tap to enter a date.	**Start/End Time**	

Inspection Type

☐ **Weekly** ☐ **Pre-storm event** ☐ **During storm event** ☐ **Post-storm event** ☐ **Violation**

Weather Information

Rain Gauge:

Last Rain Event

Date Click or tap to enter a date.: Duration (hrs): Approximate Rainfall (in):

Current Weather at time of this inspection:

Weather Forecast at time of this inspection: (And: When is next precipitation or wind event anticipated?)

Certification Statements

Inspector: (check one)

☐ I, as the designated Inspector, certify that this site has been inspected and is in compliance with the site-specific SWPPP.

☐ I, as the designated Inspector, certify that this site has been inspected and I have made the determination that the site requires corrective actions before it will be compliant with the site-specific SWPPP. The required corrective actions are noted within this inspection report.

Print Name:	Signature:	Date: Click or tap to enter a date.

Construction Manager:

I, the RIDOT Construction Manager, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

Contractor:

I, the designated Contractor representative, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

RIC # INSPECTION #

EROSION AND SEDIMENTATION BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is the CORRECTIVE ACTION to bring into compliance?
2.1	Are **Limits of Disturbance** clearly marked at the site?	☐Yes ☐No		
2.1	Are **natural resource areas** (e.g., streams, wetlands, trees, etc.) protected with sediment barriers or similar BMPs?	☐Yes ☐No ☐None on/adjacent to site		
2.2	Is **construction sequencing** being followed?	☐Yes ☐No ☐N/A		
2.3	Are **structural BMPs** properly installed to divert stormwater flow from entering the construction site?	☐Yes ☐No ☐None needed		
2.4	Is **clearing/grubbing** only occurring in areas that will have active work within 21-days?	☐Yes ☐No		
2.4	Is **clearing/grubbing** taking place inside the Apr 15 - Oct 15 window?	☐Yes ☐No		
2.4	Do **disturbed/unstabilized areas** have appropriate erosion/ sedimentation controls in place?	☐Yes ☐No ☐All areas stabilized		
2.5	Are all **slopes** protected from concentrated stormwater flow?	☐Yes ☐No ☐No slopes		
2.6	Are **ALL** storm drain **inlets &/or catch basins** properly protected with silt sacks or other appropriate BMPs?	☐Yes ☐No		
2.7	Are **ALL** storm drain **outfalls** properly protected from scour/erosion?	☐Yes ☐No ☐No outfalls		
2.8	Are **perimeter and sediment controls** adequately installed & maintained to prevent sediment from leaving the site (including entering drainage system)?	☐Yes ☐No		
2.9	If dewatering, are discharge points protected & **receiving waters** free of sediment deposits?	☐Yes ☐No ☐No dewatering		
2.10	Is **weather** forecast being checked regularly?	☐Yes ☐No		
Notes on Erosion and Sediment Controls:				

RIC # INSPECTION #

GOOD HOUSEKEEPING BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is CORRECTIVE ACTION to bring into compliance?
3.1	Are BMPs effectively limiting **sediment** from being tracked into the street?	☐Yes ☐No		
3.2	Is **trash/litter** from work areas collected & placed in covered containers regularly?	☐Yes ☐No		
3.3	Are **equipment**, vehicles, containers, & storage areas free from leaks?	☐Yes ☐No		
3.3	Are **materials** that are potential stormwater contaminants covered or stored inside?	☐Yes ☐No		
3.4	Are **non-storm water discharges** (i.e. dust control H_2O) free from contamination?	☐Yes ☐No		
3.5	Are **stockpiles** covered (either with temporary vegetation or tarps), ringed with barrier BMPs, & located at least 50 feet away from natural resources & storm drains?	☐Yes ☐No ☐No stockpiles		
3.6	Are **washout facilities** (e.g. paint, grout, concrete) available, clearly marked, and **maintained** & located at least 50-feet away from natural resources and storm drains?	☐Yes ☐No ☐No concrete use at this time		
3.7	Are **vehicle** & **equipment** fueling, cleaning, & maintenance areas free from leaks & located at least 50-feet away from natural resources & storm drains?	☐Yes ☐No ☐No fueling areas		
3.8	Is **dust** being controlled on-site?	☐Yes ☐No		
3.9	Is **sweeping** being used to keep sediment off roads & parking lots?	☐Yes ☐No		
PROCEDURAL BMP INSPECTION		**"No" means needs attention**	**Assoc. Photo #**	**If "No", what is CORRECTIVE ACTION to bring into compliance?**
4.1	Are **permanent stormwater STUs** (i.e. infiltration basins, swales, permeable pavement areas) being protected from compaction? (*No stockpiling or vehicles in these areas*!)	☐Yes ☐No ☐No permanent STUs		
5.1	Are all **erosion & pollution controls** being maintained in accordance with RIDOT Standard Spec Section 212?	☐Yes ☐No		
5.2	Are **inspections** taking place at least every 7 days & after storm events?	☐Yes ☐No		
5.3	Has the Contractor initiated & completed previous **Corrective Actions** (CA)?	☐Yes ☐No ☐No previous CA		
6.0	Are SWPPP **Amendments** being logged?	☐Yes ☐No ☐None		
7.0	Are SWPPP & ALL **inspection reports** being kept at RIDOT Field Office?	☐Yes ☐No		

RIC # INSPECTION #

TO BE FILLED OUT BY RIDOT CONSTRUCTION MANAGER

OUTSTANDING CORRECTIVE ACTIONS

Were **CORRECTIVE ACTIONS** reported in the previous inspection report?

☐ **NO**	No Corrective Actions were issued in previous inspection report.
☐ **YES** and…	☐ All Corrective Actions have been addressed Date work began: Click or tap to enter a date. | Date work completed: Click or tap to enter a date. ☐ Corrective Actions remain and are noted in this inspection report. **WHY did they not get addressed w/in 7-days?**

NOTICE TO CONTRACTOR

This SWPPP Inspection Report, completed by a qualified inspector, indicates that this construction site is:

☐ **COMPLIANT**	☐ No immediate actions are required. Keep up the good work! ☐ **Work is required to maintain site compliance. Contractor to complete the noted corrective actions within 24 hours to stay in compliance. Site moves into non-compliant category after 24 hours if not completed. Charges may be assessed.**
☐ **NON-COMPLIANT**	**This document serves as your RIDOT directive to proceed with the CORRECTIVE ACTIONS that have been outlined above.** The SWPPP, Construction Contract documents, and Section 212 of the RIDOT Standard Specifications state that the **Contractor** will commence with the requisite cleaning and maintenance measures **no later than the next consecutive calendar day** after receiving such a directive from the Construction Manager **and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**. Date work to begin: Click or tap to enter a date. Date work to be completed: Click or tap to enter a date.

R.E. initials: _____ R.E. Comments:

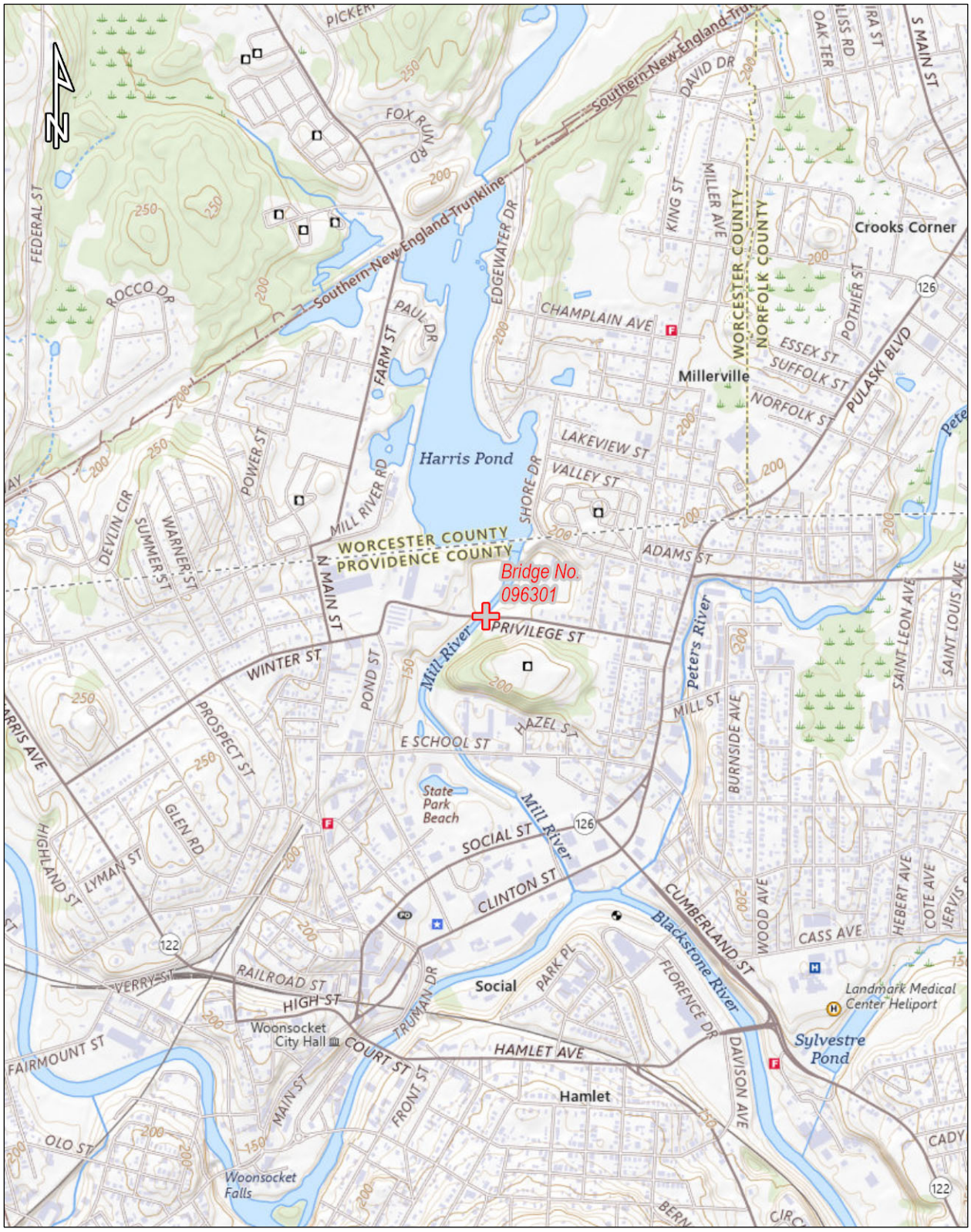
Date: Click or tap to enter a date.

RIC # INSPECTION #

Corrective Action Log

THIS FORM TO BE FILLED OUT BY SITE CONTRACTOR FOR EVERY INSPECTION

Location/ Station	Corrective Action	Date Notified	Date Completed	RIDOT Initial
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
Operator Signature:		**Date:**	Click or tap to enter a date.	



General Location Map

Sources: RIGIS, USGS National Map • Approximate Scale: 1" = 1,500'

SMALL-SITE
Stormwater Pollution Prevention Plan

For:

Route 126 & Route 114 Improvements
Corridor – Woonsocket, PTSID: 2607D

Social Street (RI-126) & Diamond Hill Road (RI-114)

Woonsocket, Rhode Island

Owner:	**RI DEPARTMENT OF TRANSPORTATION** Alisa Diaz Richardson 2 Capitol Hill Providence, RI 02903 401-222-2468

Operator:

TO BE DETERMINED UPON CONTRACT AWARD

Estimated Project Dates:	Start Date: To be determined Completion Date: To be determined
SWPPP Prepared By:	**GM2 Associates, Inc.** Kevin M. Nagle, P.E. 200 Main Street, Suite 300 Pawtucket, RI 02860 (401) 726-4084
SWPPP Preparation Date:	2/14/2025

OWNER CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under the direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete.

_____

Owner Signature: Date

Owner Name: Alisa Diaz Richardson, PE

Owner Title: Administrator, Environmental Division

Company Name: Rhode Island Department of Transportation

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INTRODUCTION

This Small-Site Storm Water Pollution Prevention Plan (SWPPP) has been prepared for the State of Rhode Island Department of Transportation (RIDOT) for a construction project that has less than one (1) acre of soil disturbance. This document provides general guidance for the installation and maintenance of erosion and sediment controls on small projects.

The purpose of erosion and sedimentation best management practices (BMPs) is to prevent pollutants from leaving the construction site and entering waterways or environmentally sensitive areas during and after construction. This SWPPP has been prepared prior to the initiation of construction activities to address anticipated worksite conditions. The best management practices (BMPs) depicted on the site plan and described in this narrative should be considered the minimum measures required to control erosion, sedimentation, and stormwater runoff at the site. Since construction is a dynamic process with changing site conditions, it is the operator's responsibility to manage the site during the construction phases to prevent pollutants from leaving the site. This may require the operator to revise and amend the SWPPP during construction to address varying site and/or weather conditions, such as by adding or realigning erosion or sediment controls.

It is the responsibility of the RIDOT Construction Manager to maintain the SWPPP, including all attachments, amendments, and inspection records, at the project field office and to make all records available for inspection by RIDEM during construction.

The RIDOT Construction Manager and designated Certified SWPPP Inspector are required to review the SWPPP and sign the Party Certification pages (Section 8). The prime contractor and all subcontractors involved in earthwork or exterior construction activities are also required to review the SWPPP and sign the certification pages before construction begins.

Any questions regarding the SWPPP, BMPs, inspection requirements, or any other facet of this document may be addressed to the RIDOT Environmental Division at 401-734-4892.

Please note: Even if practices are correctly installed on a site according to the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

SECTION 1: SITE DESCRIPTION

1.1 Project/Site Information

The Rhode Island of Transportation (RIDOT) will be undertaking pavement and sidewalk improvements along Social Street (State Route 126) and Diamond Hill Road (State Route 114) in the City of Woonsocket, Rhode Island. The location of the existing crossing within the surrounding environment is depicted on the General Location Map provided as an attachment to this SWPPP.

1.2 Nature and Sequence of Construction Activity

RIDOT has identified the above-listed state and highway locations as necessitating repairs and/or improvements to allow safe and proper use by vehicular and pedestrian traffic. Over time, and through heavy use, the condition of the roadway and sidewalk infrastructure has deteriorated and become outdated. Additionally, many of the pedestrian access routes throughout the State's right-of-way corridors, particularly at pedestrian crossings, are not in compliance with current Americans with Disabilities Act (ADA) standards and are in need of upgrades. Therefore, RIDOT is proposing to complete roadway and accessibility repairs and improvements.

The scope of work to be completed is shown on the attached Site Plans (bound separately) and generally includes the following:

- Installation and maintenance of construction-phase erosion, sedimentation, and pollution prevention controls in accordance with this SWPPP and the RIPDES General Permit for Stormwater Discharge Associated with Construction Activity (Construction CGP);
- Resurfacing (mill & overlay) of roadway pavement, including application of new line striping and pavement markings;
- Repair/replacement of existing sidewalk and wheelchair ramps to maximize compliance with ADA design standards;
- Construction of new ADA-compliant sidewalk and wheelchair ramps; and
- Construction of new subsurface infiltration stormwater practices.

Along with the work items stated above, project activities will involve the setup and relocation of temporary traffic control devices, temporary lighting for nighttime work (as applicable), and other incidental activities required to complete the work.

Estimated Project Start Date:	(to be determined upon contract award)
Estimated Project Completion Date:	(to be determined upon contract award)
Estimated Number of Months:	6-8 months

1.3 Construction Site Estimates

The following are estimates of the construction site:

Total Project Area	7.7 acres
Construction Site Area to be disturbed	0.5 acres

Percentage impervious area before construction 80 %

Percentage impervious area after construction 80 %

1.4 Potential Discharges

Indicate where the stormwater from the active site may discharge to:

Environmentally Sensitive Areas	Construction Site Discharges to: (Yes / No)	List discharge points & indicate how determination was made
Waters of the State	Yes	The project limits are within the surface watersheds of two watercourses: the Mill River (RI0001003R-03) and the Peters River (RI0001003R-04); both 3rd-order tributaries to the Blackstone River. *(RIGIS/RIDEM data)*
Wetlands (Coastal or Upland)	Yes	The watercourses are considered freshwater wetland features subject to protection under the state's Freshwater Wetlands Rules (250-RICR-150-15-3). *(RIGIS/RIDEM data)*
Separate Storm Sewer System	Yes	Closed drainage facilities are present along Social Street and Diamond Hill Road. *(RIDOT record plans, Stormwater Database)*
303(d) Impaired Waters	No	The Mill River and Peters River are not on the current 303(d) List of Impaired Waters. *(RIGIS/RIDEM data, 2024 IWQMA Report)*
TMDL Waters	Yes	TMDLs were effected for the Peters River in 2013 to address impairments caused by metals (copper) and bacteria (Enterococcus, Fecal Coliform). TMDLs were effected for the Mill River in 2013 to address impairments caused by bacteria (Enterococcus, Fecal Coliform). *(RIGIS/RIDEM data, 2024 IWQMA Report)*
Special Resource Protection Waters (SRPWs)	No	*(RIGIS/RIDEM data)*

Cold Water Fisheries	No/Unassessed	*(RIGIS/RIDEM data)*
Natural Heritage Areas	No	*(RIGIS/RIDEM data)*
Historic/Cultural Areas	Yes	Numerous historic/cultural sites are located in the vicinity of the project limits. The roadways and sidewalks themselves are not considered historic or cultural features. The project has received a “no adverse effect” determination from the Rhode Island Historical Preservation & Heritage Commission (RIHPHC). *(RIGIS/RIDEM data)*
Permanent Stormwater Structures (swales, outfalls, treatment units, etc.)	Yes	Several stormwater outfall locations discharging to Mill River and Peters River are located in the vicinity of the project limits. There are no existing swales or treatment facilities in the vicinity of the project. *(RIDOT record plans, Stormwater Database)*

1.5 Allowable Non-Storm Water Discharges

RIPDES Construction General Permit – IV.E.1.g

Are there allowable non-stormwater discharges on or near the project area?

☐ Yes ☒ No

List of allowable non-stormwater discharges:

- N/A

Are there any known or contaminated discharges, including dewatering operations, on or near the project area?

☐ Yes ☒ No

If yes, list the discharges and the RIPDES individual permit number(s) or RIPDES Remediation General Permit Authorization number(s) associated with these discharges.

- RIPDES individual permit number: N/A
- RIPDES Remediation General Permit Authorization number: N/A

1.6 Potential Sources of Pollution

Check the potential pollution sources that may reasonably be expected to affect the quality of storm water discharges from the site

Anticipated on this Project (Y/N)	Operation/ Location	Stormwater Pollutants
Y	Clearing, grading, excavating, and unstabilized areas	Sediment; Trash/Debris
Y	Construction Entrance	Sediment
Y	Soil Stockpiles	Sediment
Y	Paving operations	Sediment; Trash/Debris
Y	Concrete washout and waste	Heavy metals; pH; Trash/Debris
N	Structure construction/ painting/ cleaning	Nutrients; pH; Trash/Debris; Toxic chemicals
Y	Demolition and debris disposal	Sediment; Trash/Debris
N	Dewatering operations	Sediment; Nutrients
N	Drilling and blasting operations	Sediment; pH; Trash/Debris
Y	Material delivery and storage	Sediment; Nutrients; Heavy metals; pH; Pesticides/Herbicides; Oil/Grease; Trash/Debris; Toxic chemicals
Y	Material use during building process	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; trash/debris; toxic chemicals
Y	Solid waste/ trash/ debris	trash/debris; toxic chemicals
N	Hazardous waste	heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
N	Contaminated spills	Nutrients; heavy metals; pH; pesticides/herbicides; oil/grease; toxic chemicals
Y	Sanitary/septic waste (porta potty?)	Nutrients; pH; Bacteria/Viruses; toxic chemicals
N	Vehicle/equipment fueling and maintenance	Oil/Grease; Toxic chemicals; fuel
Y	Vehicle/equipment use and storage	Oil/Grease; Toxic chemicals
Y	Landscaping operations	Sediment; Nutrients; Trash/Debris
N	Off-site LUHPPL run-on	Industrial toxins; oil/grease; heavy metals; fuel; salt; hazardous materials
N	Other:	

1.7 Site Plans

TITLE & DATE OF PLAN SET(S):

State of Rhode Island, Department of Transportation
Corridor – Woonsocket, Volume 01: Route 126 & Route 114

(_____ Sheets, Date: _____)

** Date of approved Advertising Plan Set to be added above. See Section 6 (Amendments) and Section 7 (Recordkeeping).*

- ☐ Total area of development
- ☐ Total area of soil disturbance
- ☐ Areas that will not be disturbed
- ☐ The location of all erosion and sediment controls
- ☐ Locations of storm drain inlets and outfalls
- ☐The location and name of the receiving waters or separate storm sewer system and the ultimate receiving waters
- ☐Location and name of all waters of the State, including wetlands
- ☐Location of environmentally sensitive features/areas to be protected (Section 1.4)
- ☐ Constraint locations of material storage areas, equipment storage areas, concrete washouts, dumpsters, stockpiles, fueling locations etc.
  (i.e. locations where these activities will <u>not</u> occur)

SECTION 2: EROSION AND SEDIMENTATION CONTROLS

What is a BMP?

Erosion and Sedimentation controls are Best Management Practice (BMP) devices, practices, or methods for preventing storm water pollutants from leaving the construction site and reaching environmentally sensitive areas. The most common BMPs are compost filter socks, straw bales, and silt fence, but a BMP can also be a policy or procedure like construction sequencing and street sweeping. The objectives of erosion and sediment controls are to minimize the potential for erosion and sedimentation during construction activities.

If BMPs are not depicted on the approved plan set, but erosion or sedimentation is occurring, appropriate BMPs must be installed as directed by the RIDOT Construction Manager.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ *2.1 Minimize Disturbed Area and Protect Natural Features*

Limiting the disturbed areas as much as possible leaves natural vegetation to serve as the erosion control. Preservation of topsoil is also important – layers underneath topsoil are much more prone to erosion and have less absorption capacity.

The project area generally consists of state roadways and highways through developed areas. Throughout a majority of the project limits, there are no sensitive areas/natural features requiring protection.

Along the portions of the project where new sidewalks and stormwater practices are proposed, disturbance is limited to previously disturbed grassed shoulders, lawns, and existing impervious areas. Clearing/grubbing of existing trees and vegetation is not anticipated to be necessary.

☒ 2.2 Phase Construction Activity

Proper sequencing of construction activities is essential to maximize the effectiveness of erosion and sediment control measures.

At a minimum, construction sequencing and timing of construction activities will include:

1. Before any earthwork begins, erosion and sediment controls will be installed as depicted on the Approved Plans, and in accordance with all applicable sections of the RIDOT Standard Specifications. Upon acceptable completion of site preparation and installation of erosion and sediment controls, site construction activities may commence.

2. While earthwork is being done, routine inspection and maintenance and/or modification of erosion and sediment controls will be performed.

3. Final stabilization of any disturbed areas after earthwork has been completed.

☒ 2.3 Control Stormwater Flowing Onto & Through Project

Stormwater flow protection is necessary to prevent concentrated stormwater flows from coming on to the project site &/or moving through the project site.

Structural BMPs will be used to divert flows from exposed soils, retain or detain flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include straw bales/silt fencing, compost filter socks, fiber rolls, gravel bag berms, slope drains, check dams, and riprap.

☒ 2.4 Stabilizing Soils

Phased Clearing & Grubbing:

Only areas that can be reasonably expected to have active construction work being performed within 21-days of disturbance will be cleared/grubbed at any one time. It is NOT acceptable to clear and grub the entire construction site if disturbed portions will not be active within the 21-day time-frame.

Clearing/Grubbing will not take place during a rain event if erosion is likely to occur; nor will it occur if a rain event is forecasted and appropriate erosion controls cannot be installed prior to the storm and in accordance with section 201, 206 through 211 of the RIDOT standard specifications.

No undisturbed areas will be cleared of existing vegetation after October 15th of any calendar year or during any period of full or limited winter shutdown. All disturbed soils exposed prior to October 15 of any calendar year will be seeded or protected by that date. Any such areas that do not have adequate vegetative stabilization, as determined by the Construction Manager or environmental inspector, by November 15 of any calendar year, must be stabilized by erosion control matting or mulch, in accordance with specifications contained within the RI Soil Erosion and Sediment Control Handbook (as amended). If work continues within any of these areas during the period from October 15 through April 15, care must be taken to ensure that only the area required for that Day's work is exposed, and all erodible soil must be restabilized within 5 working days.

As per RIDOT Standard Specification 201.03.1 – Clearing and Grubbing:
After clearing, and by the end of each day's grubbing operation, the Contractor will install erosion control measures that are indicated on the Plans or as directed by the Construction Manager. Such erosion control measures will be installed in strict accordance with the requirements of **SECTIONS 206, 207,** and **208** of these Specifications, **PERIMETER EROSION CONTROLS, CHECK DAMS**, and **TEMPORARY DEWATERING BASINS**, respectively.

Initiating Stabilization Practices

Upon completion and acceptance of site preparation and initial installation of erosion and sediment controls the operator will initiate appropriate stabilization practices during all phases of construction on all disturbed areas as soon as possible but not more than fourteen (14) days after the construction activity in that area has temporarily or permanently ceased, unless the activity is to resume within twenty-one (21) days.

Any disturbed areas that will not have active construction activity occurring within twenty-one (21) days must be stabilized using the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section L.02 – Seeding, Section L.05 - Seed Stabilizers and Section M.18 – Landscape Materials (M.18.08 – Mulch and M.18.09 – Seed Stabilizer Materials).

Maintaining Stabilization

Controls and methods that may be used to maintain soil stabilization include the placement of geotextiles, erosion control blankets/mats, and temporary seeding. If the stabilization BMPs fail and erosion occurs, then alternative control measures &/or methods may need to be substituted.

☒ 2.5 Protect Slopes

Slope protection is necessary to prevent concentrated stormwater flow from eroding the slope.

Structural BMPs will be used to temporarily conduct concentrated stormwater runoff safely down the face of a cut or fill slope without causing erosion on or below the slope.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include temporary slope drains, compost filter socks, fiber rolls, gravel bag berms, erosion control mats/blankets, and temporary vegetative cover.

☒ 2.6 Protect Storm Drain Inlets

Inlet protection is necessary to prevent sediment and debris from entering the storm drain system.

Structural BMPs will be used to protect ALL stormwater inlets &/or catch basins that may receive sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include catch basin inserts, compost filter socks, fiber rolls, and gravel bag berms.

☒ 2.7 Protect Storm Drain Outfalls

Outfall protection is necessary to prevent scour or severe erosion at discharge points. Outfalls often have high velocity, high volume flows, and require strong materials that will withstand the forces of the water. The function of these BMPs is to protect the soil surface, reduce velocity, and promote infiltration. Storm drain outlet BMPs also offer a last line of protection against sediment entering environmentally sensitive areas.

Structural BMPs will be used to protect ALL stormwater outfalls that may discharge sediment-laden stormwater flow.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include compost filter socks, fiber rolls, gravel bag berms, and rip-rap.

☒ 2.8 Establish Perimeter Controls and Sediment Barriers

Perimeter controls and sediment barriers are necessary to prevent sediment and debris from leaving the construction site.

Structural BMPs will be used to establish perimeter barriers that will stop sediment-laden stormwater flow from leaving the construction site.

BMPs will be installed as depicted on the approved plan set and in accordance with applicable RIDOT Standard Specifications.

Control measures that may be used, upon approval, include baled straw &/or silt fence, compost filter socks, fiber rolls, and gravel bag berms.

☒ *2.9 Retain Sediment On-Site and Control Dewatering Practices*

Sediment traps, basins, and barriers are used to retain sediment on the site to protect streams, lakes, drainage systems, and adjacent property. These devices are used at the outlets of channels, diversions, and other runoff conveyance measures to allow sediment-filled water to pool and sediment to settle. These measures are often used as the last line of defense to stop sediment from leaving the site.

The dewatering of non-contaminated non-stormwater (i.e. groundwater) or accumulated precipitation discharge of sediment-laden water into storm drains, streams, lakes or wetlands prior to sediment removal is prohibited.

The dewatering of contaminated non-stormwater cannot be discharged without prior notice and approval from either the Rhode Island Department of Environmental Management (RIDEM) or the Coastal Resources Management Council (CRMC). Should dewatering of contaminated water be occurring on this construction project, appropriate permits will have been obtained, and will be included as part of the Contract Documents.

Describe controls, including design specifications and details, to be used to retain sediments on-site. Describe dewatering practices that will be implemented if water must be removed from an area so that construction activity can continue.

Dewatering is not anticipated to be required to complete the proposed roadway and sidewalk improvements. If dewatering is required, RIDOT Standard 9.7.0 dewatering basins or approved equal will be employed, and all stilled water will be returned to the river non-erosively.

☒ *2.10 Monitoring Weather Conditions*

Care will be taken to avoid having unstabilized areas exposed during precipitation events. Weather forecasts will be routinely checked, and in the case of an expected precipitation event of over 0.25-inches over a 24-hour period, all BMPs will be inspected, and maintained as necessary, prior to the weather event.

In the case of an extreme weather forecast (greater than one-inch of rain over a 24-hour period), additional erosion/sediment controls will be installed where appropriate.

List the weather gauge station that will be utilized to monitor weather conditions on the construction site. See www.wunderground.com or www.weather.gov for available stations.

- Social Station (KRIWOONS18) - 42.01 °N, 71.52 °W
  https://www.wunderground.com/weather/us/ri/woonsocket/KRIWOONS18

SECTION 3: GOOD HOUSEKEEPING BMPS

The purpose of good housekeeping is to prevent daily construction operations and activities from causing pollution.

For this construction project, please check any BMPs that will be utilized on-site. This section may be amended at any time during the project.

☒ 3.1 Off-site Tracking of Sediments

Any construction site access point must employ the BMPs depicted on the approved plan set and in accordance with RIDOT Standard Specifications Section 211 – Construction Accesses, or any method approved of by the RIDOT Construction Manager and the RIDOT Environmental Division. Construction accesses will be used in conjunction with the stabilization of construction roads to reduce the amount of mud picked up by construction vehicles. All RI STD 9.9.0 Construction Access roads will be constructed prior to any roadway accepting construction traffic

If a Construction Access BMP is not designated on the plans, it is still the responsibility of the Operator to ensure that no sediment is tracked off the construction site by any vehicles leaving the site. Additional control measures that may be used, upon approval, include a vehicle washing station and/or daily street sweeping.

The Operator will remain responsible for the clean-up of any mud or dirt that is tracked onto streets or paved areas, even with the installation of gravel construction entrances. Inspect access for excessive sediment build up. Remove sediment and rebuild the exit as necessary to retain effectiveness and prevent off-site tracking. Additional street cleaning may be required if unable to retain sediment on site.

☒ 3.2 Waste Disposal

Building materials and other construction site wastes will be properly managed and disposed of to prevent the discharge of solid materials from wind and precipitation. All types of waste generated at the site will be disposed of in a manner consistent with State Law and/or regulations.

- The waste collection area will not be within any of the constraint areas located on the “Constraint Map” (Section 1.7) and will be approved by the RIDOT Construction Manager.
- All waste containers will be covered to avoid contact with wind and precipitation.
- Waste collection will be scheduled frequently enough to prevent containers from overfilling.
- All construction site wastes will be collected, removed, and disposed of in accordance with applicable regulatory requirements and only at authorized disposal sites.
- Equipment and containers will be checked for leaks, corrosion, support or foundation failure, or other signs of deterioration. Those that are found to be defective will be immediately repaired or replaced.

☒ 3.3 Spill Prevention and Control Plan

Spills and leaks will be avoided through frequent inspection of equipment and material storage areas. Heavy equipment and other vehicles will be routinely inspected for leaks and repaired as necessary. Material storage areas will be routinely inspected for leaky containers, open containers, or improper storage techniques that may lead to spills or leaks. Appropriate cleanup procedures and supplies will be available on-site.

Spills will be cleaned up immediately and following proper response procedures and in accordance with any applicable regulatory requirements. At no time will spills be cleaned and flushed down storm drains or in to any environmentally sensitive area (i.e. stream, pond, wetland).

Equipment/vehicle fueling and repair/maintenance operations or hazardous material storage will not take place within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

☒ 3.4 Control of Allowable Non-Storm Water Discharges

Non-storm water discharges will be controlled to reduce the likelihood of contamination. Allowable discharges will be kept separate from stormwater flow with BMPs.

For contaminated non-stormwater discharge(s), the requirements and regulations of the associated RIPDES individual permit or RIPDES Remediation General Permit will be adhered to at all times.

☒ 3.5 Establish Proper Building Material Staging Areas

Stock pile management consists of procedures and practices designed to minimize or eliminate the discharge of stockpiled material (soil, topsoil, base material, rubble) from entering drainage systems or water courses.

Stock piles will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager. They will have side slopes no greater than 30% and stockpiles of erodible material will be seeded and ringed with RI STD 9.1.0 to stabilize (or RIDOT approved equivalent: berms, dikes, fiber rolls, compost socks, sandbag, gravel bags).

If soil stockpiles are not stabilized with vegetation, then they will be securely covered at the end of each workday.

All chemicals and/or hazardous waste material must be stored properly and legally in covered areas, with containment systems constructed in or around the storage areas. Areas must be designated for materials delivery and storage. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.6 Designate Washout Areas

Concrete mixer trucks and chutes will be washed in a designated area or concrete wastes will be properly disposed of off-site. Washout areas for concrete, paint or any other material will not be within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

Temporary concrete washout areas must be constructed and maintained to contain all water and concrete waste generated by washout operations. A sign should be placed at the washout site to inform concrete equipment operators of the facility location. Facilities must be cleaned or replaced when they reach 75% capacity.

At no time will any material (concrete, paint, chemicals) be washed into storm drains, open ditches, streets, streams, wetlands, or any environmentally sensitive area. The site operator must ensure that construction waste is properly and legally disposed of, to avoid exposure to precipitation, at the end of each working day. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.12) and will be approved by the RIDOT Construction Manager.

☒ 3.7 Establish proper equipment/vehicle fueling & maintenance practices

Vehicle fueling, maintenance and/or washing will occur off-site, or in designated areas. Designated areas will not be located within any of the constraint areas located on the "Constraint Map" (Section 1.7) and will be approved by the RIDOT Construction Manager.

Areas will be clearly designated, and berms, sandbags, or other barriers will be used around the perimeter of the maintenance area to prevent storm water contamination.

Construction vehicles will be inspected frequently for leaks. Repairs will take place immediately. Disposal of all used oil, antifreeze, solvents and other automotive-related chemicals will be according to applicable regulations; at no time will any material be washed down the storm drain or in to any environmentally sensitive area.

☒ 3.8 Dust Control

Dust control procedures and practices will be used to suppress dust on a construction site during the construction process, as applicable. Precipitation, temperature, humidity, wind velocity and direction will determine amount and frequency of applications. However, the best method of controlling dust is to prevent dust production. This can best be accomplished by limiting the amount of bare soil exposed at one time. RIDOT Standard Specifications Section 907 – Dust Control – will be followed.

Dust Control methods may include watering, surface roughening, wind barriers, walls, and covers.

☒ 3.9 Sweeping

Sweeping of streets, roads, highways, and parking lots that have accumulated significant amounts of pollutants (construction site sediment, trash, debris) will be done as necessary, or as directed by the RIDOT Construction Manager. When construction exits are not keeping construction site sediment from the roadway, sweeping will be done daily. Disposal of collected sweeping material will follow RIDOT Standard Specifications Section 931 – Cleaning and Sweeping Pavement.

SECTION 4: POST-CONSTRUCTION BMPs

Post-Construction Best Management Practices are BMPs that are installed during the Construction Phase of a project to manage storm water flow after the construction is completed.

Measures must be used during the construction project to protect permanent or long term BMPs as they are installed so that they will function properly when they are brought online at the end of the construction phase.

Such long-term BMPs may include: infiltration basins, open vegetated swales and natural depressions, vegetated buffer strips, and detention/ retention structures. Controls may also be needed to prevent or minimize erosion at outfall locations or along the length of vegetated channels to reduce velocity flow from the structure to the receiving waters.

Control measures that may need to be implemented during the construction phase typically include measures to ensure proper installation and/or long term functioning of the long-term BMPs. Examples include: ensuring proper material staging areas and equipment routing to avoid compaction of soil in areas meant for permanent BMPs, and final cleaning of structural BMPs before construction finalization.

4.1 Post-Construction BMPs

For each permanent BMP, identify measures that are required to protect the BMP during the construction phase of the project to ensure that they will function appropriately once they are brought online.

Location	Post-Construction BMP	Protective Measures
Four (4) locations along Diamond Hill Road near Precious Blood Cemetery	Subsurface infiltration systems (see plans for details)	Compost filter sock or equivalent inlet protection shall be installed at system inlets. Curb inlets shall remain dammed until all components are completed and system is ready for use.

SECTION 5: MAINTENANCE and INSPECTIONS

RIPDES Construction General Permit – Section IV.E.2.d

5.1 Maintenance

Maintenance procedures for erosion and sedimentation controls and stormwater management structures/facilities are described on the approved plan set and in Section 212 of the RHODE ISLAND DEPARTMENT OF TRANSPORTATION Standard Specifications for Road and Bridge Construction August 2023 EDITION (and Amendments).

The Contractor will maintain erosion and pollution controls to the satisfaction of the Construction Manager. Erosion and pollution controls must be able to prevent, under normal weather conditions, both the movement of soil materials and the intrusion of sediment-laden discharges into environmentally sensitive areas.

Construction will not commence or continue until all specified erosion and pollution controls are in place, properly installed and accepted by the Construction Manager.

Erosion and pollution controls will be cleaned when sediment deposits reach the heights indicated in the table provided in Section 212.03.1 of the RIDOT Standard Specifications, after a rainstorm as necessary; and/or when directed by the RIDOT Construction Manager.

Erosion control structures will remain in place until all disturbed earth has been securely stabilized and accepted by RIDOT. Before final removal, all accumulated sediment on the upstream side will be removed and legally disposed of. After removal of structures, disturbed areas will be regraded and stabilized as necessary.

BMPs will be maintained in effective operating condition by appropriate means. Upon identification of BMPs that are not operating effectively, maintenance and/or appropriate means will be performed as soon as practicable.

Timely maintenance of the control measures identified in this SWPPP will be ensured by weekly and post-storm event site inspections. These site inspections are a condition and requirement of the RIDOT Stormwater Management Program Plan.

Please Note: The contractor is required to have a full-time, on-site designated contact person responsible for working with the RIDOT Construction Manager and the SWPPP Inspector to resolve SWPPP-related issues.

5.2 Inspections

Minimum Monitoring and Reporting Requirements

The construction site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt. An appropriate rain gauge (as may be found on www.wunderground.com or www.nws.noaa.gov (or similar sites)) must be identified and utilized for the determination of the storm events.

General Notes

- The Certified SWPPP Inspector (Inspector) will prepare a separate inspection report for each inspection.
- The Inspection Reference Number will be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2011-AA-BBB-**4**
- Each report will be signed and dated by the SWPPP Inspector and forwarded to the Construction Manager within 24 hours of the inspection.
- Each report will be signed and dated by the Construction Manager and forwarded to the Contractor's designated representative.
- Each report will be signed and dated by the Contractor upon receipt.
- If Corrective Actions are required, the Contractor will initiate appropriate measures within 24 hours of receiving of the inspection report.
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.

ATTACHMENT A: Inspection Report Instructions and Template

5.3 Corrective Actions

If, in the opinion of the Inspector or Construction Manager, corrective action is required, the Inspector or Construction Manager will note it on the inspection report and will notify and direct the Contractor to take corrective action and make all necessary repairs whenever maintenance of the erosion and pollution controls is required.

In accordance with Section 212 of the RIDOT Standard Specifications, the Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager.

If the Construction Manager decides on any given day that those erosion and pollution controls specified in the Contract are not in place or have not been adequately maintained as specified in this Section, the daily charge set forth in Special Provision Code 212.1000 will be deducted from monies due the Contractor as a charge for failure to comply with this Specification. Moreover, the stated daily charge will continue each consecutive calendar day thereafter until the deficiencies noted have been corrected to the complete satisfaction of the Construction Manager.

ATTACHMENT A: Inspection Report Instructions and Template including Corrective Action Log

SECTION 6: Amendments

This SWPPP is intended to be a working document.

It is expected that amendments will be required throughout the construction of the project.

Even if practices are installed on a site per the approved plan, the site is only in compliance when erosion and sedimentation are effectively controlled throughout the entire site.

The SWPPP will be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives (i.e. the selected BMPs are not effective in controlling erosion or sedimentation).

All revisions must be recorded in the Record of Amendments Log Sheet within the SWPPP, and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments. Update the Revision Date and the Version # in the footer of the Report to reflect amendments made.

All SWPPP Amendments, except minor non-technical revisions, must be approved by the Construction Manager.

SECTION 7: Recordkeeping

7.1 Requirements

It is the RIDOT Construction Manager's responsibility to have the following documents at the Field Office and immediately available for review upon request:

- A copy of the fully signed and dated SWPPP
- Copies of all signed and dated Inspection Reports
- Corrective Action Log
- Amendment Log
- Any Regulatory permits obtained as part of the Project

SECTION 8: Party Certifications

All parties working for the Rhode Island Department of Transportation are required to comply with the Stormwater Pollution Prevention Plan (SWPPP) for any work that is performed on-site. Any person or group who violates any condition of the SWPPP may be subject to substantial penalties or loss of contract. Contractors and Sub-Contractors are encouraged to advise all employees working on this project of the requirements of the SWPPP. A copy of the SWPPP is available for your review at the RIDOT Field Office, or may be obtained from the RIDOT Environmental Division by calling (401) 734-4892.

The prime contractor and each subcontractor engaged in activities at the construction site that could impact stormwater must be identified and sign the following certification statement.

I acknowledge that I have read and understand the terms and conditions of the SWPPP for the above designated project and agree to follow the BMPs and practices described in the SWPPP.

RIDOT Construction Manager:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Contractor's Certified SWPPP Inspector:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date & certification w/#

Contractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Subcontractor SWPPP Contact:
Insert Company or Organization Name
Insert Name & Title
Insert Address
Insert City, State, Zip Code
Insert Telephone Number, Insert Fax/Email

_____
signature/date

Insert more contact/signature lines as necessary

Amendment Log

ALL AMENDMENTS MUST BE APPROVED BY RIDOT CONSTRUCTION MANAGER

Describe amendment to be made to SWPPP, the date, and the person/title making the amendment. The RIDOT Construction Manager must approve ALL amendments.

	Date	Description of Amendment	R.E. initials
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Add more lines/pages as necessary

SWPPP APPENDICES

Attachment A

Small-Site SWPPP Inspection Report with Instructions

Small-Site SWPPP Corrective Action Log

Attachment B

Location Map

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

Small-Site SWPPP Inspection Report with Instructions

For all projects with **less than one (1) acre of soil disturbance**, RIDOT is required to develop and enforce a site-specific **Storm Water Pollution Prevention Plan** (**SWPPP**) to remain in compliance with RIDOT's Stormwater Management Program Plan (SWMPP). As part of the SWPPP, a site-specific inspection report must be created and utilized.

Preparing the Inspection Report

This inspection report template has been provided by RIDOT for the development of the site-specific SWPPP Inspection Report. It must be customized for each individual Project to meet the requirements of the RIPDES Construction General Permit and our SWMPP.

It is expected that this Inspection Report will be prepared as part of the preparation of the site-specific SWPPP. This inspection report template is designed to be customized according to the SWPPP document (initially) and then customized based on conditions at the site.

Review the site-specific SWPPP and the Plans to develop the inspection report. ***On a copy of the site plan, number all stormwater BMPs and areas of the site that will be inspected.*** Include both structural (basins, outlet protection, swales, etc) and non-structural (construction entrances, perimeter barriers, trash areas, etc) BMPs and areas that will be inspected. Also, identify all point source outfalls, areas of highly erodible soils, and the priority natural resource areas (i.e. streams, wetlands, mature trees, etc). **List each BMP or area to be inspected separately in the site-specific BMP section of the inspection report**.

An appropriate rain gauge must be identified and utilized for the determination of the storm events. Rain gauges may be found on www.wunderground.com, www.nws.noaa.gov (or similar sites).

Small-Site SWPPP Inspection Report Instructions for:

RIDOT ENVIRONMENTAL DIVISION

- The RIDOT Administrator of the Environmental Division must review the SWPPP and sign the Certification Statement as the site OWNER on p. iii of the SWPPP.

RIDOT CONSTRUCTION MANAGER

- The RIDOT Construction Manager (CM) must review the SWPPP and sign the Certification Statement for RIDOT Construction Manager in Section 8. If the CM has any questions, contact the RIDOT Environmental Division (ED) at 401-734-4892.
- After an inspection has been performed, the CM must sign the 'acknowledgement' certification on Page 1 of the Inspection Report **at time of receipt from the Inspector.**
- The CM must review the Inspection Report within 24-hours of receipt.
    - If the CM agrees with the Inspection report, the CM must:
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
    - If the CM disagrees with a corrective action item, the CM must:
        - Document objection with each item and provide justifiable reason in the inspection report. The contractor will not responsible for initiating corrective actions for such items. RIDOT's ED will review such items if warranted.
        - Fill out the "NOTICE TO CONTRACTOR" box on the last page of the Report
        - Have the Contractor sign the 'acknowledgement' certification on Page 1
        - Make a copy of the Inspection Report with all 3 signatures for the Contractor's use
- It is the responsibility of the RIDOT Construction Manager to maintain a copy of the SWPPP, copies of all completed inspection reports, and amendments as part of the SWPPP documentation at the project field office during construction.
- **The Inspection Report serves as the RIDOT directive to the Contractor to proceed with corrective actions.**
- **The CM is responsible for verifying Corrective Actions performed by the Contractor (sign/date on Corrective Action Log).**

- On a monthly basis, the Construction Manager must electronically submit a PDF of the Inspection Reports to the Project Manager (PM) and the Environmental Division (ED). Please submit ED reports to: dot.swppp@dot.ri.gov .

Monthly submission:

  - must include each completed, dated, and signed inspection report, including any associated photos.
  - must be submitted no later than the 10th of the month following the end of the reporting period.
  - must include a copy of the daily rainfall summary data for the month as reported by the selected rain gauge (ex/ the monthly calendar from www.wunderground.com).
  - may have the report content, frequency, &/or submission format changed with approval from the ED.

CONTRACTOR'S CERTIFIED SWPPP INSPECTOR

- The Contractor may be the Inspector if they are qualified, or the Contractor may designate another qualified person as the Inspector (see current Section 212 of RIDOT Specifications). The designated inspector must review the SWPP Plan and sign the Certification Statement for SWPPP Inspector in Section 8 of the SWPPP.
- **It is the responsibility of the Contractor's Inspector to start the SWPPP Inspections BEFORE EARTHWORK BEGINS.** Earthwork is NOT allowed to proceed until a SWPPP Inspection of the site has been completed.
- A separate inspection report will be prepared for each inspection.
- Complete any items that will remain constant, such as the project information and BMP locations and descriptions. Then print out multiple copies (double-sided!) of this customized inspection report to use during the inspections *or save the file for future use on a computer*. **The Inspector must also include their Certification/Qualification number on each inspection report.**
- The Inspection Reference Number shall be a combination of the Construction Contract Number - consecutively numbered inspections.
  ex. Inspection reference number for the **4**th inspection of a project would be:
  2006-AA-BBB-**4**
- Check the rain gauge for past & future weather data prior to inspection.
- Minimum Monitoring and Reporting Requirements

  "…the site must be inspected at least once every seven (7) calendar days and within twenty-four (24) hours after any storm event which generates at least 0.25-inches of precipitation per twenty-four (24) hour period and/or after a significant amount of runoff or snowmelt." (per RIPDES CGP)

- When conducting the inspection, walk the site by following the site map and numbered BMPs locations for inspection. Also, note whether the overall site issues have been addressed.
- Take photos to document issues, completed required maintenance/corrective actions – each photo should be dated and have a unique identification # and written description indicating where it is located within the project area. If a close-up photo is required, it should be preceded with a photo including both the detail area and some type of visible fixed reference point. Photos should be annotated with Station numbers and other identifying information where needed.
- For each inspection, the Inspector must determine if the Construction site is in compliance with the SWPPP, or not. The Inspector must check the appropriate check-box on Page 1 of the inspection report.
- Each report must be signed and dated by the Inspector and forwarded to the RIDOT Construction Manager within 24-hours of the inspection.

CONTRACTOR

- The Contractor must review the SWPPP and sign the Certification Statement for Contractor in Section 8 of the SWPPP.
- After an Inspection has been performed, the Contractor must sign the 'acknowledgement' certification on Page 1 of the inspection form at time of receipt from the Construction Manager.
- The CM will provide a copy of the signed Inspection Report to the Contractor.
- **The Inspection Report serves as your RIDOT directive to proceed with corrective actions.**
- In accordance with the SWPPP and Section 212 of the RIDOT Standard Specifications, the **Contractor will commence with the requisite cleaning and maintenance measures no later than the next consecutive calendar day after receiving such a directive from the Construction Manager, and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**.
- The **CONTRACTOR** is responsible for maintaining the CORRECTIVE ACTION LOG for each inspection report. The log is a running total. Do not create a new one for each inspection.

Small-Site SWPPP Inspection Report Instructions for:

INSPECTOR, CONSTRUCTION MANAGER, & CONTRACTOR

Amendments

The SWPPP shall be amended whenever there is a change in design, construction, operation, maintenance, or other procedure which has a significant effect on the potential for the discharge of pollutants, or if the SWPPP proves to be ineffective in achieving its objectives.

SWPPP Amendments may be recommended by any party, but all amendments must be approved by the Construction Manager. The revision must be recorded in the Record of Amendments Log Sheet within the SWPPP and dated red-line drawings and/or a detailed written description must be appended to the SWPPP. Inspection Forms must be revised to reflect all amendments by the Inspector.

Questions

RIDOT Environmental Division
360 Lincoln Ave
Warwick, RI 02888
401-734-4892

dot.swppp@dot.ri.gov

RIC # INSPECTION #

RIDOT Small-Site SWPPP Inspection Report

Project Information			
Name/RIC/PTSID			
RIDOT Project Mgr		**RIDOT Construction Mgr**	
Contractor		**Contractor's Project Superintendent**	
E&S Sub-Contractor Contact		**Certified SWPPP Inspector's Cert. & Cert. #**	

Inspection Information			
Contractor's SWPPP Inspector Info	**Name**	**Phone**	**Email**
Inspection Date	Click or tap to enter a date.	**Start/End Time**	

Inspection Type

☐ **Weekly** ☐ **Pre-storm event** ☐ **During storm event** ☐ **Post-storm event** ☐ **Violation**

Weather Information

Rain Gauge:

Last Rain Event

Date Click or tap to enter a date.: Duration (hrs): Approximate Rainfall (in):

Current Weather at time of this inspection:

Weather Forecast at time of this inspection: (And: When is next precipitation or wind event anticipated?)

Certification Statements

Inspector: (check one)

☐ I, as the designated Inspector, certify that this site has been inspected and is in compliance with the site-specific SWPPP.

☐ I, as the designated Inspector, certify that this site has been inspected and I have made the determination that the site requires corrective actions before it will be compliant with the site-specific SWPPP. The required corrective actions are noted within this inspection report.

Print Name:	Signature:	Date: Click or tap to enter a date.

Construction Manager:

I, the RIDOT Construction Manager, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

Contractor:

I, the designated Contractor representative, acknowledge the receipt of this SWPPP inspection report, and understand the requirements set forth in the RIDOT Standard Specifications and the Contract Documents regarding the implementation and maintenance of erosion and sedimentation controls.

Print Name:	Signature:	Date: Click or tap to enter a date.

RIC # INSPECTION #

EROSION AND SEDIMENTATION BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is the CORRECTIVE ACTION to bring into compliance?
2.1	Are **Limits of Disturbance** clearly marked at the site?	☐Yes ☐No		
2.1	Are **natural resource areas** (e.g., streams, wetlands, trees, etc.) protected with sediment barriers or similar BMPs?	☐Yes ☐No ☐None on/adjacent to site		
2.2	Is **construction sequencing** being followed?	☐Yes ☐No ☐N/A		
2.3	Are **structural BMPs** properly installed to divert stormwater flow from entering the construction site?	☐Yes ☐No ☐None needed		
2.4	Is **clearing/grubbing** only occurring in areas that will have active work within 21-days?	☐Yes ☐No		
2.4	Is **clearing/grubbing** taking place inside the Apr 15 - Oct 15 window?	☐Yes ☐No		
2.4	Do **disturbed/unstabilized areas** have appropriate erosion/ sedimentation controls in place?	☐Yes ☐No ☐All areas stabilized		
2.5	Are all **slopes** protected from concentrated stormwater flow?	☐Yes ☐No ☐No slopes		
2.6	Are **ALL** storm drain **inlets &/or catch basins** properly protected with silt sacks or other appropriate BMPs?	☐Yes ☐No		
2.7	Are **ALL** storm drain **outfalls** properly protected from scour/erosion?	☐Yes ☐No ☐No outfalls		
2.8	Are **perimeter and sediment controls** adequately installed & maintained to prevent sediment from leaving the site (including entering drainage system)?	☐Yes ☐No		
2.9	If dewatering, are discharge points protected & **receiving waters** free of sediment deposits?	☐Yes ☐No ☐No dewatering		
2.10	Is **weather** forecast being checked regularly?	☐Yes ☐No		
Notes on Erosion and Sediment Controls:				

RIC # INSPECTION #

GOOD HOUSEKEEPING BMP INSPECTION		"No" means needs attention	Assoc. Photo #	If "No", what is CORRECTIVE ACTION to bring into compliance?
3.1	Are BMPs effectively limiting **sediment** from being tracked into the street?	☐Yes ☐No		
3.2	Is **trash/litter** from work areas collected & placed in covered containers regularly?	☐Yes ☐No		
3.3	Are **equipment**, vehicles, containers, & storage areas free from leaks?	☐Yes ☐No		
3.3	Are **materials** that are potential stormwater contaminants covered or stored inside?	☐Yes ☐No		
3.4	Are **non-storm water discharges** (i.e. dust control H_2O) free from contamination?	☐Yes ☐No		
3.5	Are **stockpiles** covered (either with temporary vegetation or tarps), ringed with barrier BMPs, & located at least 50 feet away from natural resources & storm drains?	☐Yes ☐No ☐No stockpiles		
3.6	Are **washout facilities** (e.g. paint, grout, concrete) available, clearly marked, and **maintained** & located at least 50-feet away from natural resources and storm drains?	☐Yes ☐No ☐No concrete use at this time		
3.7	Are **vehicle** & **equipment** fueling, cleaning, & maintenance areas free from leaks & located at least 50-feet away from natural resources & storm drains?	☐Yes ☐No ☐No fueling areas		
3.8	Is **dust** being controlled on-site?	☐Yes ☐No		
3.9	Is **sweeping** being used to keep sediment off roads & parking lots?	☐Yes ☐No		
PROCEDURAL BMP INSPECTION		**"No" means needs attention**	**Assoc. Photo #**	**If "No", what is CORRECTIVE ACTION to bring into compliance?**
4.1	Are **permanent stormwater STUs** (i.e. infiltration basins, swales, permeable pavement areas) being protected from compaction? (*No stockpiling or vehicles in these areas*!)	☐Yes ☐No ☐No permanent STUs		
5.1	Are all **erosion & pollution controls** being maintained in accordance with RIDOT Standard Spec Section 212?	☐Yes ☐No		
5.2	Are **inspections** taking place at least every 7 days & after storm events?	☐Yes ☐No		
5.3	Has the Contractor initiated & completed previous **Corrective Actions** (CA)?	☐Yes ☐No ☐No previous CA		
6.0	Are SWPPP **Amendments** being logged?	☐Yes ☐No ☐None		
7.0	Are SWPPP & ALL **inspection reports** being kept at RIDOT Field Office?	☐Yes ☐No		

RIC # INSPECTION #

TO BE FILLED OUT BY RIDOT CONSTRUCTION MANAGER

OUTSTANDING CORRECTIVE ACTIONS

Were **CORRECTIVE ACTIONS** reported in the previous inspection report?

☐ **NO**	No Corrective Actions were issued in previous inspection report.
☐ **YES** and…	☐ All Corrective Actions have been addressed Date work began: Click or tap to enter a date. | Date work completed: Click or tap to enter a date. ☐ Corrective Actions remain and are noted in this inspection report. **WHY did they not get addressed w/in 7-days?**

NOTICE TO CONTRACTOR

This SWPPP Inspection Report, completed by a qualified inspector, indicates that this construction site is:

☐ **COMPLIANT**	☐ No immediate actions are required. Keep up the good work! ☐ **Work is required to maintain site compliance. Contractor to complete the noted corrective actions within 24 hours to stay in compliance. Site moves into non-compliant category after 24 hours if not completed. Charges may be assessed.**
☐ **NON-COMPLIANT**	**This document serves as your RIDOT directive to proceed with the CORRECTIVE ACTIONS that have been outlined above.** The SWPPP, Construction Contract documents, and Section 212 of the RIDOT Standard Specifications state that the **Contractor** will commence with the requisite cleaning and maintenance measures **no later than the next consecutive calendar day** after receiving such a directive from the Construction Manager **and will aggressively and expeditiously perform such cleaning and maintenance work until the original problem is remedied to the complete satisfaction of the Construction Manager**. Date work to begin: Click or tap to enter a date. Date work to be completed: Click or tap to enter a date.

R.E. initials: _____ R.E. Comments:

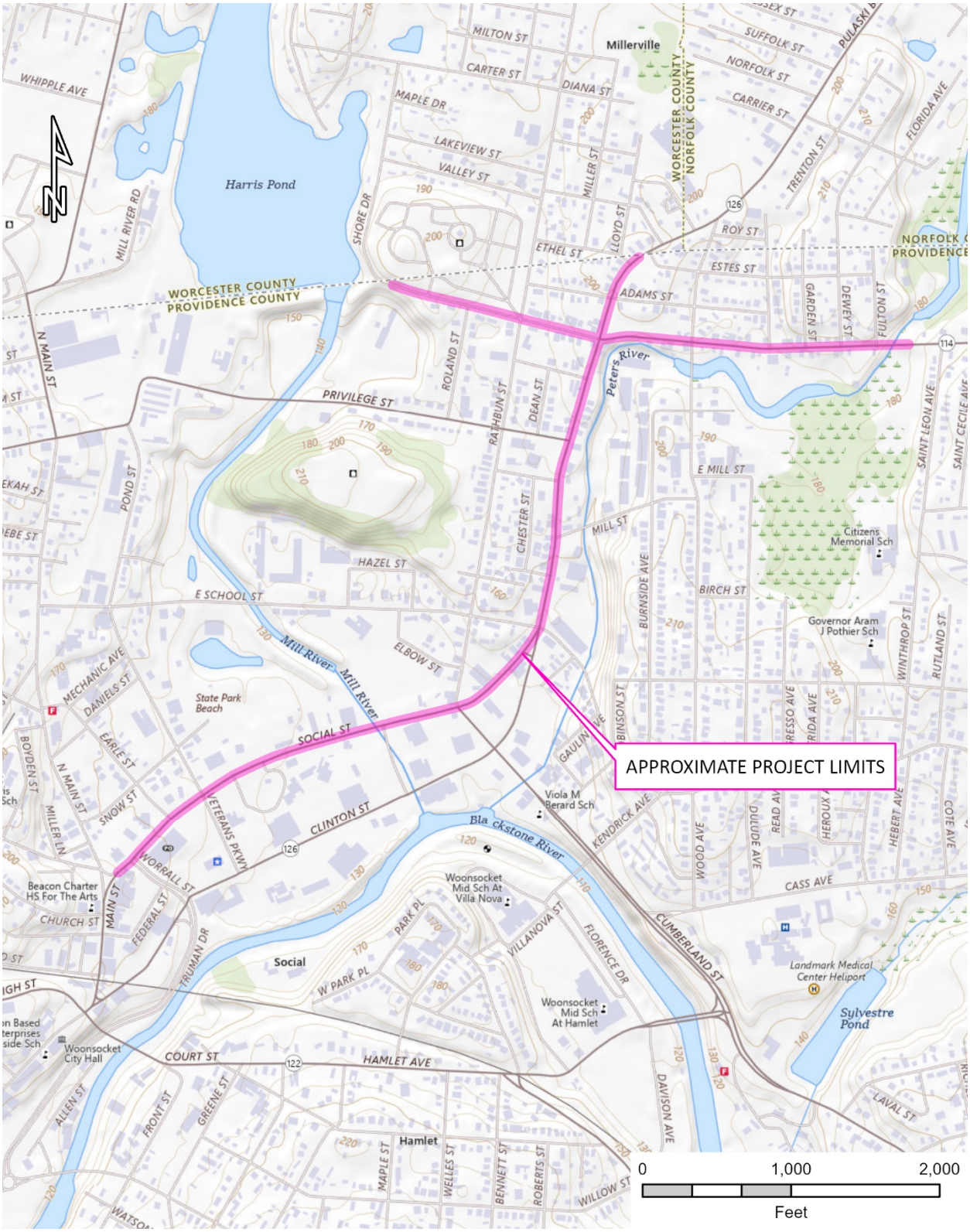
Date: Click or tap to enter a date.

RIC # INSPECTION #

Corrective Action Log

THIS FORM TO BE FILLED OUT BY SITE CONTRACTOR FOR EVERY INSPECTION

Location/ Station	Corrective Action	Date Notified	Date Completed	RIDOT Initial
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
		Click or tap to	Click or tap to enter a	
Operator Signature:		**Date:**	Click or tap to enter a date.	



General Location Map

Sources: RIGIS, USGS National Map • Approximate Scale: 1" = 1,000'

APPENDIX

RIDEM Authorization

RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street, Providence, Rhode Island 02908-5767

April 17, 2025

Rhode Island Department of Transportation
c/o Alisa Richardson
360 Lincoln Avenue
Warwick, RI 02888

Re: WQC/STW File No. 25-075; UIC File No. 002297; RIPDES File No. RIR102801
Woonsocket Corridor –RI-114 & RI-126 Improvements
Located along Route 126 (Social Street) between Main Street to Ethel Street and along Route 114 (Diamond Hill Road) from 450 feet west of Roland Street to 200 feet west of Fulton Street, Woonsocket, RI

Dear Ms. Richardson:

The Rhode Island Department of Environmental Management Office of Water Resources (RIDEM OWR) has reviewed the above-referenced project for compliance with the RIDEM Groundwater Discharge (GWD)/Underground Injection Control (UIC) Program (Groundwater Discharge Rules: 250-RICR-150-05-4) and the Rhode Island Pollutant Discharge Elimination System Construction General Permit (CGP). The purpose of the project is to perform roadway improvements including pavement resurfacing, sidewalk repairs, and installation of subsurface infiltration systems, as further described in your application and detailed on the site plans consisting of 27 sheets as prepared by Richard C. Conca of GM2 Associates, Inc., received by RIDEM OWR on April 10, 2025.

This letter serves as your permit/authorization to discharge for the above-referenced project, provided that you comply with the application materials, the Groundwater Discharge Rules, the CGP and the following conditions:

1) This authorization is specific to the project, site alterations, and stormwater management system depicted on the site plans submitted with your application and received by RIDEM on April 10, 2025. Any alterations, additions or modifications to the project approved herein must be reviewed and approved by RIDEM OWR prior to implementation.

2) You must submit the Notice of Start of Construction Form prior to commencement of any permitted site alterations or construction activity. The Start of Construction Form can be found on the Stormwater Construction Permitting website.

3) Prior to construction, you must erect or post a sign resistant to the weather and at least twelve (12) inches wide and eighteen (18) inches long, which identifies the initials "DEM" and the application

number(s) assigned to this permit. The sign must be posted in a conspicuous location near the site access and maintained until the project is complete.

4) A copy of this permit, any inspection records, and a signed and updated SESC Plan, must be kept at the site at all times until the project is complete. Copies of this permit must be made available for review by any RIDEM or City/Town representative upon request. Electronic versions of required documents that are readily accessible from the construction site are acceptable.

5) All fill material shall be clean and free of matter that could cause pollution of the waters of the State.

6) The stormwater collection and treatment system approved herein is for the discharge of stormwater only. Any other discharge is prohibited.

7) You must provide written certification from a registered land surveyor or registered professional engineer that the stormwater drainage system including any and all basins, piping systems, catch basins, culverts, swales, and any other stormwater management practices have been constructed/installed in accordance with the site plans reviewed for this permit. This written certification is due upon completion of the project or within twenty (20) working days of the request of this Program.

8) You must submit the Notice of Termination Form upon completion of the project and final site stabilization. The Notice of Termination Form can be found on the Stormwater Construction Permitting website.

9) You are responsible for the long-term inspection, cleaning and maintenance of the stormwater collection and treatment system to ensure proper performance of all components until documentation is provided to indicate that this responsibility has been assumed by another entity. Long-term operation and maintenance is to be as described in the Post-Construction Operation and Maintenance Plan entitled "Appendix C; Stormwater Management Plan Part 3 Long-term Operation and Maintenance Plan", dated February, 2025, and prepared by: GM2 Associates, Inc.

This permit is not transferable to any person except after written notice to the Director, in the form of a Permit Transfer Form available on the RIDEM Stormwater Construction Permitting website.

This UIC/GWD Registration will expire 4 years from the date of issuance if the stormwater discharge system has not been constructed and installed. Once a registration is expired, a new application must be submitted for any proposed activity subject to the Groundwater Discharge Rules. Your authorization to discharge under the CGP expires at midnight on September 25, 2025. If construction has not been completed by that date, there will be measures in place for you to reauthorize.

RIDEM's Rules and Regulations Governing the Establishment of Various Fees require that RIPDES CGP permit holders pay an Annual Fee of $100.00. An invoice will be sent to the owner on record in May/June of each year if the construction was still active as of December 31st of the previous year. The owner will be responsible for the Annual Fee until the construction activity has been completed, the site has been properly stabilized, and a completed Notice of Termination (NOT) has been received.

You are required to adhere to all above terms and conditions and carry out this project in compliance with the CGP and Groundwater Discharge Rules at all times. Issuance of this permit does not bar RIDEM, or any of its various Divisions, from initiating any investigation and/or enforcement actions that it may deem necessary for violations of this permit or of any and all applicable statutes, regulations and/or permits.

This permit has the full force and effect of a permit issued by the Director. This permit does not relieve your obligation to obtain any other applicable local, state and federal permits prior to commencing construction and does not relieve you of any duties owed to adjacent landowners with respect to changes in drainage. RIDEM assumes no responsibilities for damages resulting from faulty design or construction.

If you have any questions regarding the contents of the permit, you may contact Michael Arguello at Michael.Arguello@dem.ri.gov or (401) 537-4199.

Sincerely,

Neal Personeus, Environmental Scientist III
Federal 401/State WQC Program; GWD/UIC Program
Office of Water Resources
neal.personeus@dem.ri.gov; (401) 537-4263

ec: Charles Horbert, Deputy Administrator, Groundwater & Freshwater Wetlands Protection
Brett Neilan, P.E., GM2 Associates, Inc.

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

July 15, 2025

RIDOT
Alisa Richardson, Administrator, Environmental Division
360 Lincoln Avenue
Warwick, RI 02888

Freshwater Wetlands Permit

Re: Freshwater Wetlands No. 25-0113 (*Individual Application No. IA-6651*) for the property and project located:

At the Wood Avenue Bridge (No. 953) over the Peters River, approximately 80 feet northwest from Wood Avenue from Utility Pole No. 33, and approximately 250 feet north from the intersection of Wood Avenue and Havelock Street, within the roadway and associated temporary easement boundary depicted in Woonsocket, RI.

Dear Ms. Richardson:

Kindly be advised that the Department of Environmental Management's ("DEM") Freshwater Wetlands Program ("Program") has completed its review of your **Application for a Freshwater Wetlands Permit** as described in Rule 3.11 of the Rules and Regulations Governing the Administration and Enforcement of the Fresh Water Wetlands Act, 250-RICR-150-15-3 ("Rules"). This review included a site inspection of the above referenced property ("subject property") and an evaluation of the proposed structural repairs to bridge RIDOT bridge No. 953, including deck level repairs, channel stabilization measures with clearing, grading, landscaping, and associated site alterations as illustrated and detailed on site plans submitted with your application. These site plans were received by the DEM on March 28, 2025.

Our observations of the subject property, review of the site plans and evaluation of the proposed project reveals that alterations of jurisdictional areas are proposed. However, pursuant to Rule 3.7.3A of the Rules, this project meets the General Variance Criteria and a **Freshwater Wetlands Permit** may be issued under the following terms and conditions:

Terms and Conditions for **Wetlands Application No**. 25-0113:

1. This letter is the DEM's permit for this project under the R.I. Fresh Water Wetlands Act, R.I. Gen. Laws § 2-1-18 et seq.

2. This permit is specifically limited to the project, site alterations and limits of disturbance as detailed on the site plans submitted with your application and received by the DEM on March 28, 2025. A copy of the site plans stamped approved by the DEM can be found on the Permit Search page on the OWR Application Portal] by searching for any of the permit numbers listed above. Changes or revisions to the project that would alter freshwater wetlands are not authorized without a permit from the DEM.

3. Where the terms and conditions of the permit conflict with the approved site plans, these terms and conditions shall be deemed to supersede the site plans.

4. You must notify this Program of the anticipated start date, and of your contractor's contact information, by submitting a Notice of Start of Construction on the OWR Application Portal from the Requests Tab referencing this Freshwater Wetlands permit number prior to commencement of any permitted site alterations or construction activity. You must also notify this Program upon completion of the project by submitting a Notice of Termination from the Requests Tab on the OWR Application Portal.

5. A copy of the stamped approved site plans and a copy of this permit must be kept at the site at all times during site preparation, construction, and final stabilization. Copies of this permit and the stamped approved plans must be made available for review by any DEM or city representative upon request.

6. The effective date of this permit is the date this letter was issued. This permit expires five (5) years from the date of this letter unless renewed pursuant to the Rules.

7. Any material utilized in this project must be clean and free of matter that could pollute any jurisdictional area.

8. Prior to commencement of site alterations, you shall erect or post a sign resistant to the weather and at least twelve (12) inches wide and eighteen (18) inches long, which boldly identifies the initials "DEM" and the application number of this permit. This sign must be maintained at the site in a conspicuous location until such time that the project is complete.

9. Temporary erosion and sediment controls detailed or described on the approved site plans shall be properly installed at the site prior to or commensurate with site alterations. Such controls shall be properly maintained, replaced, supplemented, or modified as necessary throughout the life of this project to minimize soil erosion and to prevent sediment from being deposited in any freshwater wetland, buffer, floodplain, area subject to storm flowage, or area subject to flooding or other jurisdictional areas not subject to disturbance under this permit.

10. Upon permanent stabilization of all disturbed soils, temporary erosion and/or sediment controls must be removed.

11. You are obligated to install, utilize, follow and maintain all best management practices detailed or described on the approved site plans in the construction of the project to minimize or prevent adverse impacts to any adjacent freshwater wetlands, buffers, or floodplain and the functions and values provided by such freshwater wetlands, buffers or floodplain.

12. All construction activities involving soil disturbances within watercourses must be limited to the low flow period (i.e., the period from July 1 to October 31 of any calendar year). Soil disturbance in these watercourses must temporarily cease in the event of any abnormally high stormwater runoff event during the low flow period.

13. To maintain continuous river flow during construction, at no time will the extent of cofferdams exceed 50% of the channel width in accordance with the documents submitted and site plan details. Any changes to water flow management would require a permit modification.

14. Channel stabilization measures are to match and maintain pre-existing grades so that there is no change to streambed geometry or the hydraulic opening and capacities.

15. Cleared and disturbed areas for access are to be restored, loamed and seeded if necessary, and allowed to revegetate naturally.

16. Any dewatering activities required are to take place in disturbed areas within the LOD and in accordance with the best management practices as described in the project narrative.

You are required to comply with the terms and conditions of this permit and to carry out this project in compliance with the Rules at all times. Failure to do so may result in an enforcement action by this Department.

In permitting the proposed alterations, the DEM assumes no responsibility for damages resulting from faulty design or construction.

Kindly be advised that this permit is not equivalent to a verification of the type or extent of freshwater wetlands or jurisdictional areas on site. Should you wish to have the types and extent of freshwater wetlands verified, you may submit the appropriate application in accordance with 250-RICR-150-15-3.9.3.

This permit does not remove your obligation to obtain any local, state, or federal approvals or permits required by ordinance or law and does not relieve you from any duties owed to adjacent landowners with specific reference to any changes in drainage. All materials removed must be disposed of in accordance with all local, state, or federal approvals or permits required by ordinance or law.

If you have not already done so, or in order to check on the status of their review, please contact the U.S. Army Corps of Engineers to determine federal permit requirements on your project at website: https://www.nae.usace.army.mil/Missions/Regulatory/ or email at cenae-r-ri@usace.army.mil. Please note that the Department of the Army authorization must be obtained before any work is initiated in areas subject to Corps jurisdiction.

Please contact Sophie Clode of this office (telephone: 401-537-4211) should you have any questions regarding this letter.

Sincerely,

Nancy Freeman

Digitally signed by Nancy Freeman
Date: 2025.07.15 09:24:18 -04'00'

Nancy L. Freeman, Environmental Scientist III
Office of Water Resources
Freshwater Wetlands Program

NLF/SC/sc

Enclosure: Approved site plans

ec: Brett D. Neilan, PE, Senior Civil and Environmental Engineer, GM2 Associates, inc.
Ted J. Isabella, Building Official, City of Woonsocket
Steve D'Agostino, Director, Public Works, City of Woonsocket
cenae-r-ri@usace.army.mil.

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

July 10, 2025

Rhode Island Department of Transportation
Alisa Richardson, Administrator, Environmental Division
360 Lincoln Avenue
Warwick, RI 02888

Freshwater Wetlands Permit

Re: Application No. 25-0114 (*Individual Application No. IA-6652*) for the property and project located:

At Bridge No. 095401 along Diamond Hill Road and approximately 340 feet west of the intersection of Diamond Hill Road and St Leon Avenue, near Utility Pole No. 39, Woonsocket, RI.

Dear Ms. Richardson:

Kindly be advised that the Department of Environmental Management's ("DEM") Freshwater Wetlands Program ("Program") has completed its review of your **Application for a Freshwater Wetlands Permit** as described in Rule 3.11 of the Rules and Regulations Governing the Administration and Enforcement of the Fresh Water Wetlands Act, 250-RICR-150-15-3 ("Rules"). This review included a site inspection of the above referenced property ("subject property") and an evaluation of the proposed preservation measures at Bridge No. 095401, which includes repairs to structural concrete and masonry elements, including arch ring, wingwalls, return walls, etc.; repairs/replacement of superstructure elements, including sidewalk, curbing, wearing surface, fence/railings, etc.; and installation of scour countermeasures within the existing channel with associated clearing, grading, and associated site alterations as illustrated and detailed on site plans submitted with your application. These site plans were received by the DEM on July 2, 2025.

Our observations of the subject property, review of the site plans and evaluation of the proposed project reveals that alterations of jurisdictional areas are proposed. However, pursuant to Rule 3.7.3B of the Rules, this project meets the Variance Criteria for Public and Governmental Bodies, and a **Freshwater Wetlands Permit** may be issued under the following terms and conditions:

Terms and Conditions for **Wetlands Application No. 25-0114:**

1. This letter is the DEM's permit for this project under the R.I. Fresh Water Wetlands Act, R.I. Gen. Laws § 2-1-18 et seq.

2. This permit is specifically limited to the project, site alterations and limits of disturbance as detailed on the site plans submitted with your application and received by the DEM on **July 2, 2025**. A copy of the site plans stamped approved by the DEM can be found on the Permit Search page on the OWR Application Portal by searching for the permit number listed above. Changes or revisions to the project that would alter freshwater wetlands are not authorized without a permit from the DEM.

3. Where the terms and conditions of the permit conflict with the approved site plans, these terms and conditions shall be deemed to supersede the site plans.

4. You must notify this Program of the anticipated start date, and of your contractor's contact information, by submitting a Notice of Start of Construction on the OWR Application Portal from the Requests Tab referencing this Freshwater Wetlands permit number prior to commencement of any permitted site alterations or construction activity. You must also notify this Program upon completion of the project by submitting a Notice of Termination from the Requests Tab on the OWR Application Portal.

5. A copy of the stamped approved site plans and a copy of this permit must be kept at the site at all times during site preparation, construction, and final stabilization. Copies of this permit and the stamped approved plans must be made available for review by any DEM or city representative upon request.

6. Within ten (10) days of the receipt of this permit, you must record this permit in the land evidence records of the City of Woonsocket and supply this Program with a scanned copy of the recorded permit obtained from the City, which can be sent to DEM.FWW@dem.ri.gov.

7. The effective date of this permit is the date this letter was issued. This permit expires five (5) years from the date of this letter unless renewed pursuant to the Rules.

8. Any material utilized in this project must be clean and free of matter that could pollute any jurisdictional area.

9. Prior to commencement of site alterations, you shall erect or post a sign resistant to the weather and at least twelve (12) inches wide and eighteen (18) inches long, which boldly identifies the initials "DEM" and the application number of this permit. This sign must be maintained at the site in a conspicuous location until such time that the project is complete.

10. Temporary erosion and sediment controls detailed or described on the approved site plans shall be properly installed at the site prior to or commensurate with site alterations. Such controls shall be properly maintained, replaced, supplemented, or modified as necessary throughout the life of this project to minimize soil erosion and to prevent sediment from being deposited in any freshwater wetland, buffer, floodplain, or other jurisdictional areas not subject to disturbance under this permit.

11. Upon permanent stabilization of all disturbed soils, temporary erosion and/or sediment controls must be removed.

12. You are obligated to install, utilize, follow, and maintain all best management practices detailed or described on the approved site plans in the construction of the project to minimize or prevent adverse impacts to any adjacent freshwater wetland, buffer or floodplain, or other jurisdictional areas and the functions and values provided by such freshwater wetlands and buffers or floodplain.

13. All construction activities involving soil disturbances within watercourses must be limited to the low flow period (i.e., the period from July 1 to October 31 of any calendar year). Soil disturbance in these watercourses must temporarily cease in the event of any abnormally high stormwater runoff event during the low flow period.

Pursuant to the provisions in 250-RICR-150-15-3.8.13 and 250-RICR-150-15-3.14.4(A), as applicable, any properly recorded and valid Freshwater Wetlands Permit is automatically transferred to the new owner upon sale of the property.

You are required to comply with the terms and conditions of this permit and to carry out this project in compliance with the Rules at all times. Failure to do so may result in an enforcement action by this Department.

In permitting the proposed alterations, the DEM assumes no responsibility for damages resulting from faulty design or construction.

Kindly be advised that this permit is not equivalent to a verification of the type or extent of freshwater wetlands or jurisdictional areas on site. Should you wish to have the types and extent of freshwater wetlands verified, you may submit the appropriate application in accordance with 250-RICR-150-15-3.9.3.

This permit does not remove your obligation to obtain any local, state, or federal approvals or permits required by ordinance or law and does not relieve you from any duties owed to adjacent landowners with specific reference to any changes in drainage.

If you have not already done so, or in order to check on the status of their review, please contact the U.S. Army Corps of Engineers to determine federal permit requirements on your project. Write the Corps' New England District, Regulatory Branch, 696 Virginia Road, Concord, MA 01742-2751; website: https://www.nae.usace.army.mil/Missions/Regulatory/or email at cenae-r-ri@usace.army.mil. Please note that the Department of the Army authorization must be obtained before any work is initiated in areas subject to Corps jurisdiction.

Please contact Jessica Lord of this office (telephone: 401-537-4249) should you have any questions regarding this letter.

Sincerely,

Nancy Freeman Digitally signed by Nancy Freeman
Date: 2025.07.10 09:48:48 -04'00'

Nancy L. Freeman, Environmental Scientist III
Office of Water Resources
Freshwater Wetlands Program
NLF/JAL/jal

Enclosure: Approved site plans

ec: Brett D. Neilan, P.E., GM2 Associates, Inc.
Kevin R. Kotelly, P.E., U.S. Army Corps of Engineers, New England District

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

July 14, 2025

RIDOT
Alisa Richardson, Administrator, Environmental Division
360 Lincoln Avenue
Warwick, RI 02888

Freshwater Wetlands Permit

Re: Freshwater Wetlands No. 25-0115 (*Individual Application No. IA-6653*) for the property and project located:

Located within the Mill Street Roadway, approximately 40 feet east from Utility Pole No. 3, and approximately 230 feet northeast from the intersection of Mill Street and Social Street, RIDOT bridge No 688, Woonsocket, RI

Dear Ms. Richardson:

Kindly be advised that the Department of Environmental Management's ("DEM") Freshwater Wetlands Program ("Program") has completed its review of your **Application for a Freshwater Wetlands Permit** as described in Rule 3.11 of the Rules and Regulations Governing the Administration and Enforcement of the Fresh Water Wetlands Act, 250-RICR-150-15-3 ("Rules"). This review included a site inspection of the above referenced property ("subject property") and an evaluation of the proposed preservation measures to RIDOT bridge No. 688, including repairs to concrete masonry, pressure grouting of scour holes and voids, cleaning/painting/sealing of railings and sidewalks, restoring the riprap channel bottom, temporary use of coffer dams, clearing, grading, landscaping, and associated site alterations as illustrated and detailed on site plans submitted with your application. These site plans were received by the DEM on March 28, 2025.

Our observations of the subject property, review of the site plans and evaluation of the proposed project reveals that alterations of jurisdictional areas are proposed. However, pursuant to Rule 3.7.3A of the Rules, this project meets the General Variance Criteria and a **Freshwater Wetlands Permit** may be issued under the following terms and conditions:

Terms and Conditions for **Wetlands Application No**. 25-0115:

1. This letter is the DEM's permit for this project under the R.I. Fresh Water Wetlands Act, R.I. Gen. Laws § 2-1-18 et seq.

2. This permit is specifically limited to the project, site alterations and limits of disturbance as detailed on the site plans submitted with your application and received by the DEM on March 28, 2025. A copy of the site plans stamped approved by the DEM can be found on the Permit Search page on the OWR Application Portal by searching for any of the permit numbers listed above. Changes or revisions to the project that would alter freshwater wetlands are not authorized without a permit from the DEM.

3. Where the terms and conditions of the permit conflict with the approved site plans, these terms and conditions shall be deemed to supersede the site plans.

4. You must notify this Program of the anticipated start date, and of your contractor's contact information, by submitting a Notice of Start of Construction on the OWR Application Portal from the Requests Tab referencing this Freshwater Wetlands permit number prior to commencement of any permitted site alterations or construction activity. You must also notify this Program upon completion of the project by submitting a Notice of Termination from the Requests Tab on the OWR Application Portal.

5. A copy of the stamped approved site plans and a copy of this permit must be kept at the site at all times during site preparation, construction, and final stabilization. Copies of this permit and the stamped approved plans must be made available for review by any DEM or city/town representative upon request.

6. The effective date of this permit is the date this letter was issued. This permit expires five (5) years from the date of this letter unless renewed pursuant to the Rules.

7. Any material utilized in this project must be clean and free of matter that could pollute any jurisdictional area.

8. Prior to commencement of site alterations, you shall erect or post a sign resistant to the weather and at least twelve (12) inches wide and eighteen (18) inches long, which boldly identifies the initials "DEM" and the application number of this permit. This sign must be maintained at the site in a conspicuous location until such time that the project is complete.

9. Temporary erosion and sediment controls detailed or described on the approved site plans shall be properly installed at the site prior to or commensurate with site alterations. Such controls shall be properly maintained, replaced, supplemented, or modified as necessary throughout the life of this project to minimize soil erosion and to prevent sediment from being deposited in any freshwater wetland, buffer, floodplain, area subject to storm flowage, or area subject to flooding or other jurisdictional areas not subject to disturbance under this permit.

10. Upon permanent stabilization of all disturbed soils, temporary erosion and/or sediment controls must be removed.

11. You are obligated to install, utilize, follow and maintain all best management practices detailed or described on the approved site plans in the construction of the project to minimize or prevent adverse impacts to any adjacent freshwater wetland, buffers, and floodplain, and the functions and values provided by such freshwater wetlands, buffers, and floodplain.

12. All construction activities involving soil disturbances within watercourses must be limited to the low flow period (i.e., the period from July 1 to October 31 of any calendar year). Soil disturbance in these watercourses must temporarily cease in the event of any abnormally high stormwater runoff event during the low flow period.

13. To maintain river flow during construction, in-water work is to be phased. At no time will the extent of cofferdams exceed 50% of the channel width in accordance with the documents submitted. Any changes to water flow management would require a permit modification.

14. Channel stabilization measures are to match and maintain pre-existing grades so that there is no change to streambed geometry or the hydraulic opening.

15. Cleared and disturbed areas for access are to be restored, loamed and seeded if necessary, and allowed to revegetate naturally.

16. Any dewatering activities required are to take place in disturbed areas within the LOD and in accordance with the best management practices as described in the project narrative.

Pursuant to the provisions in 250-RICR-150-15-3.8.13 and 250-RICR-150-15-3.14.4(A), as applicable, any properly recorded and valid Freshwater Wetlands Permit is automatically transferred to the new owner upon sale of the property.

You are required to comply with the terms and conditions of this permit and to carry out this project in compliance with the Rules at all times. Failure to do so may result in an enforcement action by this Department.

In permitting the proposed alterations, the DEM assumes no responsibility for damages resulting from faulty design or construction.

Kindly be advised that this permit is not equivalent to a verification of the type or extent of freshwater wetlands or jurisdictional areas on site. Should you wish to have the types and extent of freshwater wetlands verified, you may submit the appropriate application in accordance with 250-RICR-150-15-3.9.3.

This permit does not remove your obligation to obtain any local, state, or federal approvals or permits required by ordinance or law and does not relieve you from any duties owed to adjacent landowners with specific reference to any changes in drainage. All materials removed must be disposed of in accordance with all local, state, or federal approvals or permits required by ordinance or law.

If you have not already done so, or in order to check on the status of their review, please contact the U.S. Army Corps of Engineers to determine federal permit requirements on your project via website: https://www.nae.usace.army.mil/Missions/Regulatory/ or email at cenae-r-ri@usace.army.mil. Please note that the Department of the Army authorization must be obtained before any work is initiated in areas subject to Corps jurisdiction.

Please contact Sophie Clode of this office (telephone: 401-537-4211) should you have any questions regarding this letter.

Sincerely,

Nancy Freeman Digitally signed by Nancy Freeman
Date: 2025.07.14 11:55:33 -04'00'

Nancy L. Freeman, Environmental Scientist III
Office of Water Resources
Freshwater Wetlands Program
NLF/SC/sc

ec: Brett D. Neilan, PE, Senior Civil and Environmental Engineer, GM2 Associates, Inc.
Ted J. Isabella, Building Official, City of Woonsocket
Steve D'Agostino, Director, Public Works, City of Woonsocket

cenae-r-ri@usace.army.mil.

DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD, MA 01742-2751

August 22, 2025

Regulatory Division
File Number: NAE-2025-01018

Alisa Richardson
Rhode Island Department of Transportation
360 Lincoln Avenue
Warwick, Rhode Island 02888
alisa.richardson@dot.ri.gov

Dear Ms. Richardson:

We have received your Self-Verification Notification Form (SVNF) for the Woonsocket Corridor – Preservation of Bridge No. 068801 Project. This verification is for the discharge of temporary fill in 1,500 square feet below the ordinary high water mark of the Peters River associated with dewatering to support masonry repairs and channel stabilization measures. This work is intended to preserve the existing bridge conveying Mill Street over Peters River in Woonsocket, Rhode Island. We have assigned this file number NAE-2025-01018. Please reference this number in any future correspondence with us.

While this letter confirms that we have received the SVNF, we are not confirming that the work is authorized under the enclosed May 6, 2022, Rhode Island General Permits (RI GPs). By submitting the SVNF, you are self-verifying that your project is authorized under the applicable GPs, meets their terms and conditions, and does not require the submittal of an application/pre-construction notification (PCN) to, and review by, USACE. We have recorded this project as self-verification of the RI GPs in our database. Activities that are not eligible for self-verification require the submittal of an application/PCN to USACE.

Please contact Kevin Newton of my staff at (978) 318-8044 or kevin.m.newton@usace.army.mil if you have any questions.

Sincerely,

Daniel B. Breen

Daniel B. Breen
Chief, Transportation and Utilities Section
Regulatory Division

Enclosures

cc:
Heather Hamilton, RIDOT;heather.hamilton@dot.ri.gov
Neal Personeus, RIDEM; Neal.Personeus@dem.ri.gov
Erica Sachs, US EPA; Sachs.Erica@epa.gov

DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD, MA 01742-2751

July 25, 2025

Regulatory Division
File Number: NAE-2025-01025

Alisa Richardson
Rhode Island Department of Transportation
360 Lincoln Avenue
Warwick, Rhode Island 02888
alisa.richardson@dot.ri.gov

Dear Ms. Richardson:

We have received your Self-Verification Notification Form (SVNF) for the Woonsocket Corridor – Preservation of Bridge No. 095401. This verification is for the discharge of 1,350 square feet of permanent fill associated with excavation and placement of riprap scour protection. The project also includes the discharge of 200 square feet of temporary fill associated with dewatering to facilitate preservation and rehabilitation of the existing bridge conveying Diamond Hill Road over Peters River in Woonsocket, Rhode Island. We have assigned this file number NAE-2025-01025. Please reference this number in any future correspondence with us.

While this letter confirms that we have received the SVNF, we are not confirming that the work is authorized under the enclosed May 6, 2022, Rhode Island General Permits (RI GPs). By submitting the SVNF, you are self-verifying that your project is authorized under the applicable GPs, meets their terms and conditions, and does not require the submittal of an application/pre-construction notification (PCN) to, and review by, USACE. We have recorded this project as self-verification of the RI GPs in our database. Activities that are not eligible for self-verification require the submittal of an application/PCN to USACE.

Please contact Kevin Newton of my staff at (978) 318-8044 or kevin.m.newton@usace.army.mil if you have any questions.

Sincerely,

Daniel B. Breen

Daniel B. Breen
Chief, Transportation and Utilities Section
Regulatory Division

Enclosures

cc:
Heather Hamilton, RIDOT;heather.hamilton@dot.ri.gov
Neal Personeus, RIDEM; Neal.Personeus@dem.ri.gov
Erica Sachs, US EPA; Sachs.Erica@epa.gov

DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NEW ENGLAND DISTRICT
696 VIRGINIA ROAD
CONCORD, MA 01742-2751

July 25, 2025

Regulatory Division
File Number: NAE-2025-01036

Alisa Richardson
Rhode Island Department of Transportation
360 Lincoln Avenue
Warwick, Rhode Island 02888
alisa.richardson@dot.ri.gov

Dear Ms. Richardson:

We have received your Self-Verification Notification Form (SVNF) for the Woonsocket Corridor – Preservation of Bridge No. 095301 Project. This verification is for the discharge of 1,670 square feet of permanent fill associated with excavation and placement of riprap scour protection. The project also includes the discharge of 900 square feet of temporary fill associated with dewatering to facilitate preservation and rehabilitation of the existing bridge conveying Wood Avenue over Peters River in Woonsocket, Rhode Island. We have assigned this file number NAE-2025-01036. Please reference this number in any future correspondence with us.

While this letter confirms that we have received the SVNF, we are not confirming that the work is authorized under the enclosed May 6, 2022, Rhode Island General Permits (RI GPs). By submitting the SVNF, you are self-verifying that your project is authorized under the applicable GPs, meets their terms and conditions, and does not require the submittal of an application/pre-construction notification (PCN) to, and review by, USACE. We have recorded this project as self-verification of the RI GPs in our database. Activities that are not eligible for self-verification require the submittal of an application/PCN to USACE.

Please contact Kevin Newton of my staff at (978) 318-8044 or kevin.m.newton@usace.army.mil if you have any questions.

Sincerely,

Daniel B. Breen

Daniel B. Breen
Chief, Transportation and Utilities Section
Regulatory Division

Enclosures

cc:
Heather Hamilton, RIDOT;heather.hamilton@dot.ri.gov
Neal Personeus, RIDEM; Neal.Personeus@dem.ri.gov
Erica Sachs, US EPA; Sachs.Erica@epa.gov

APPENDIX

Pavement Cores

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
MATERIALS AND QUALITY ASSURANCE
PAVEMENT CORE REPORT

File No: 4035 Lab No: 20230664 Date: 8/1/2023

Contract No: 2023-EH-004A FAP No: _____ PTSID: 2607D Project: Woonsocket Corridor Diamond Hill Rd

Town / City: Woonsocket Cored By: Colbert, DeOca

Limits: From Mass. State Line to Fulton St.

P.E. ☑ Final ☐ Special Projects ☐

Comments:

Core ID	Cored On	Road / Station		Depth	Depth	Depth	Depth	Depth	Total Depth	Soil: From / To
Direction	LATITUDE	LONGITUDE	Composite Pavement	Material	Material	Material	Material	Material	Cored To	
Lane ID	Lateral Offset (ft.)		Curb Reveal (in.)	Qualifier	Qualifier	Qualifier	Qualifier	Qualifier	Core Notes	
C-01	8/1/2023	Diamond Hill Rd at Pole #25		1.6"	2.4"	5"	N/A	N/A	9"	
WB	42.015570	-71.497383	Composite: No	3/8" HMA	3/8" HMA	Penetr. Macadam			Soil/Gravel	
TL	7 Right Curb		4			1" Stone				
C-02	8/1/2023	Diamond Hill Rd 13ft East at Pole #7		1.9"	1.6"	1.3"	N/A	N/A	4.8"	
WB	42.016344	-71.503905	Composite: No	3/8" HMA	3/8" HMA	1" Stone			Soil/Gravel	
TL	9 Right EOP									
C-03	8/1/2023	Diamond Hill Rd at Pole #14		1.2"	2.3"	2.9"	2"	N/A	8.4"	
EB	42.015807	-71.501249	Composite: No	3/8" HMA	3/8" HMA	1/2" HMA	Loose Stone		Soil/Gravel	
TL	7 Right Curb		1.5				1-2" Stone			
C-04	8/1/2023	Diamond Hill Rd at Pole #37		2.3"	1.9"	6.3"	N/A	N/A	10.5"	
EB	42.015538	-71.493709	Composite: No	3/8" HMA	3/8" HMA	1/2" HMA			Soil/Gravel	
TL	6 Right Curb		6							
			Average Depth:	1.8"	2"	3.9"	2"	N/A	8.2"	

Cores Requested By: Kyle Gagnon

Measured By (Print / Sign) 8/1/23 Date

Reviewed By (Print / Sign) 8/3/23 Date

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
MATERIALS AND QUALITY ASSURANCE
PAVEMENT CORE REPORT

File No: 4034 Lab No: 20230663 Date: 8/1/2023

Contract No: 2023-EH-004A FAP No: _____ PTSID: 2607D Project: Woonsocket Corridor Social St

Town / City: Woonsocket Cored By: Colbert, DeOca

Limits: From Lloyd Street to North Main Street

P.E. ☑ Final ☐ Special Projects ☐

Comments:

Core ID	Cored On	Road / Station		Depth	Depth	Depth	Depth	Depth	Total Depth	Soil: From / To
Direction	LATITUDE	LONGITUDE	Composite Pavement	Material	Material	Material	Material	Material	Cored To	
Lane ID	Lateral Offset (ft.)		Curb Reveal (in.)	Qualifier	Qualifier	Qualifier	Qualifier	Qualifier	Core Notes	
C-01	8/1/2023	Social St at Pole #72		1.5"	6"	N/A	N/A	N/A	7.5"	
SB	42.017130	-71.499400	Composite: No	3/8" HMA	1/2" HMA				Soil/Gravel	
TL	7 Right Curb		3.5							
C-02	8/1/2023	Social St 29ft North of Pole #59		0.8"	5.9"	N/A	N/A	N/A	6.7"	
SB	42.014710	-71.500713	Composite: No	3/8" HMA	1/2" HMA				Soil/Gravel	
TL	5 Right Curb		4							
C-03	8/1/2023	Social St at Pole #38-1		1.9"	5.2"	N/A	N/A	N/A	7.1"	
SB	42.009540	-71.502650	Composite: No	3/8" HMA	1/2" HMA				Soil/Gravel	
TL	14 Right Curb		6							
C-04	8/1/2023	Social St at Pole #25		1.3"	5.1"	N/A	N/A	N/A	6.4"	
SB	42.008567	-71.505171	Composite: No	3/8" HMA	1/2" HMA				Soil/Gravel	
TL	9 Right Curb		5							
C-05	8/1/2023	Social St 63ft North from Pole #9-1		1.4"	1.8"	3.1"	N/A	N/A	6.3"	
SB	42.008057	-71.507930	Composite: No	3/8" HMA	3/8" HMA	1/2" HMA			Soil/Gravel	
2	8 Right Curb		7						L2/L3 Bond Break	
C-06	8/1/2023	Social St at N.Main St. Intersection		2.3"	1.8"	1.9"	N/A	N/A	6"	
SB	42.005722	-71.512278	Composite: No	3/8" HMA	1/2" HMA	1/2" HMA			Soil/Gravel	
TL	19 Right Curb		6						L2/L3 Bond Break	
C-07	8/1/2023	Social St 32ft South of Pole #47		1.4"	2.1"	4.2"	N/A	N/A	7.7"	
NB	42.011658	-71.501452	Composite: No	3/8" HMA	1/2" HMA	1/2" HMA			Soil/Gravel	
TL	13 Right Curb		5.5							

Core ID	Cored On	Road / Station		Depth	Depth	Depth	Depth	Depth	Total Depth	Soil: From / To
Direction	LATITUDE	LONGITUDE	Composite Pavement	Material	Material	Material	Material	Material	Cored To	
Lane ID	Lateral Offset (ft.)		Curb Reveal (in.)	Qualifier	Qualifier	Qualifier	Qualifier	Qualifier	Core Notes	
			Average Depth:	1.5"	4"	3.1"	N/A	N/A	6.8"	

Cores Requested By: Kyle Gagnon

Measured By (Print / Sign) Date: 8/1/23

Reviewed By (Print / Sign) Date: 8/3/23

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
MATERIALS AND QUALITY ASSURANCE
PAVEMENT CORE REPORT

File No: 4029 Lab No: 20230650 Date: 7/25/2023

Contract No: 2023-EH-004A FAP No: _____ PTSID: 2607D Project: Woonsocket Corridor Bridge #953 (Wood Ave)

Town / City: Woonsocket Cored By: Colbert, DeOca

Limits: Wood Ave.

P.E. ☑ Final ☐ Special Projects ☐

Comments:

Core ID	Cored On	Road / Station		Depth	Depth	Depth	Depth	Depth	Total Depth	Soil: From / To
Direction	LATITUDE	LONGITUDE	Composite Pavement	Material	Material	Material	Material	Material	Cored To	
Lane ID	Lateral Offset (ft.)		Curb Reveal (in.)	Qualifier	Qualifier	Qualifier	Qualifier	Qualifier	Core Notes	
C-01	7/25/2023	Wood Ave 23ft before Approachment		2.4"	6.7"	N/A	N/A	N/A	9.1"	
SB	42.015078	-71.498035	Composite: No	3/8" HMA	1/2" HMA				Soil/Gravel	
TL	5 Right Curb		4.3		Smell				L1/L2 Bond Break	
C-02	7/25/2023	Wood Ave at Pole #33-1		2.1"	1.1"	6.5"	N/A	N/A	9.7"	
NB	42.014859	-71.498023	Composite: No	3/8" HMA	3" HMA / Sandm	1/2" HMA			Soil/Gravel	
TL	6 Right Curb		5							
			Average Depth:	2.2"	3.9"	6.5"	N/A	N/A	9.4"	

Cores Requested By: Kyle Gagnon

Measured By (Print / Sign) 7-26-23 Date

Reviewed By (Print / Sign) Anita Marshall 7/26/23 Date

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
MATERIALS AND QUALITY ASSURANCE
PAVEMENT CORE REPORT

File No: 4030 Lab No: 20230651 Date: 7/25/2023

Contract No: 2023-EH-004A FAP No: _____ PTSID: 2607D Project: Woonsocket Corridor Bridge #939 (Blackstone St)

Town / City: Woonsocket Cored By: Colbert, DeOca

Limits: Blackstone St.

P.E. ☑ Final ☐ Special Projects ☐

Comments:

Core ID	Cored On	Road / Station		Depth	Depth	Depth	Depth	Depth	Total Depth	Soil: From / To
Direction	LATITUDE	LONGITUDE	Composite Pavement	Material	Material	Material	Material	Material	Cored To	
Lane ID	Lateral Offset (ft.)		Curb Reveal (in.)	Qualifier	Qualifier	Qualifier	Qualifier	Qualifier	Core Notes	
C-01	7/25/2023	Blackstone St 21ft before Approachment		2.1"	7.4"	N/A	N/A	N/A	9.5"	
NB	42.006801	-71.516444	Composite: No	3/8" HMA	2" HMA / Sandn				Soil/Gravel	
TL	11 Right Curb		6						L1/L2 Bond Break	
C-02	7/25/2023	Blackstone St 35ft before Approachment		1.2"	6.1"	N/A	N/A	N/A	7.3"	
SB	42.006824	-71.516786	Composite: No	3/8" HMA	1/2" HMA				Soil/Gravel	
Tl	9 Right Curb		4							
			Average Depth:	1.6"	6.8"	N/A	N/A	N/A	8.4"	

Cores Requested By: Kyle Gagnon

Measured By (Print / Sign) 7-26-23 Date

Reviewed By (Print / Sign) Anita Marshall 7/26/23 Date

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
MATERIALS AND QUALITY ASSURANCE
PAVEMENT CORE REPORT

File No: 4031 Lab No: 20230652 Date: 7/25/2023

Contract No: 2023-EH-004A FAP No: _____ PTSID: 2607D Project: Woonsocket Corridor Bridge #962 (East School St)

Town / City: Woonsocket Cored By: Colbert, DeOca

Limits: East School St.

P.E. ☑ Final ☐ Special Projects ☐

Comments: bf Appmnt = before Approachment

Core ID	Cored On	Road / Station		Depth	Depth	Depth	Depth	Depth	Total Depth	Soil: From / To
Direction	LATITUDE	LONGITUDE	Composite Pavement	Material	Material	Material	Material	Material	Cored To	
Lane ID	Lateral Offset (ft.)		Curb Reveal (in.)	Qualifier	Qualifier	Qualifier	Qualifier	Qualifier	Core Notes	
C-01	7/25/2023	East School St at Pole#14 (35ft bf Appmnt)		2.8"	7.5"	N/A	N/A	N/A	10.3"	
WB	42.010812	-71.508709	Composite: No	3/8" HMA	Concrete				Soil/Gravel	
TL	8 Right Curb		4.5						L1/L2-L2/L3 Bond Break	
C-02	7/25/2023	East School St at Pole#13 (42ft bf Appmnt)		2.2"	1.4"	7"	N/A	N/A	10.6"	
EB	42.010790	-71.509244	Composite: No	3/8" HMA	1/2" HMA	Concrete			Soil/Gravel	
TL	6 Right Curb		6						L1/L2-L2/L3 Bond Break	
			Average Depth:	2.4"	4.4"	7"	N/A	N/A	10.4"	

Cores Requested By: Kyle Gagnon

Measured By (Print / Sign) 7-26-23 Date

Reviewed By (Print / Sign) Anita Marshall 7/24/23 Date

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
MATERIALS AND QUALITY ASSURANCE
PAVEMENT CORE REPORT

File No: 4032 Lab No: 20230653 Date: 7/25/2023

Contract No: 2023-EH-004A FAP No: _____ PTSID: 2607D Project: Woonsocket Corridor Bridge #963 (Privilege St)

Town / City: Woonsocket Cored By: Colbert, DeOca

Limits: Privilege St

P.E. ☑ Final ☐ Special Projects ☐

Comments:

Core ID	Cored On	Road / Station		Depth	Depth	Depth	Depth	Depth	Total Depth	Soil: From / To
Direction	LATITUDE	LONGITUDE	Composite Pavement	Material	Material	Material	Material	Material	Cored To	
Lane ID	Lateral Offset (ft.)		Curb Reveal (in.)	Qualifier	Qualifier	Qualifier	Qualifier	Qualifier	Core Notes	
C-01	7/25/2023	Privilege St 16ft E of Pole#12 (37ft fr Appmnt)		1.6"	5.5"	1.9"	N/A	N/A	9"	
WB	42.014569	-71.508268	Composite: No	3/8" HMA	1/2" HMA	1/2" HMA			Soil/Gravel	
TL	13 Right Curb		6						L2/L3 Bond Break	
C-02	7/25/2023	Privilege St at Pole#11 (42ft fr Appmnt)		1.8"	2.9"	3.1"	N/A	N/A	7.8"	
EB	42.014548	-71.507681	Composite: No	3/8" HMA	3/8" HMA	" HMA / 3/8" HI			Soil/Gravel	
TL	9 Right Curb		4							
			Average Depth:	1.7"	4.2"	2.5"	N/A	N/A	8.4"	

Cores Requested By: Kyle Gagnon

Measured By (Print / Sign) 7-27-23 Date

Reviewed By (Print / Sign) Anita Marshall 7/26/23 Date

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
MATERIALS AND QUALITY ASSURANCE
PAVEMENT CORE REPORT

File No: 4171 Lab No: 20240401 Date: 4/2/2025

Contract No: 2023-EB-027E FAP No: _____ PTSID: 2607 D Project: Corridor Woonsocket (Diamond Hill Rd) RT 114

Town / City: Woonsocket Cored By: Colbert, MontesDeOca, Beck

Limits: From Mass State Line to Social Street

P.E. ☑ Final ☐ Special Projects ☐

Comments: C+M= Cut and Match

Core ID	Cored On	Road / Station			Depth	Depth	Depth	Depth	Depth	Total Depth	Soil: From / To	
Direction	LATITUDE	LONGITUDE	Composite Pavement		Material	Material	Material	Material	Material	Cored To		
Lane ID	Lateral Offset (ft.)			Curb Reveal (in.)	Qualifier	Qualifier	Qualifier	Qualifier	Qualifier	Core Notes		
C-01	4/2/2025	Diamond Hill Rd at Pole #15			1.5"	1"	4"	N/A	N/A	6.5"	6.5"	18.5"
EB	42.015701	71.500963	Composite: No		3/8" HMA	3/8" HMA	Penetr. Macadam			Soil/Gravel		
TL	12 Right Curb			2.5			1-2" Size Stone					
C-02	4/2/2025	Diamond Hill Rd at Pole #10			1.5"	1.1"	4"	N/A	N/A	6.6"	6.6"	18.6"
EB	42.016154	-71.502788	Composite: No		3/8" HMA	3/8" HMA	Penetr. Macadam			Soil/Gravel		
TL	9 Right Curb			3			1-2" Size Stone			L1/L2 Bond Break		
C-03	4/2/2025	Diamond Hill Rd next to C+M			2.1"	1.9"	N/A	N/A	N/A	4"	4"	16"
EB	42.016510	-71.504840	Composite: No		3/8" HMA	Sand Mix				Soil/Gravel		
TL	6 Right EOP											
C-04	4/2/2025	Diamond Hill Rd at Pole #6-84			2"	1.1"	2.5"	N/A	N/A	5.6"	5.6"	17.6"
WB	42.016414	-71.504457	Composite: No		3/8" HMA	3/8" HMA	Sand Mix			Soil/Gravel		
TL	10 Right EOP						1" Stone					
C-05	4/2/2025	Diamond Hill Rd at Pole #9			1"	3.1"	2.1"	N/A	N/A	6.2"	6.2"	18.2"
WB	42.016198	-71.503173	Composite: No		3/8" HMA	3/8" HMA	Sand Mix			Soil/Gravel		
TL	9 Right Curb			4			Tar Smell					
C-06	4/2/2025	Diamond Hill Rd at Pole #14			1.1"	2.4"	2.9"	N/A	N/A	6.4"	6.4"	18.4"
WB	42.015860	-71.501330	Composite: No		3/8" HMA	3/8" HMA	1/2" HMA			Soil/Gravel		
TL	6 Right Curb			1.5								

Core ID	Cored On	Road / Station		Depth	Depth	Depth	Depth	Depth	Total Depth	Soil: From / To
Direction	LATITUDE	LONGITUDE	Composite Pavement	Material	Material	Material	Material	Material	Cored To	
Lane ID	Lateral Offset (ft.)		Curb Reveal (in.)	Qualifier	Qualifier	Qualifier	Qualifier	Qualifier	Core Notes	
			Average Depth:	1.5"	1.8"	3.1"	N/A	N/A	5.9"	

Cores Requested By: Chue Kue

Shannon Tiernan 4/3/2025

Measured By (Print / Sign) Date

Anita Marshall 4/3/2025

Reviewed By (Print / Sign) Date

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
MATERIALS AND QUALITY ASSURANCE
CORE GRAVEL GRADATION REPORT

Lab No: 20240401 File No: 4171

RI Contract No: 2023-EB-027E Date Tested: 5/15/2025

F.A.P. No: Date Cored - Ini 4/2/2025

Project: Corridor Woonsocket (Diamond Hill Location: Woonsocket

☑ P.E. ☐ Final ☐ Acceptance ☐ Special Project

Sieve Size	1/2"	3/8"	# 4	# 10	# 40	# 200	Soil Class	Remarks
Spec	50 / 85	45 / 80	40 / 75	- - -	0 / 45	0 / 10		
C-1	68	65	57	50	34	9.5	A - 1 - b	Meets Gravel Borrow Spec.
C-2	75	72	66	56	37	**11**	A - 1 - b	Does Not Meet Gravel Borrow Spec.
C-3	68	65	58	49	34	7.2	A - 1 - b	Meets Gravel Borrow Spec.
C-4	83	80	**76**	71	**54**	7.2	A - 2	Does Not Meet Gravel Borrow Spec.
C-5	64	62	57	51	33	7.5	A - 1 - b	Meets Gravel Borrow Spec.
C-6	54	51	45	39	28	7.3	A - 1 - a	Meets Gravel Borrow Spec.

Remarks :

D.J. 5-15-25 5/16/25

Technician (Print / Sign) **Date** **Reviewed By** (Print / Sign) **Date**

APPENDIX

Rideability

Diamond Hill Rd (RT 114), (Woonsocket) Preliminary Rideability Report

Diamond Hill Rd Limits: Fulton St (+Bridge) to Social St

Data Collected: September 7, 2023
Report Date: September 29, 2023

Prepared by: Andrew Le

Diamond Hill Rd (RT 114) : Eastbound

Start = 0' @ start of Crosswalk east of Social St Intersection
End = 1999' @ Peters River Bridge eastern limit (fence ends)

Posted Speed Limit	Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)
35 MPH	0	528	528	208	367
	528	1056	528	224	369
	1056	1584	528	351	363
	1584	1999	414	408	521
			Overall IRI:	**291**	**399**
			Total Length (miles):	**0.38**	

Diamond Hill Rd (RT 114) : Westbound

Start = 0' @ Peters River Bridge eastern limit (fence starts)
End = 1990' @ Stop Bar east of Social St Intersection

Posted Speed Limit	Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)
35 MPH	0	528	528	361	291
	528	1056	528	332	387
	1056	1584	528	205	253
	1584	1990	406	222	227
			Overall IRI:	**284**	**293**
			Total Length (miles):	**0.38**	

APPENDIX

Northern Eared Long Bat Protection

NORTHERN LONG-EARED BAT PROTECTION

(To be used with FHWA Programmatic Consultation)

The U.S. Fish and Wildlife Service has listed the Northern Long-Eared Bat as threatened under the Endangered Species Act (ESA) and the following requirements exist to protect the bat and its habitat. This project has been reviewed in accordance with the provisions of the Range-Wide Programmatic Consultation for Indiana Bat and Northern Long-Eared Bat coordinated among the Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration and the U.S. Fish and Wildlife Service; compliance with the requirements below are necessary to ensure compliance with the ESA.

The Contractor shall ensure all personnel working on the project site are made aware of the potential presence and protected status of the Northern Long-Eared Bat. The Contractor shall ensure all personnel working on the project site are aware of all environmental commitments related to the Northern Long-Eared Bat. The Northern Long-Eared Bat flyer shall be made available to all personnel and posted on project bulletin boards. Contact the RIDOT Natural Resources Unit (401-479-1327) for questions about project limits, restrictions, or conservation measures.

Tree Cutting and Clearing Restriction:

All phases/aspects of the project (e.g., temporary work areas, alignments) will be modified, to the extent practicable, to avoid tree removal* in excess of what is required to implement the project safely.

All tree removal of trees **equal to or greater than 3 inch diameter at breast height** shall be completed between *November 1st and March 31st*. The Contractor shall ensure tree removal is limited to that specified in project plans. Prior to tree removal the Contractor shall layout the clearing limits in the field (e.g. with bright orange flagging/fencing or another marking method, subsidiary to the Work) to ensure all tree clearing work is within the tree clearing limits.

***"Tree removal"** is defined by the USFWS as cutting down, harvesting, destroying, trimming, or manipulating in any other way the trees, saplings, snags, or any other form of woody vegetation likely to be used by northern long-eared bats.

Lighting:

Direct temporary lighting away from suitable habitat during the active season (March 31st to October 31st). Use downward-facing, full cut-off lens lights, and direct lighting away from suitable habitat when installing new or replacing existing permanent lights.

APPENDIX

Migratory Bird Protection

PROTECTION UNDER THE MIGRATORY BIRD TREATY ACT

Under the Migratory Bird Treaty Act (MBTA), it is unlawful to intentionally or unintentionally take, capture or kill any migratory bird unless a Migratory Bird Permit is first obtained from the U.S. Fish and Wildlife Service. The USFWS's rules define "take" for MBTA purposes to mean to "pursue, hunt, shoot, wound, kill, trap, capture, or collect." Each violation of the MBTA can result in a fine of $15,000, imprisonment for six months, or both.

There are few bird species that are not protected under the MBTA; they are Rock Doves (domestic pigeons), House Sparrows, European Starlings and Monk Parakeets. Although these species are not protected, they must be treated in a humane manner. The Contractor is encouraged to relocate active nests of unprotected species into nearby trees after approval from the RIDOT Natural Resources Unit (401-479-1327).

Bird species that are protected under the MBTA include all waterfowl, herons, eagles, hawks, falcons, owls and songbirds (including swallows, eastern phoebes and American robins). Nests typically may be found empty, with eggs, or chicks from March 1st to August 31st in trees, brush, open fields, and bridge structures. Raptors (hawks, falcon, owls, and eagles) nest as early as January 22nd through August 31st in or on trees, on telephone poles, open fields, or bridge structures.

Clearing and Grubbing, Tree Removal, and Land Disturbing Activities

A variety of bird species nest in trees, shrubs and grass areas within the highway ROW. If clearing and grubbing, tree removal, staging areas or other land disturbing activities will occur during the migratory bird breeding season (March 1st- August 31st), the Contractor shall avoid any active bird nests. During the breeding season (March 1st - August 31st), the Contractor should inspect the affected right-of-way for bird nests before commencing work. The Contractor shall not disturb any active nests (completed or partially completed nests that contain eggs or nestlings).

The Contractor shall not disturb any active nests (completed or partially completed nests that contain eggs or nestlings). If any active nest is discovered and the nest cannot be avoided, work shall stop and the RIDOT Natural Resources Unit shall be contacted to evaluate the potential for disturbance of nests. The project will avoid the removal and destruction of active bird nests except through federal and state approved options.

At no time should large nests of ospreys, hawks, falcons or eagles be destroyed, as these species return to the same nest site year after year and reuse the same nest. If a raptor nest must be removed for work to take place, it can be moved in cooperation with the USFWS.

All questions relating to migratory birds and nesting should be directed to the RIDOT Natural Resources Unit (401-479-1327).

Birds Nesting On or Under Bridges

A variety of bird species nest on or under bridges. Before commencing any bridge-related construction activities during the breeding season (March 1st-August 31st), the Contractor shall inspect the bridge(s) for bird nests. If any active nest is discovered, work shall stop and the RIDOT Natural Resources Unit shall be contacted.

The Contractor shall not disturb any active nests (completed or partially completed nests that contain eggs or nestlings). If any active nest is discovered and the nest cannot be avoided, work shall stop and the RIDOT Natural Resources Unit shall be contacted to evaluate the potential for disturbance of nests. The

project will avoid the removal and destruction of active bird nests except through federal and state approved options.

At no time should large nests of ospreys, hawks, falcons or eagles be destroyed, as these species return to the same nest site year after year and reuse the same nest. If a raptor nest must be removed for work to take place, it can be moved in cooperation with the USFWS.

All questions relating to migratory birds and nesting should be directed to the RIDOT Natural Resources Unit (401-479-1327).

Taking of a Migratory Bird

The taking of a migratory bird shall be reported to the RIDOT Natural Resources Unit (401-479-1327). The Contractor shall be responsible for all penalties levied by the USFWS for the taking of a migratory bird. The USFWS's rules define “take” for MBTA purposes to mean to “pursue, hunt, shoot, wound, kill, trap, capture, or collect.”

All questions relating to migratory birds and nesting should be directed to the RIDOT Natural Resources Unit (401-479-1327).

APPENDIX

Tricolored Bat Avoidance

Tricolored Bat Avoidance and Minimization Measures (AMM)

AMM1: Tree Cutting and Clearing Restriction

All phases/aspects of the project (e.g., temporary work areas, alignments) will be modified, to the extent practicable, to avoid tree removal in excess of what is required to implement the project safely. "Tree removal" is defined by the USFWS as cutting down, harvesting, destroying, trimming, or manipulating in any other way the trees, saplings, snags, or any other form of woody vegetation likely to be used by bats.

All removal of trees equal to or greater than 3-inch diameter at breast height shall be completed between November 1st and April 14th during the life of the project.

The Contractor shall ensure tree removal is limited to that specified in project plans. Prior to tree removal the Contractor shall layout the clearing limits in the field (e.g. with bright orange flagging/fencing or another marking method, subsidiary to the work) to ensure all tree clearing work is within the tree clearing limits.

AMM2: Lighting

Direct temporary lighting away from suitable habitat during the active season (April 15th to October 31st). Use downward-facing, full cut-off lens lights, and direct lighting away from suitable habitat (forested work site) when installing new or replacing existing permanent lights.

RIDOT NRU

Tricolored Bat

(*Perimyotis subflavus*)

TCB Description:

The tricolored bat (TCB) is between 3" and 3.5" long with a wingspan of 8" to 10". TCB is distinguished by its unique tricolored fur that appears dark at the base, lighter in the middle and dark at the tip. The TCB often appears yellowish, varying from pale yellow to nearly orange, but may also appear silvery-gray, chocolate brown or black. TCB are nocturnal, they are active at night and sleep during the day.

TCB by Pete Pattavina USFWS

Protection:

TCB populations have been decimated by White-Nose Syndrome, a fungal disease that affects bats during hibernation. When a species experiences a significant population decline and is determined to be at risk, it may be listed under the Endangered Species Act (ESA). The TCB is proposed as endangered under the ESA. Endangered species are in danger of becoming extinct. This listing provides special protections for TCB, which are intended to help the population recover.

Habitat:

TCB habitat is found throughout Rhode Island. TCB hibernate in caves and mines called hibernacula during winter. TCB swarm in wooded areas surrounding hibernacula in fall. During late spring and summer TCB roost and forage in upland forests. During the day TCB roost under bark and in tree crevices of both live trees and snags (dead trees). TCB sometimes also roost in caves and structures, like buildings and bridges.

RI DOT Conservation Measures:

RIDOT incorporates conservation measures into projects to protect the TCB. The specific conservation measures for each project are found in the contract documents. Dead and sick bats of any species must immediately be reported to the RIDOT Natural Resources Unit (NRU), call 401-479-1327. Contact the RIDOT NRU for an explanation of TCB conservation measures.

More TCB Information:

To learn more about the TCB visit the USFWS website and search for the species by name.

FHWA Programmatic Consultation Avoidance and Mitigation Measure (AMM) 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all environmental commitments, including all applicable AMMs.

APPENDIX

RI Energy Gas Policy/Requirements

GUIDELINES FOR WORKING AROUND CORROSION CONTROL SYSTEM COMPONENTS

DESCRIPTION

This guideline shall control work around existing Corrosion Control components. Replacement of test stations, anodes and test wire leads shall comply with Standards and Specifications stipulated by RI Energy. If design plans call for work in the area of Corrosion Control components, care must be taken to prevent damage to such components.

GENERAL RI ENERGY CONSIDERATIONS

The contractor shall perform replacement of damaged corrosion control test boxes, resetting of disturbed test boxes, and ensure a minimum of 12” of excess wire above the rim of the test box after set to finished grade. Wires shall not be pulled taught to achieve the 12” above the box, as this will cause stress on the wire connection at the main. Wires needing to be lengthened, damaged corrosion control components i.e. wires, or wire coating, shall require notification to the Corrosion Control Department to initiate inspection/repair or replacement of the damaged components.

Backfilling exposed Corrosion Control wire components should begin immediately after the work in that location is complete. The region within 6" alongside and on top of the connector wires shall be backfilled with padding sand (free of cinders, ash, and rock). Test wire leads must be kept with enough slack to prevent stress on the points where the wires connect to the gas main. Trench spoil material shall be suitable for backfilling above the padding material as long as rocks with a diameter larger than 3" are removed. The 8” to 12” backfill layers shall be mechanically compacted to the industry standard of 95%.

Policy Requirements that Pertain to this Project

1. CONTRACTOR SHALL FOLLOW THE GUIDELINES LISTED IN RI ENERGY'S "GUIDELINES FOR WORKING AROUND GAS UTILITIES", DOCUMENT ATTACHED.

2. DEPTH OF GAS FACILITIES ARE UNKNOWN AND COULD BE SHALLOW, USE CAUTION WHEN WORKING IN THE VICINITY OF ANY GAS FACILITY, HAND DIGGING ONLY.

3. RI ENERGY REQUIRES A MINIMUM OF ONE FOOT OF SEPARATION BETWEEN CROSSING UTILITIES AND EXISTING GAS FACILITIES.

4. RI ENERGY REQUIRES A MINIMUM OF THREE FEET OF SEPARATION BETWEEN THE GAS MAIN AND THE PARALLEL FACILITY FOR STEEL AND PLASTIC GAS MAINS. **FOR CAST IRON GAS MAIN SEE LINE ITEM FOR ENCROACHMENT GUIDELINES.**

5. AT A PROPOSED UTILITY AND **CRITICAL** GAS MAIN CROSSING, A RI ENERGY GAS DAMAGE PREVENTION INSPECTOR MUST BE ON SITE WHEN CROSSING. CALL ED SOUZA AT 401-283-9159 OR JEFF CASSEL AT 508-468-7217.

6. IF A **GAS MAIN IS** EXPOSED OR **GOING TO BE EXPOSED** CALL RI ENERGY DISPATCH AT 877-304-1203 FOR AN INSPECTOR TO BE DISPATCHED TO THE SITE TO INSPECT THE LINE BEFORE BACKFILL.

7. IF A **GAS MAIN OR GAS MAIN COATING IS** DAMAGED CALL RI ENERGY DISPATCH OFFICE AT 877-304-1203 FOR AN INSPECTOR TO BE DISPATCHED TO THE SITE FOR REPAIR BEFORE BACKFILL.

8. FOR ANY EXPOSED GAS FACILITY, PROVIDE BACKFILL MATERIALS AND COMPACT THE BACKFILL MATERIALS IN ACCORDANCE WITH RI ENERGY'S "GUIDELINES FOR BACKFILL AND COMPACTION AROUND GAS PIPES", DOCUMENT ATTACHED.

9. WHEN CROSSING OR EXPOSING A STEEL OR PLASTIC GAS FACILITY SUPPORT MAY BE REQUIRED. FOLLOW THE GUIDELINES LISTED AND ILLUSTRATED IN RI ENERGY'S "SUPPORT REQUIREMENTS FOR EXPOSED & UNDERMINED STEEL OR PLASTIC GAS FACILITIES", DOCUMENT (DWG NO. CNST-6045) ATTACHED.

10. ALL GAS VALVE BOXES SHALL BE ADJUSTED TO THE NEW ROAD/SIDEWALK SURFACE. VALVE BOXES, IF REQUIRED FOR REPLACEMENT, CAN BE OBTAINED AT RI ENERGY'S PROVIDENCE LOCATION, 477 DEXTER STREET, PROVIDENCE, RI OR LINCOLN LOCATION, 642 GEORGE WASHINGTON HIGHWAY (QUANTITIES 5 OR LESS). GAS VALVE BOXES NEED TO BE ACCESSIBLE AT ALL TIMES TO BE OPERATED BY RI ENERGY IN THE EVENT OF AN EMERGENCY.

11. ALL CATHODIC PROTECTION BOXES (BOXES THAT CONTAIN WIRES THAT GO DOWN TO THE GAS MAIN) SHALL BE ADJUSTED TO THE NEW ROAD/SIDEWALK SURFACE. CARE SHALL BE EXERCISED WHEN ADJUSTING SO AS NOT TO DAMAGE THE WIRES. IF THE WIRES ARE DAMAGED OR IF ASSISTANCE IS NEEDED, CONTACT RI ENERGY CORROSION ENGINEER TO VISIT THE SITE. CONTACT RICK LEPAGE 508-948-8432 OR BUTCH VINCENT 508-838-4486. NEW BOXES, IF REQUIRED, CAN BE OBTAINED AT RI ENERGY'S PROVIDENCE FACILITY, 477 DEXTER ST, PROVIDENCE, RI OR RI ENERGY'S LINCOLN FACILITY, 642 GEORGE WASHINGTON HIGHWAY,

LINCOLN, RI (QUANTITIES 5 OR LESS). CONTRACTOR SHALL FOLLOW THE GUIDELINES LISTED IN RI ENERGY'S "GUIDELINES FOR WORKING AROUND CORROSION CONTROL SYSTEM COMPONENTS", DOCUMENT ATTACHED.

12. DUE TO SYSTEM RELIABILITY AND PUBLIC SAFETY CONCERNS, IT IS RI ENERGY'S PRACTICE TO RESTRICT ALL CONSTRUCTION WORK ON OR NEAR GAS FACILITIES BETWEEN NOVEMBER 15TH AND APRIL 15TH. ALL SCHEDULED WORK SHOULD BE COMPLETED BETWEEN APRIL 15TH AND NOVEMBER 15TH. AS GAS USAGE PEAK DURING THE MONTHS OF DECEMBER TO MARCH DRIVEN BY HEATING NEEDS, RI ENERGY'S PRIORITY IS TO PROVIDE OUR CUSTOMERS WITH SAFE AND RELIABLE GAS SERVICE. ANY WORK ON OR NEAR THE GAS FACILITY WILL EXPOSE OUR CUSTOMERS TO UNNECESSARY RISK. EXCEPTIONS WILL BE CONSIDERED ON A CASE BY CASE BASIS. APPROVALS FROM GAS CONTROL, OPERATIONAL ENGINEERING, AND PROJECT ENGINEERING WILL BE REQUIRED FOR THESE CASES.

13. FOR A GAS LEAK CALL 800-640-1595.

14. FOR A DAMAGED GAS FACILITY CALL 800-870-1664.

10/01/12
Revised 2/6/2023

Guidelines for Working Around Gas Utilities

Notification of Construction

RI Energy requests at least six week advanced notification prior to the start of construction to perform scheduled work in the proposed project area. Be aware that some gas work cannot be performed during the normal heating season.

Support and Protect

Contractor must call Dig Safe to have the gas mains and services marked out before construction. Care must be exercised when saw cutting over any gas infrastructure, especially services, which are more shallow than the main. Depth of gas mains vary. Contractor shall dig test pits in order to ascertain exact locations, cover and invert elevations, clearances, alignment and operating status of existing gas facilities. Contractor shall exercise extreme caution when excavating in the vicinity of any gas facility. Hand excavation shall be performed to locate all gas facilities and whenever digging within 24" of gas facilities. If cover over gas piping is removed the required cover must be replaced, or if not feasible, RI Energy must be notified for review of the issue. Undermined gas pipe must be adequately supported and protected from damage. Contact RI Energy engineer for guidelines regarding proper pipe support. Significant vibration from pile driving and such may negatively impact gas facilities, particularly cast iron mains and regulator station vaults. Contact RI Energy engineer prior to performing such activities as well as operations which may undermine gas facilities such as micro-tunneling, jacking, directional drilling, etc.

Gas Leaks

For any gas leak please call 800-640-1595 immediately.

Types of Gas Facilities

Gas mains and services are made of several different materials and contain a wide range of pressures. Typical materials used for buried gas pipe includes bare steel, coated steel, plastic, cast iron, wrought iron, ductile iron, and copper. Never assume that a pipe is not gas. At times gas lines are inserted into older lines to save excavation cost.

Exposure of Gas Facilities

If any gas mains or services become exposed, RI Energy must be notified to inspect the line before backfilling. Also any damage that may have been made to the pipe or pipe coating will need to be repaired by RI Energy before backfilling. Contact our Dispatch office at (877) 304-1203 for inspection. It is important that even minor damage or scrapes be reported to RI Energy. Backfill shall be 6" of sand around the gas line and clean compacted fill above.

Regulator Stations
Gas regulator stations are particularly critical facilities and RI Energy must be notified whenever work is to take place within 200 feet of a station. Regulator stations are typically in buried vaults accessed through either manhole covers or aluminum doors. ONLY AUTHORIZED RI ENERGY EMPLOYEES SHALL OPEN A REGULATOR STATION VAULT. Be aware that a complex nest of piping and valves often exists in the vicinity outside the vaults.

Blasting
RI Energy must be notified of any blasting that will take place within 200 feet of a gas utility. RI Energy must be supplied with a detailed blast plan for blasting in the vicinity of gas facilities. The evaluation of the blast plan by a RI Energy engineer may take some time, therefore, blast plan data should be submitted at least two weeks prior to the planned blasting. As a general rule blasting will not be permitted within 10 feet of a gas line and PPV at the nearest gas pipe shall not exceed 5 in/sec. PPV at the nearest gas main shall be monitored.

Valves
Access to gas valves must be maintained throughout construction and left at grade at the end of construction. Should valve boxes be damaged and need to be replaced RI Energy will supply replacements upon request. NEVER OPERATE A GAS VALVE. ONLY RI ENERGY SHALL OPERATE GAS VALVES.

Clearance
Adequate clearance must be provided when installing other utilities, foundations, structures, etc. Contact RI Energy engineer for guidance.

Policy Requirements that Pertain to this Project

1. CONTRACTOR SHALL FOLLOW THE GUIDELINES LISTED IN RI ENERGY'S "GUIDELINES FOR WORKING AROUND GAS UTILITIES", DOCUMENT ATTACHED.

2. DEPTH OF GAS FACILITIES ARE UNKNOWN AND COULD BE SHALLOW, USE CAUTION WHEN WORKING IN THE VICINITY OF ANY GAS FACILITY, HAND DIGGING ONLY.

3. RI ENERGY REQUIRES A MINIMUM OF ONE FOOT OF SEPARATION BETWEEN CROSSING UTILITIES AND EXISTING GAS FACILITIES.

4. RI ENERGY REQUIRES A MINIMUM OF THREE FEET OF SEPARATION BETWEEN THE GAS MAIN AND THE PARALLEL FACILITY FOR STEEL AND PLASTIC GAS MAINS. **FOR CAST IRON GAS MAIN SEE LINE ITEM FOR ENCROACHMENT GUIDELINES.**

5. AT A PROPOSED UTILITY AND **CRITICAL** GAS MAIN CROSSING, A RI ENERGY GAS DAMAGE PREVENTION INSPECTOR MUST BE ON SITE WHEN CROSSING. CALL ED SOUZA AT 401-283-9159 OR JEFF CASSEL AT 508-468-7217.

6. IF A **GAS MAIN IS** EXPOSED OR **GOING TO BE EXPOSED** CALL RI ENERGY DISPATCH AT 877-304-1203 FOR AN INSPECTOR TO BE DISPATCHED TO THE SITE TO INSPECT THE LINE BEFORE BACKFILL.

7. IF A **GAS MAIN OR GAS MAIN COATING IS** DAMAGED CALL RI ENERGY DISPATCH OFFICE AT 877-304-1203 FOR AN INSPECTOR TO BE DISPATCHED TO THE SITE FOR REPAIR BEFORE BACKFILL.

8. FOR ANY EXPOSED GAS FACILITY, PROVIDE BACKFILL MATERIALS AND COMPACT THE BACKFILL MATERIALS IN ACCORDANCE WITH RI ENERGY'S "GUIDELINES FOR BACKFILL AND COMPACTION AROUND GAS PIPES", DOCUMENT ATTACHED.

9. WHEN CROSSING OR EXPOSING A STEEL OR PLASTIC GAS FACILITY SUPPORT MAY BE REQUIRED. FOLLOW THE GUIDELINES LISTED AND ILLUSTRATED IN RI ENERGY'S "SUPPORT REQUIREMENTS FOR EXPOSED & UNDERMINED STEEL OR PLASTIC GAS FACILITIES", DOCUMENT (DWG NO. CNST-6045) ATTACHED.

10. ALL GAS VALVE BOXES SHALL BE ADJUSTED TO THE NEW ROAD/SIDEWALK SURFACE. VALVE BOXES, IF REQUIRED FOR REPLACEMENT, CAN BE OBTAINED AT RI ENERGY'S PROVIDENCE LOCATION, 477 DEXTER STREET, PROVIDENCE, RI OR LINCOLN LOCATION, 642 GEORGE WASHINGTON HIGHWAY (QUANTITIES 5 OR LESS). GAS VALVE BOXES NEED TO BE ACCESSIBLE AT ALL TIMES TO BE OPERATED BY RI ENERGY IN THE EVENT OF AN EMERGENCY.

11. ALL CATHODIC PROTECTION BOXES (BOXES THAT CONTAIN WIRES THAT GO DOWN TO THE GAS MAIN) SHALL BE ADJUSTED TO THE NEW ROAD/SIDEWALK SURFACE. CARE SHALL BE EXERCISED WHEN ADJUSTING SO AS NOT TO DAMAGE THE WIRES. IF THE WIRES ARE DAMAGED OR IF ASSISTANCE IS NEEDED, CONTACT RI ENERGY CORROSION ENGINEER TO VISIT THE SITE. CONTACT RICK LEPAGE 508-948-8432 OR BUTCH VINCENT 508-838-4486. NEW BOXES, IF REQUIRED, CAN BE OBTAINED AT RI ENERGY'S PROVIDENCE FACILITY, 477 DEXTER ST, PROVIDENCE, RI OR RI ENERGY'S LINCOLN FACILITY, 642 GEORGE WASHINGTON HIGHWAY,

LINCOLN, RI (QUANTITIES 5 OR LESS). CONTRACTOR SHALL FOLLOW THE GUIDELINES LISTED IN RI ENERGY'S "GUIDELINES FOR WORKING AROUND CORROSION CONTROL SYSTEM COMPONENTS", DOCUMENT ATTACHED.

12. DUE TO SYSTEM RELIABILITY AND PUBLIC SAFETY CONCERNS, IT IS RI ENERGY'S PRACTICE TO RESTRICT ALL CONSTRUCTION WORK ON OR NEAR GAS FACILITIES BETWEEN NOVEMBER 15TH AND APRIL 15TH. ALL SCHEDULED WORK SHOULD BE COMPLETED BETWEEN APRIL 15TH AND NOVEMBER 15TH. AS GAS USAGE PEAK DURING THE MONTHS OF DECEMBER TO MARCH DRIVEN BY HEATING NEEDS, RI ENERGY'S PRIORITY IS TO PROVIDE OUR CUSTOMERS WITH SAFE AND RELIABLE GAS SERVICE. ANY WORK ON OR NEAR THE GAS FACILITY WILL EXPOSE OUR CUSTOMERS TO UNNECESSARY RISK. EXCEPTIONS WILL BE CONSIDERED ON A CASE BY CASE BASIS. APPROVALS FROM GAS CONTROL, OPERATIONAL ENGINEERING, AND PROJECT ENGINEERING WILL BE REQUIRED FOR THESE CASES.

13. FOR A GAS LEAK CALL 800-640-1595.

14. FOR A DAMAGED GAS FACILITY CALL 800-870-1664.

APPENDIX

Woonsocket Water Specifications

RULES AND REGULATIONS

of the

WATER WORKS DIVISION

of the

PUBLIC WORKS DEPARTMENT,

CITY OF WOONSOCKET, RHODE ISLAND

EFFECTIVE AS OF JANUARY 29, 1960

(Except as Otherwise Noted)

FOREWORD

This booklet has been prepared to establish a better understanding between the department and the citizens in the various communities served by the City of Woonsocket system. The rules and regulations embody a uniform practice governing the department for the installation of services, meters, water mains and miscellaneous services rendered. They are intended to define the obligation of the department to the consumer and of the consumer to the department.

People, as never before, are beginning to realize how essential their water supply is to life and health and the protection of property against fire. In addition to its value to our civilian economy, manufacturers recognize it, as a basic material for which there is no substitute.

Like any other product, water must be distributed through miles of water mains in order to reach all consumers served by our system. Reservoirs of water are maintained in the distribution system to meet sudden peak demands placed on our water supply.

The rates charged for this important commodity are relatively low, and compare most favorably with those of other water utilities for similar service.

GENERAL INFORMATION

Main Offices

Offices of the department are located at Water Treatment Plant, 1500

Manville Road, Woonsocket, Rhode Island.

Office Hours

Office hours daily, except Saturdays, Sundays and legal holidays: from 8 A.M. to 4 P.M.

Information and Complaints

Any information about water services, rates, rules, etc. may be had by calling Water Works Division at 767-1410. The operator will connect you with the proper party. Complaints of a minor nature may be made by phone. Major complaints should be made in writing and addressed to the Water Works Division. All complaints will receive careful consideration.

Emergency Calls

The department maintains emergency crews who are on duty the entire 24 hours, including Saturdays, Sundays and holidays. Any emergency may be reported day or night by calling 767-1410.

Street Services

Services between the street main and the curb line are maintained by the department. Any and all work inside the curb line and in the building must be performed by the property owner through a master plumber licensed by the State of Rhode Island.

Inspectors and Meter Readers

Do not allow any person claiming to be an employee of this department to enter your premises unless he can show proper identification. Any imposter should be reported at once.

Rates for Water

The entire supply of the City of Woonsocket system to any and all premises shall be furnished by Meter only and at the following prescribed rates.

Rates Applicable to Woonsocket

Quarterly Minimum Charge
-Bills Are Rendered Quarterly-

This charge includes the charge for water used at the established rate up to the amount of the minimum charge. These charges are according to the size of meter as follows:

Meter Sizes and Cost Per Quarter

PLEASE CALL FOR CURRENT RATES

RULES AND REGULATIONS
ADOPTED BY THE CITY COUNCIL
EFFECTIVE AS OF *JANUARY 26, 1960*

The following rules and regulations and all subsequent changes, amendments and additions thereto, shall constitute a part of the contract with every person, corporation and property owner supplied with water from the City of Woonsocket system. Every person, corporation and property owner using such supply shall be considered as having expressed consent to

be bound thereby.

A copy is available to every consumer and can be obtained upon application, and all persons are requested to read same carefully, as failure to know the rules and regulations will not excuse anyone from the consequences of neglect of such rules and regulations.

SECTION 1

Water Bills

Information Regarding Bills:

Bills are prepared by the Water Works Division and filed with the City Treasurer for collection.

Requests for information regarding bills or notices should be made either personally or preferably by letter to the office of the Water Works Division.

Property Owners Responsible for Water Bills:

To ensure proper rendering of bills, property owners shall notify the office of the Water Works Division of any changes in mailing addresses. Failure to receive a bill does not relieve the property owner from the obligation of its payment or the payment of penalties subsequently incurred.

Responsibility for Water Charges:

Customers and property owners shall be responsible for all charges accruing for water service until written notice has been given to the Water Works Division by the owner of the property served to discontinue the service or (in case of a change in ownership of the premises) until notice has been give the Water Works Division of the change of ownership of the premises served and the new owner has filed with said Water Works Division (on the form provided for such purposes) a written application for water service. New owners using water at their premises without filing the proper application for water service shall be (1) liable and responsible for all water service provided and water used during their ownership of the

premises, (2) subject to the penalties provided by law for the unauthorized use of water. In such cases the Water Works Division reserves the right to discontinue water service to any property, the recorded owner of which has not filed an application for water service.

Applicants for water service at all premises shall become responsible for all outstanding charges for water theretofore furnished said premises. Section 39-15-12 of the General Laws of Rhode Island, 1956.

PAYMENT OF WATER BILLS

Payment:

All water bills are payable at the office of the City Treasurer, City Hall, Woonsocket, and must be paid within (30) days after they are rendered and become due.

Penalties:

If bills remain unpaid for thirty days after they are rendered, the water will be shut off. Whenever water is turned off under such conditions, it will not be turned on again without payment of all charges due, plus a fee of (please call) for turning on the water.

COURTESY NOTICES

It is the intention of the Water Works Division to send courtesy notices of increased consumption or delinquency in payment of bills, but failure to do this does not relieve the customer of his responsibility to repair leaky fixtures or pay water charges promptly.

SECTION 2

Meters

All Water Metered:

All water from the City of Woonsocket system will be supplied through one primary meter for each separate service. All water passing through such meters will be billed to the owner of the property supplied, as the same appears in the records of the Water Works Division, whether the water is used or wasted. Customers are advised to read their meters frequently in order that leaks or waste may be detected and large bills prevented.

Ownership of Meter: **(Effective April 1, 1960)**

Meters, up to and including 1" in diameter, except as otherwise provided in Section 6, are installed by and at the expense of the Water Works

Division. The Water Works Division reserves the right to designate the size of meter to be installed on any service. Meters over 1" in diameter are the properties of the property owner.

Annual Rental:

Meters up to and including 1" in diameter are subject to an annual rental charge of (call for current rates) per annum. This charge will be billed each of the water bills rendered quarterly beginning with the quarter ending September 30, 1960.

Location of Meters:

The property owner shall furnish a proper place for the meter, which is to be installed in a horizontal position just inside and as near as possible to the point of entry of the service pipe through the building wall. The meter shall be located in the building nearest to the street line, provided that this building is not more than 75 feet from the street line. In the event that the nearest building is located more than 75 ft. from the street line, the meter shall be installed just inside of the owner's property from the street line in a suitable housing or pit,

provided and maintained at the expense of the property owner.

Upon installation of such a pit, the property owner shall also install a conduit and pull string from the pit to the basement of the nearest building for wiring of an ARB reader by the Water Division.

Accessibility:

Meters must be easily accessible at all times so that they may be examined and read by employees of the department. They must not be exposed to danger from frost or contamination.

By Whom Set:

The installation, repair and disconnection of all meters are to be performed by employees of the Water Works Division only, except as hereinafter provided.

Damaged Meters:

If meters are damaged by frost, hot water, or external causes, either by carelessness or neglect of the owner or occupant of the premises or his

agents, the Water Works Division, except as hereinafter provided, will repair the meter; and the owner must reimburse the Water Works Division for all cost of repairs.

In case of breakage, stoppage or any other irregularity in the meter, the property owner is to notify the department immediately.

Meter Testing:

Every water meter is carefully tested before it is installed. Periodic tests for duty of each meter will also be necessary. Should a property owner at any time question the accuracy of the meter on his service, it may be tested after the department receives the request in writing, a fee is paid, and said request is proven valid.

Adjustments:

If the testing of a meter as hereinbefore provided shows that it fails to register correctly within two percent, the charge to the consumer shall be adjusted accordingly as the registration varies from 100 percent; and such adjustment shall apply to the current period only,

unless it is apparent to the Water Works Division that a previous

period's consumption has also been affected by the same error.

Repairs to Large Meters:

At the written request of the Water Works Division, property owners will return meters larger than 1 inch in diameter to the factory for necessary and complete repairs. The owner will remove the meter within 15 days after receiving this notice, and will advise the department the date the meter is to be removed so that a representative of the department may obtain a reading on the meter. The owner will notify the factory to forward direct to the Water Works Division a certified copy of the test on the meter before repairs are made, and another certified copy of the test after completing repairs. All expenses covering the repairs are to be borne by the property owner.

Billing Non-Registering Meters:

In case a meter fails to register or has been removed for repairs, testing or other purposes during the billing period, the bill will be issued, based on the average daily rate of consumption as shown by the meter after it has been returned to service and is in proper working order.

If the meter has not been returned to service, the bill will be issued

based on the average daily rate of consumption for the previous corresponding quarter over a 3-year period.

Unserviceable Meter Over 1" in Diameter:

The Water Works division reserves the right at all times to remove, test, repair and replace any meter; and if such meter is found to be economically unserviceable, require another meter be substituted in its place at the expense of the property owner.

Tampering or Defacing Meters:

The Water Works Division of the City of Woonsocket will prefer charges in accordance with Section 11-35-6 of the General Laws of Rhode Island, 1956, against every person who shall tamper or deface a meter to prevent the proper registration of the water consumed by altering the register index or otherwise, or for the breaking of any seal placed by the department for the protection of any meter, valve or fitting.

A. For the efficient and proper operation of the water system of the City of Woonsocket, all water meters up to one inch in size, currently in operation, shall be owned by the City of Woonsocket.

B. There shall be no privately owned water meters up to one inch in size served by said system.

C. The City of Woonsocket is authorized to purchase all water meters up to one inch in size that are owned by individual taxpayers and connected to the City of Woonsocket Water System; and the Finance Director is hereby authorized to purchase said meters at the current market price of new meters of the same similar types.

D. Payment for said meters up to one inch in size that are individually owned at the present time shall be made from the Water System Construction Fund.

E. On and after November 1, 1960, the Water Department of the City of Woonsocket shall not provide water to any homes or establishments whose water meters are up to one inch in size if said meter is privately owned by the taxpayer.

SECTION 3

SERVICE PIPES (GENERAL)

Application for Service Pipes:

Application for the installation of new services or the renewal of old services, when the request for new service is larger in size than that presently in service, shall be made by the owner of the property or his authorized agent on forms supplied at the offices of the Water Works Division, City Hall, Woonsocket.

Applications for water must state fully and truly the purpose for

which same is to be used, together with the proper legal description of the property; also, the official town or city street and the number of the premises to be supplied.

Connection Charges for Service-Pipes:

Service pipes are installed by the Water Works Division from the distribution main in the street to the curb stop just inside the curb line. The charge for this installation will be estimated by the Water Division Engineer and must be paid for in advance.

Ownership of Service Pipe:

The service pipe from the distribution main to the curb stop is owned and maintained by the city. The portion of the service pipe beyond the curb stop is the property of the customer, and is installed and maintained by the owner through a plumber licensed by the State of Rhode Island.

The service pipe from the curb to the building shall be laid by a licensed plumber, and the installation completed before the city installs its portion of the service from the street main to the curb line.

The licensed plumber must lay his portion of the service in a straight line from the curb to inside the building and at a right angle to the street line.

The service pipe shall be inspected and approved by a representative of the Water Works Division before being covered.

Service pipes must have 5 ft. of cover to avoid freezing.

Location:

The location where the service is to enter the property must be distinctly marked by a card furnished by the department and placed on the house, or a stake, by the property owner.

Material for Service Pipes:

All service pipes 3/4" in diameter to and including 2" in diameter shall be type "K" extra heavy, soft temper, cold drawn, seamless, deoxidized copper tubing, having a minimum ultimate tensile strength of not less than 30,000 lbs. per square inch.

Service pipes 4" in diameter and above shall be class 150 cement mortar lined cast iron pipe, manufactured in accordance with Federal Government Specifications WW-P-421 a Type, as amended to date.

Inspection:

Service pipes shall be tested for water tightness in the presence of a representative of the Water Works Division before being covered up.

No service pipe shall not be laid in the same trench with a building drain or sewer pipe, NOR SHALL THE WATER PIPE BE CLOSER TO A SEWER THAN TEN (updated 2003)FEET AT ANY HORIZONTAL POINT.

Main Shut-Off Valve:

On every new pipe, immediately after its entry into the building, shall be an approved type gate valve. Gate valves manufactured to conform in all respects with American Water Works Specification C-500 as amended to date or ball valves shall qualify as an approved type. Valves that fail to meet these specifications will be rejected for this class of service. Existing service pipes not equipped with the above type of valve, when renewed or replaced shall conform with the requirements for new service pipes.

Horizontal Meter Setting:

All small meters on new installations shall be set approximately twelve inches above the floor, in a horizontal position, immediately after the main shut-off, and as near to where the service pipe enters the building as is practicable. The plumber shall provide an approved support for the meter. Large meters may be set directly on the floor, and current type meters shall have a straight length of pipe at least eight times the pipe diameter before the meter.

Whenever it is necessary to renew or replace a service pipe, the meter shall be reset to conform with the requirements for new installations.

Back Water Valves:

All new services shall be equipped with an approved type of gate valve immediately following the meter setting on the house side, to act as a back valve and prevent the house piping from emptying while the meter is being changed or for other work on the service pipe. Valves manufactured to conform in all respects with Federal Specifications WW-V-54 Type 1 Class A as amended to date shall qualify as an approved type. Valves that fail to meet these specifications will be rejected for this class of service.

Existing service pipes not equipped with the above type of valve, when renewed or replaced shall conform with the requirements for new service

pipes.

Tapping Mains:

No person except an authorized representative of the Water Works Division will be allowed under any circumstances to tap the mains or distribution pipes, insert corporation stops therein, set or remove meters on service pipes, or interfere with water gates or curb stops.

Repairs to Property Owner's Service Pipe and Fixtures:

Property owners must keep their own pipes and all fixtures connected thereto in good repair and protected from frost at their own expense. In case of a break in that section of the service pipe between the curb stop and the meter, the property owner shall immediately obtain the services of a licensed plumber to make the necessary repairs. Failure to make repairs at once or to obtain the necessary permits covering these repairs shall be sufficient cause to shut off the supply.

Cleaning Service Pipes:

The Water Works Division does not recommend or approve the cleaning of service pipes to remove rust or other obstructions to increase the flow. Property owners desiring this service must submit their request in writing,

and agree to take all responsibility for the cost of replacing the service in case it is broken.

Sidewalk Permits:

No sidewalk or other public place shall be opened for the laying of service pipes until the property owner, through a licensed plumber, obtains a permit from the proper city, town or state agency. Cost of repairs to city sidewalks shall be borne by the property owner.

SECTION 4

Temporary Services

For Building and Other Construction Purposes:

Contractors, builders, etc., requiring water for construction purposes, shall make application for a temporary service, and will be subject to the same rules and regulations as apply to regular service installations. A meter will be installed on the temporary service by the Water Works Division, and the cost of temporary services are subject to same rentals as regular services with a minimum charge of (call). Temporary services will be subject to the connection charge described in Section 3, plus the cost of removing the service.

All charges, including the connection charge, cost of removing the service and setting the meter, shall be paid in advance; and the applicant will be required to deposit a sufficient sum of money with the City Treasurer to cover the cost of the estimated amount of water to be used in conjunction with the work.

If, at any time during the course of construction, the estimated

amount of water covered by the deposit is below the actual consumption shown on the meter, the applicant will be required to deposit additional sums with the City Treasurer. After completion of the work, if the actual consumption registered on the meter is below the estimated amount, the department will arrange to refund the difference.

SECTION 5

Main Pipe

Distribution Main:

Distribution mains are water pipes laid in the streets as feeders for consumers, services and hydrants. These pipes are laid on application of the property owner, subject to the following provisions.

SECTION 6

Fire Supplies

The Water Works Division may render a special service to private property for private fire protection purposes.

Application must be made by the owner of the property or his authorized agent and will be subject to all the provisions, including the

connection charge hereinbefore described entitled "Service Pipes (General)" as far as they apply to this type of service.

Drawings:

The applicant must furnish a complete and correct drawing or set of drawings showing the location of the premises to be supplied, together with location of all valves, pipes, hydrants, tanks, sprinkler heads and other appurtenances on the premises at time of making application. The plans will remain the property of the Water Works Division.

The applicant also agrees to furnish the Water Works Division with drawings showing revisions to piping or appurtenances whenever the same are made.

Charges:

The Quarterly charge for this service shall be made in accordance with the following schedule, based upon the size of the service connection. For each service connection from the main --

Size	*Per Quarter*
4"	call
6"	call
8"	call

Installation to be approved by Water Works Division:

The Water Works Division expressly reserves the right to determine the necessity for and the advisability of, granting any application for this special service, and the right to determine the size of service pipe which will be granted; depending upon the size of the saree main, the available pressure on the main, and the nature and capacity of the fire protection equipment within the building.

Connection to Domestic Service Prohibited:

No connection shall be made at any time between the fire supply system and the regular water supply to the premises. Valves placed on the system shall be of the style that can be sealed by the department.

Number of Services:

One service only will be allowed to any one building or premises; unless, in the opinion of the Water Works Division, more than one is absolutely necessary for the proper protection of the premises. All fire protection equipment connected to the city service shall be confined within

the building or on the premises named in the application; and where two or more connections are made for one building or premises, they shall be kept separated, unless special permission is obtained from the Water Works Division to connect the same in a manner to be approved by said authority.

Use of Service:

No water shall be drawn from the fire service pipes for any purpose whatever except for the extinguishment of fire. This paragraph is not to be construed as prohibiting a reasonable use of water for fire drills, draining of system to prevent freezing, or other reasonable use in connection with proper fire protection. Whenever water is used for this purpose, either by the owner or the insurance inspector making the test, the owner shall obtain a reading on the meter before and after the test and forward this information, together with a brief description of the operations resulting in the use of water, to the Water Works Division.

Cross Connections:

Any fire protection system supplied with water from the city service shall be supplied exclusively with such water, and no connection will be allowed with any other system drawing its supply from any other source

whereby the city water supply may be subjected to contamination.

Any fire protection system using water from any other source than the city service shall be kept entirely separate from any such system supplied from the city service.

Inspection:

All fire services shall be subject to periodic inspections by inspectors from this department. The owner shall give the inspectors all reasonable facilities for making the survey and any information concerning same that they may require. Care will be taken that inspections will be made with as little inconvenience to the owner as possible.

Illegal Use:

When the owners or occupants of any premises are found to be using water from a fire service for other purposes than fire protection, the water shall be shut off from same until the offenders shall give reasonable assurance before the Water Works Division that the offense will not be repeated. Water used for such other purposes shall be charged at the normally applicable rates.

Meters:

All fire supplies shall be metered and conform to the provisions of Section 2 entitled "Meters", with the following exceptions:

A. The owner may purchase and install a fire line compound meter as directed by the Water Works Division, provided it is a type approved by said Board and the National Board of Fire Underwriters.

B. The owner may purchase and install a detector check valve with meter in by-pass, provided it is a type approved by the Water Works Division and the National Board of Fire Underwriters; but the Water Works Division reserves the right at any time to require the owner to install a fire line compound meter as described in the preceding paragraph (a).

Valves:

On the inlet and discharge side of each fire line compound meter or detector check valve, the owner shall install a gate valve manufactured to conform in all respects with the American Water Works Specifications for

Gate Valves for Ordinary Water Works Service as amended to date.

The valves shall be of a type that meets the requirements of the National Board of Fire Underwriters.

On detector check valve installation with meter in by-pass, the owner shall install a gate valve on the inlet side of the by-pass meter that conforms in all respects with Federal Specifications WW-V-54 Type 1 Class A as amended to date. On the discharge side of the by-pass meter, the owner shall install a horizontal bronze swing check valve with metal disc, designed for a working pressure of 125 pounds per square inch for steam or 200 pound per square inch for water, oil or gas.

Violation of Rules:

For any violation of the rules governing fire supplies, the Water Works Division may discontinue the service immediately.

SECTION 7

Fire Hydrants

The Water Works Division shall install public fire hydrants wherever required for fire protection, subject, however, to all the provisions described in Section No. 5 entitled "Main Pipe".

Hydrants are Property of Water Works Division:

All public fire hydrants and their connections are installed and maintained by the department and remain a part of the water works system. No connection charge is placed against the installation of hydrants. The use of hydrants for public fire protection shall be paid for by the areas serviced outside the city limits at the rate of (call) per hydrant per year.

Obstructing Fire Hydrants:

No person shall obstruct the access to any fire hydrant by placing or permitting any snow, debris, building material or other obstruction to remain on or about the hydrant which will in any manner interfere with its immediate use.

Use of Hydrants:

Public fire hydrants are installed for the sole purpose of fire protection; and, with the exception of the members of the Fire Department operating the same for the legitimate purpose of extinguishing fires, no other use of such hydrants shall be made without the written consent of the Water Works Division.

SECTION 8

General

Cross Connections Prohibited:

No licensed plumber or others shall cause a physical connection to be

made between the City of Woonsocket water supply and any other water supply for commercial, domestic, sanitary, fire protection or boiler feed purposes, or for any other purpose whatsoever.

No watercloset, urinal bowl, or any other fixture shall be supplied directly from the City water system through a flushometer or other valve unless such valve is set above the water closet or urinal bowl or other fixture in such a manner as to prevent any possibility of back siphonage or pollution.

No plumbing fixture, device or construction shall be installed which will provide a cross-connection between the City supply and a drainage system, soil or waste pipe, so as to permit or make possible the back flow of sewage or waste into the supply system. Drawoff pipes for draining sprinkler systems shall not be connected into a drainage system shall not be connected into a drainage system or a submerged pit.

If the City water supply is delivered to a tank which is also supplied with water from any source other then the public water supply; such tanks shall be open to atmospheric pressure and the City water supplied above the maximum level in the tank. The tank shall be equipped with an overflow pipe of ample size to fix definitely the maximum level of water. There shall be at least 6 inches between the invert of the pipe supplied with

City water and the maximum level.

If the City water supply is delivered to a tank in which there are chemicals, dyestuffs, or other materials used in processing, the pipe supplied with City water shall not be submerged. There shall be ample clearance between the invert of the City supply and the top of the tank to prevent back siphonage into the public supply.

All structures supplied with water through meters sizes 2 inch and larger as well as all medical facilities, wastewater facilities, and other facilities deemed by the superintendent to represent a backflow contamination hazard shall be equipped with an approved reduced pressure zone high hazard backflow prevention device provided with sufficient, reliable drainage.

The device shall be inspected and serviced by a licensed tester annually and the findings of such annual inspections shall be forwarded to the Water Division

Pump Connection:

No pump shall be directly connected to any City main or service for the purpose of increasing the water pressure in the City's or owner's system unless prior written authorization and approval has been obtained

from the Water Works Division.

Lawn and/or Garden Watering Systems:

Underground or concealed lawn and/or garden watering systems of any type shall not be installed on any premises unless approved by the Water Works Division. Applications for water service which include the installation of such a system shall be accompanied by two (2) sets of plans showing complete and accurate details of the installation to be made.

The system shall be designed or laid out in zones in such a manner that not more than one (1) zone of sprinkler or spraying heads shall exceed a discharge rate of forty (40) gallons per minute. A control valve shall be installed which shall prevent the operation or use of more than (1) zone at at any one time. An approved type of vacuum breaker of the same size as the supply line or lines in a location not less than twelve (12) inches above the highest elevation of the sprinkling and/or spraying discharge point, and a check valve shall be installed in the supply line between the vacuum breaker and the water meter.

The plans submitted for approval shall designate the size, type and length of pipe in the system, the size, type, make and discharge rate of all sprinkler or spraying heads, the size, type, make and location of the

vacuum breaker and check valve, and the size, type and make of control valve.

Dishwashing and Laundry Machines:

Direct water supply to dishwashing and laundry machines shall be equipped with an approved vacuum breaker and a check valve located between the vacuum breaker and the fixture. The vacuum breaker shall be located at least four (4) inches above the highest elevation of the machine.

Water Works Division is not Liable for interruption in Service or Damage Resulting Therefrom:

The Water Works Division of the City of Woonsocket furnishes water and not pressure, and does not guarantee a continuous supply. No responsibility will be assumed for any damage to any apparatus in any house or building due to the shutting off of water without notice, either for repairs on account of a break in the pipe lines or other necessary operations.

No person shall be entitled to damages, nor to have any portion of a payment refunded, for any stoppage of supply occasioned by accident to any portion of the works; nor for stoppage for purposes of additions or

repairs; nor for non-use occasioned by absence or any other reason.

Notice of Interruption of Service Not Required:

While it is the intention to give notice, as far as possible, in advance of any work which must be done that will necessitate interruption of the supply, such notice is to be considered a courtesy only and not a requirement on the part of the Water Works Division. In case of a break in pipe lines, water will be shut off at any time without notice.

Failure of tenant or property owner to receive notice of interruption of service shall entail no responsibility on the part of the Water Works Division or its employees. Property owners must so install range boilers, hot water tanks and other installations connected with the water supply system, with adequate safeguards, so that damage will not occur if the water is shut off without notice.

Unauthorized Use of Water:

The Water Works Division of the City of Woonsocket will prefer charge in accordance with Section 11-35-7 of the General Laws of Rhode Island, 1956, against every person who shall, without proper authorization from the Water Works Division, tap or make any connection with street main or

service or other distributing pipe connected with the water system; or who shall, without such authorization, open any gate or valve connected with said system or for the purpose of obtaining such water; or who shall in any way or by any device obtain the use of such water without authorization.

Re-Sale of Water:

No consumer, except with the written consent of the Water Works Division previously obtained, will be allowed to furnish water to other persons or property or to suffer such persons to take it themselves. Violations of this regulation may cause the supply to be shut off and the water rate already paid forfeited.

Water Charges to One Person:

When water shall be supplied to more than one party, through a single service, the bill for the whole supply furnished through such service will be made either to the owner of the property or to some one tenant who shall agree to be responsible therefor. In case of non-payment, the water may be shut off, notwithstanding one or more parties may have paid the proportion due from hem or them.

Water Waste:

Water must not be allowed to waste through any faucet or fixture to prevent freezing, or kept running any longer than necessary in its proper use. The Water Works Division is required to restrain and prevent any and all wastage of water; and, to that end, may, when necessary, turn off the water or take such other action as in its judgment may be proper.

Right to Make Inspection:

Inspectors of this department, or any person authorized by the Water Works Division, must have free access at all reasonable hours to all parts of every building, for the purpose of inspecting, removing or replacing meters, examining water fixtures, and observing the manner in which the water is used.

Request for Turn On:

After service has been shut off for any reason except repairs, it shall not be reestablished unless a written order is given the department by the owner or his authorized agent.

Refusal to Give Service:

No water shall be furnished to any property which is indebted to the City of Woonsocket for water service.

Penalty for Violation of Rules:

If the owner, agent, lessee, tenant or person in charge of any premises, shall violate any rule or regulation of the Water Works Division affecting said premises, and shall fail to remove any violations or comply with any written order of said Water Works Division pertaining thereto within thirty days after such order shall have been sent by mail to the last known address of such person, said Water Works Division may discontinue service to such premises.

If water service shall be so discontinued, it shall not be resumed until the rule or regulation so violated shall have been complied with to the satisfaction of said Water Works Division, and a reasonable fee paid to the City Treasurer for the service in turning the water off and on.

SUGGESTIONS TO CONSUMERS

The Water Meter

Consumers are advised to learn to read the meter order that they may verify the meter reading appearing on the bill. The meter will not tell how the water was used; but it will honestly tell, if consulted at any time, how much is being used or wasted. Its function is to protect the City against the enormous loss from wast or extravagant use, and to fix the charge to consumers according to the services received.

All meters used throughout the City of Woonsocket system read in cubic feet only. One hundred cubic feet of water is equivalent to 748 gallons.

How to Read Water Meters

Meter dials are of the straight reading or circular reading type. A straight reading dial type of meter is read exactly as an automobile speedometer is read. A circular reading dial type of meter is read in the same manner as the register of a gas or electric meter.

In reading meters of the circular dial type, when a pointer is between two figures, the lesser of the two must always be taken. If there is any doubt as to the correct reading of any dial, refer to the dial of next lower denomination; for unless its pointer has passed "O", the pointer

which is being read has not completed the division upon which is may appear to rest, and the last figure which it has entirely passed should be taken as the reading.

Meter Accuracy

Water meters are made with great care and precision and should, with reasonable care, give years of satisfactory service. A defective meter will invariably under register, or work in favor of the consumer. All meters before being set have been carefully checked and tested for accuracy, and when placed in service are sealed. This Seal Must Not be Broken by the Consumer.

Waste and Leakage of Water

If a meter suddenly shows an increase in consumption, with no apparent cause, one of two things has happened; a leak has started, or water has been allowed to run to waste.

Waste and leakage of water is an economic waste, not only to the customer, who pays much larger bills than he should; but to the water

department as well, who must provide a plant of sufficient capacity to meet water demands resulting from leakage and waste in addition to the normal requirements of its consumers. Conservation of water results in indirect savings to the consumer. It eliminates large capital expenditures required in expanding the supply, either at its source or in the distribution system, to meet unusual demands from leakage and waste.

Detection of Leakage

The flow of water from all fixtures supplied by the meter should be shut off, and the pointer on the circle marked "one foot" observed for a period to ten or fifteen minutes. If the pointer moves, a leak is indicated, the size of which may be determined by timing the pointer.

If the pointer moves one-fourth of the way around in fifteen minutes, it represent a waste of 24 cubic feet per day, or 8,760 cubic feet per

year.

If the leak cannot be located, a licensed plumber should be called as the Water Works Division is not authorized to do work on private property.

APPENDIX

Wheelchair Ramp Visual Aid Package

Woonsocket Corridor

PTS ID: 2607D

Wheelchair Ramp/ADA Design Package

PS&E Design Stage

THE FUTURE OF ENGINEERING COLLABORATION

Format:

The typical format is presented as follows: The wheelchair ramp number coincides with the callout on the plan. The first number indicates the plan number, and the second number represents the ramp number on that plan. The ramp number and design details are noted in each set of tables, with images provided on subsequent pages. Typically, each table is limited to one intersection, with each table typical represented below:

Ramp No.	Details
1.01	Ramp design is ADA compliant. No constraining issues.

Ramp diagrams/graphics/photos are provided but are not to scale and do not necessarily accurately show the exact layout of the ramps and are intended to show limits of work as well as general layout and appearance. A plan view of the proposed design is presented along with field photos of existing conditions with an approximate rendering superimposed to graphically present the layout.

The reviewer is directed to follow plans, details, and notes to determine exact placement in the field, and to note the slope and reveal requirements accordingly.

Curved detectable warning pads should be shown/used as necessary. There should be no spacing between curved warning pads unless otherwise specified in the plans.

All detectable warning pads should be placed within the limits of the proposed crosswalk.

Please refer to general plans for callouts at each wheelchair ramp shown in this package.

Please refer to signal plans for proposed signal equipment locations.

Please see notes, plans, details, and charts for specific dimensions and site-specific notes about each ramp at signalized and unsignalized intersections.

All ramps are intended to be built in accordance with ADA requirements unless otherwise specified by the engineer.

The contractor shall maintain a minimum 4’-0” pedestrian access route (PAR) at all wheelchair ramps where it is necessary at each ramp. This note has been added to the Job Specific Notes of the plans.

Field limitations are noted where applicable.

There are no proposed new wheelchair ramps in Volume Two.

WHEELCHAIR RAMP DIAGRAM KEY

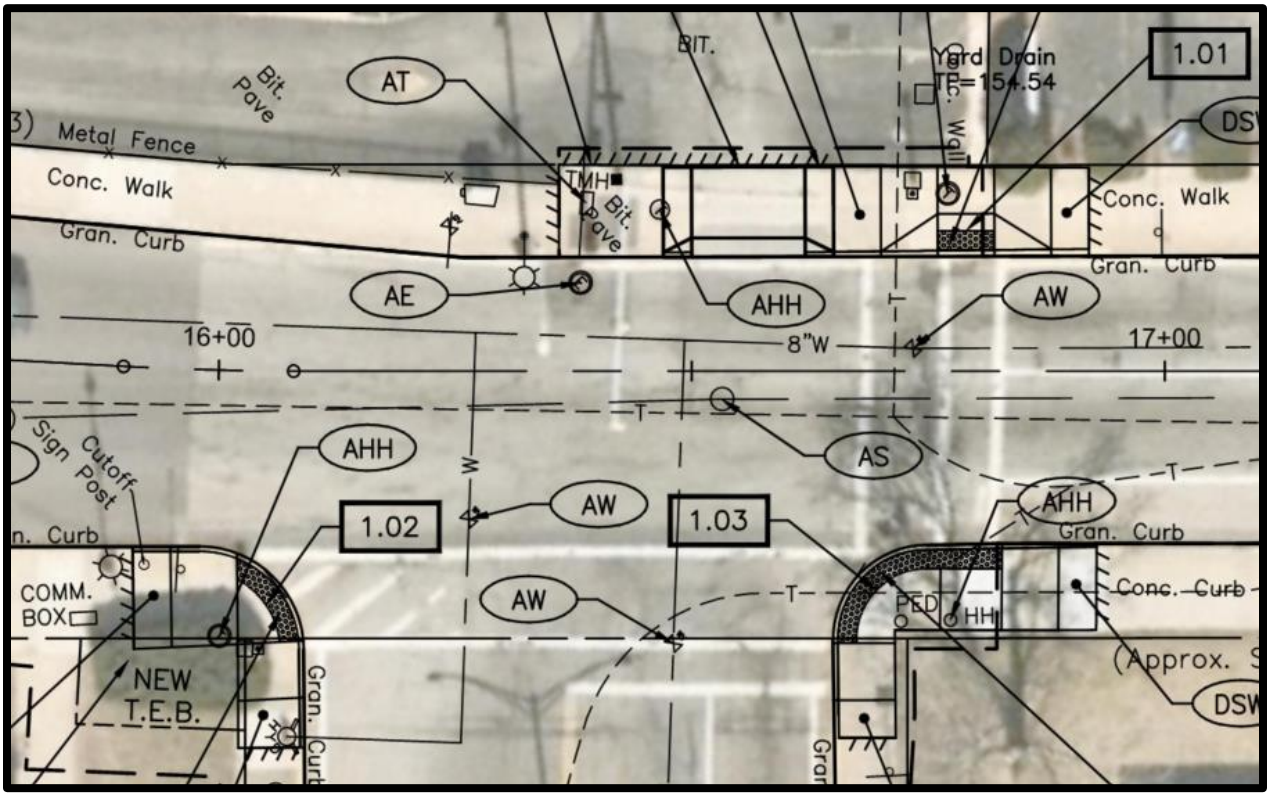
- DETECTABLE WARNING PAD (48.1.0)
- LEVEL LANDING AREA (SEE DETAILS)
- TRANSITION PANEL (SEE CHART)
- MATCH PANEL (SEE NOTES)
- PEDESTRIAN SIGNAL EQUIPMENT (SEE PLANS)
- TRANSITION CURB (7.1.2 or 7.3.2) (SEE CHART)
- STRAIGHT CURB (7.1.0 or 7.3.0) (SEE NOTES)
- BACKING CURB (7.1.0 or 7.3.0) (SEE NOTES)
- RAMP STONE (7.1.9 or 7.3.9)
- ADJUST UTILITY STRUCTURE (SEE PLANS)

VOLUME ONE

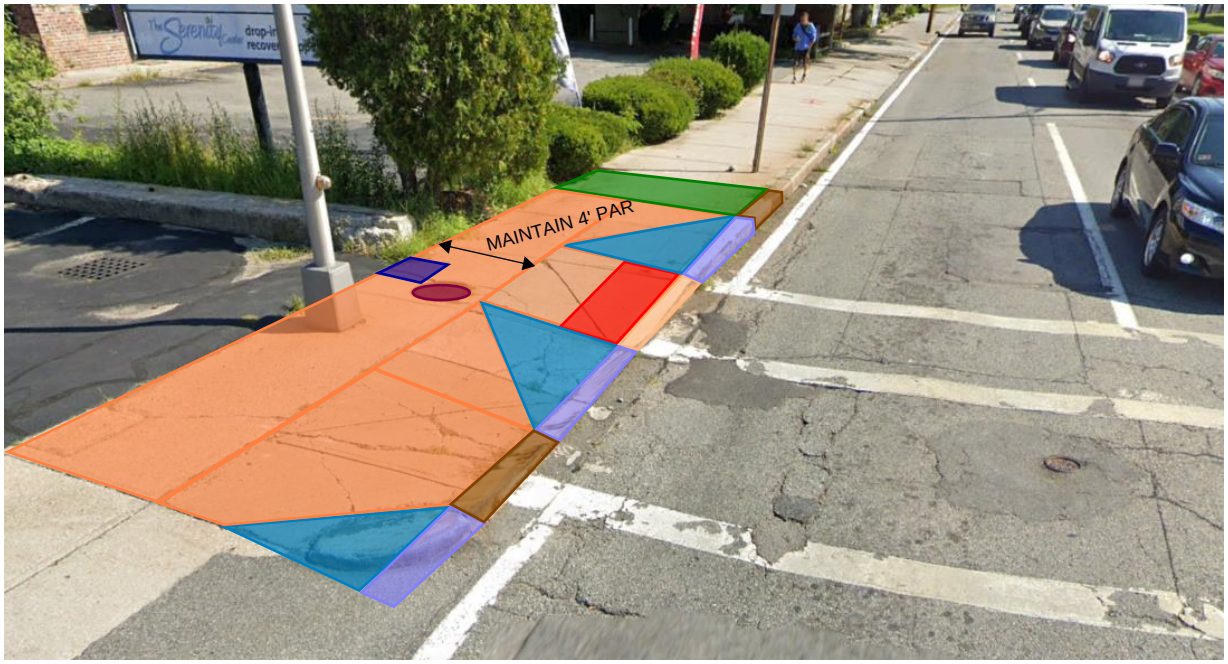
WORALL STREET @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
1.01	Ramp design is ADA compliant. No constraining issues.
1.02	Ramp design is ADA compliant. No constraining issues.
1.03	Ramp design is ADA compliant. No constraining issues.



Ramp 1.01 – Worrall Street



Ramp 1.01 – Worrall Street (Proposed)

Ramp 1.02 – Worrall Street

Ramp 1.02 – Worrall Street (Proposed)

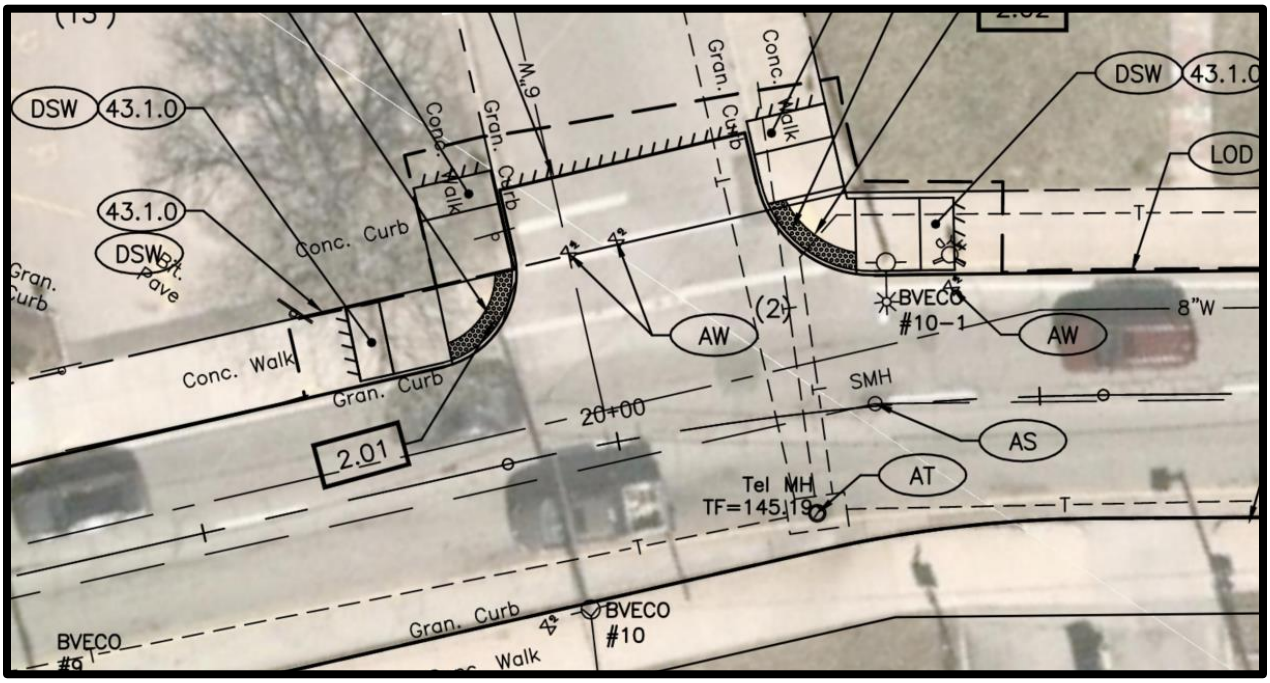
Ramp 1.03 – Worrall Street

Ramp 1.03 – Worrall Street (Proposed)

EARLE STREET @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
2.01	Ramp design is ADA compliant. No constraining issues.
2.02	Ramp design is ADA compliant. No constraining issues.



Ramp 2.01 – Earle Street

Ramp 2.01 – Earle Street (Proposed)

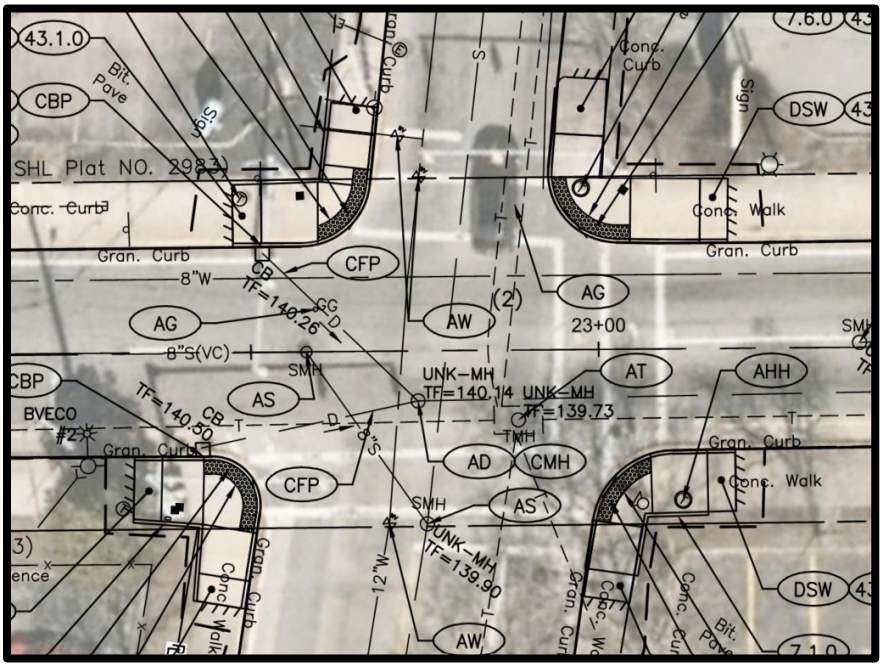
Ramp 2.02 – Earle Street

Ramp 2.02 – Earle Street (Proposed)

VETERANS PARKWAY/POND STREET @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
2.03	Ramp design is ADA compliant. No constraining issues.
2.04	Ramp design is ADA compliant. No constraining issues.
2.05	Ramp design is ADA compliant. No constraining issues.
2.06	Ramp design is ADA compliant. No constraining issues.



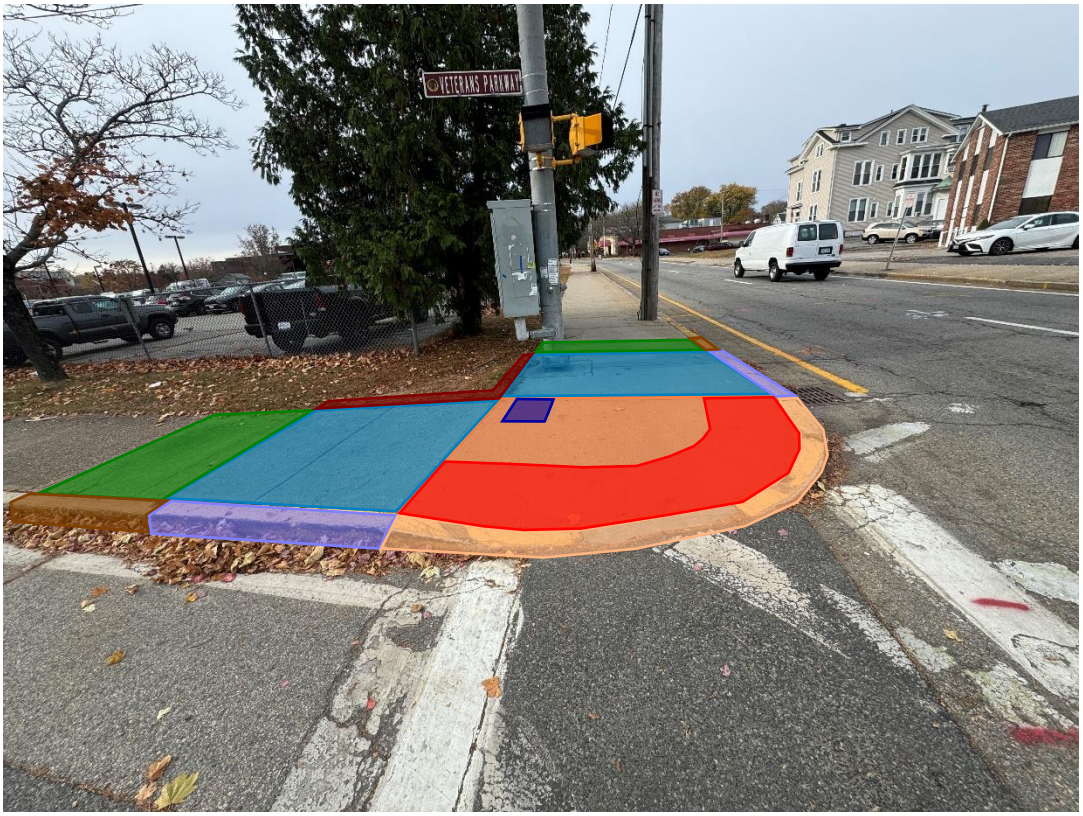
Ramp 2.03 – Pond Street

Ramp 2.03 – Pond Street (Proposed)

Ramp 2.04 – Pond Street

Ramp 2.04 – Pond Street (Proposed)

Ramp 2.05 – Veterans Parkway



Ramp 2.05 – Veterans Parkway (Proposed)

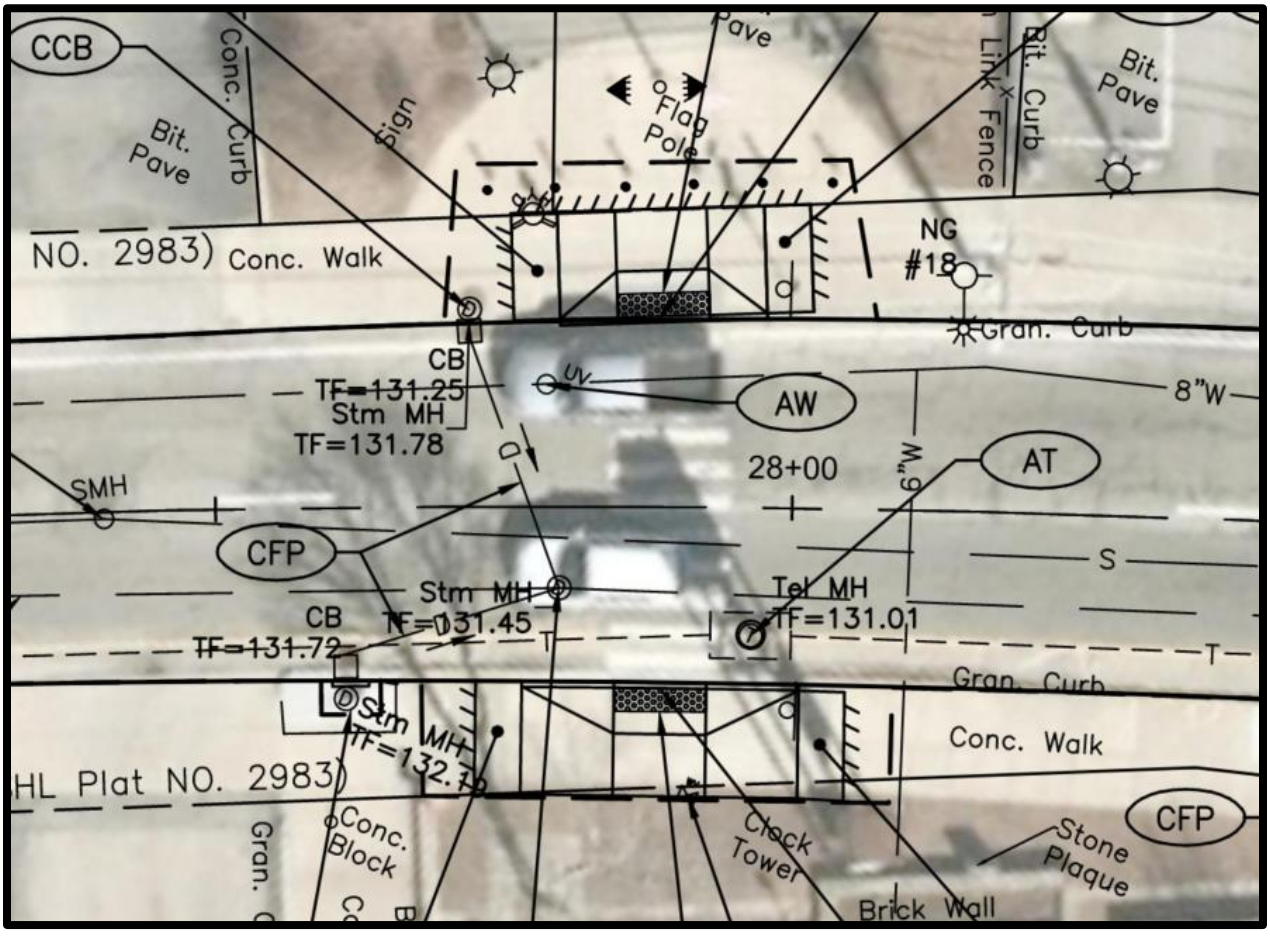
Ramp 2.06 – Veterans Parkway

Ramp 2.06 – Veterans Parkway (Proposed)

MID-BLOCK STA. 27+90 @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
3.01	RRFB button proposed to be rotated to correct orientation. Ramp design is ADA complaint excluding RRFB placement due to existing obstacles.
3.02	RRFB button proposed to be rotated to correct orientation. Ramp design is ADA complaint excluding RRFB placement due to existing obstacles.



Ramp 3.01 – Social Street

Ramp 3.01 – Social Street (Proposed)

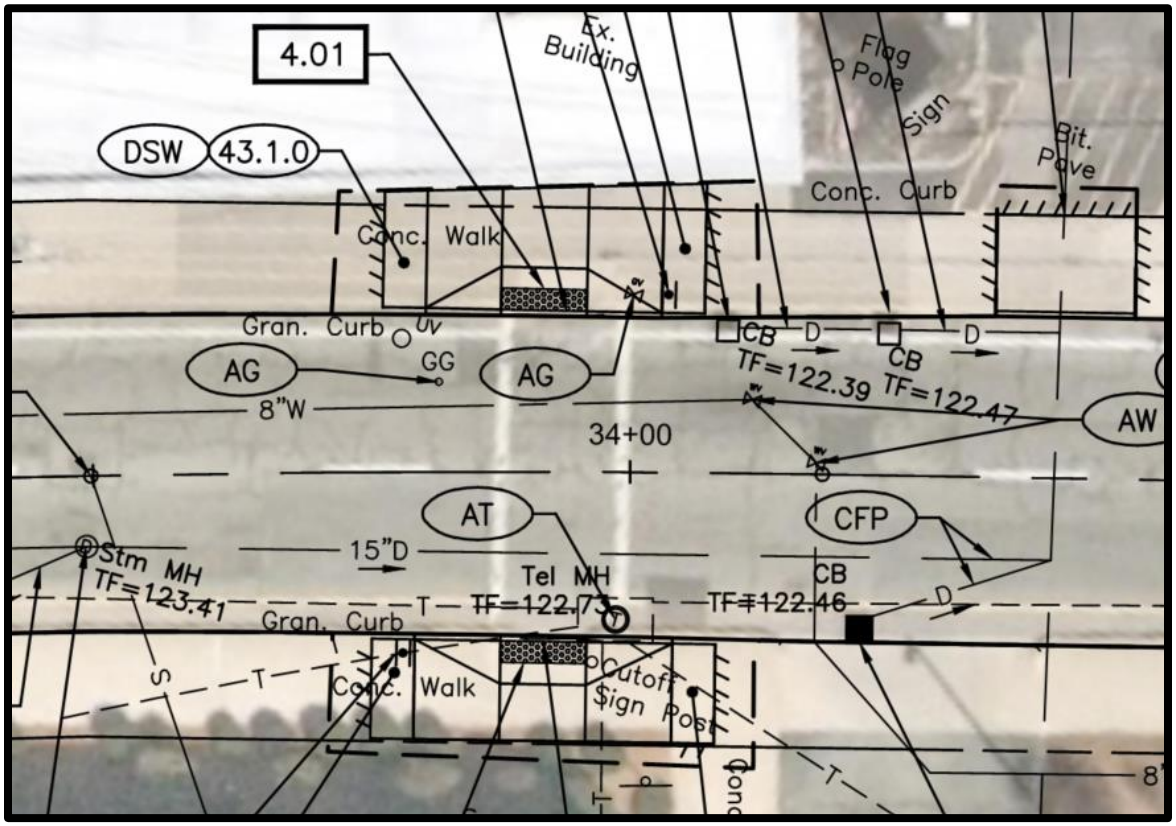
Ramp 3.02 – Social Street

Ramp 3.02 – Social Street (Proposed)

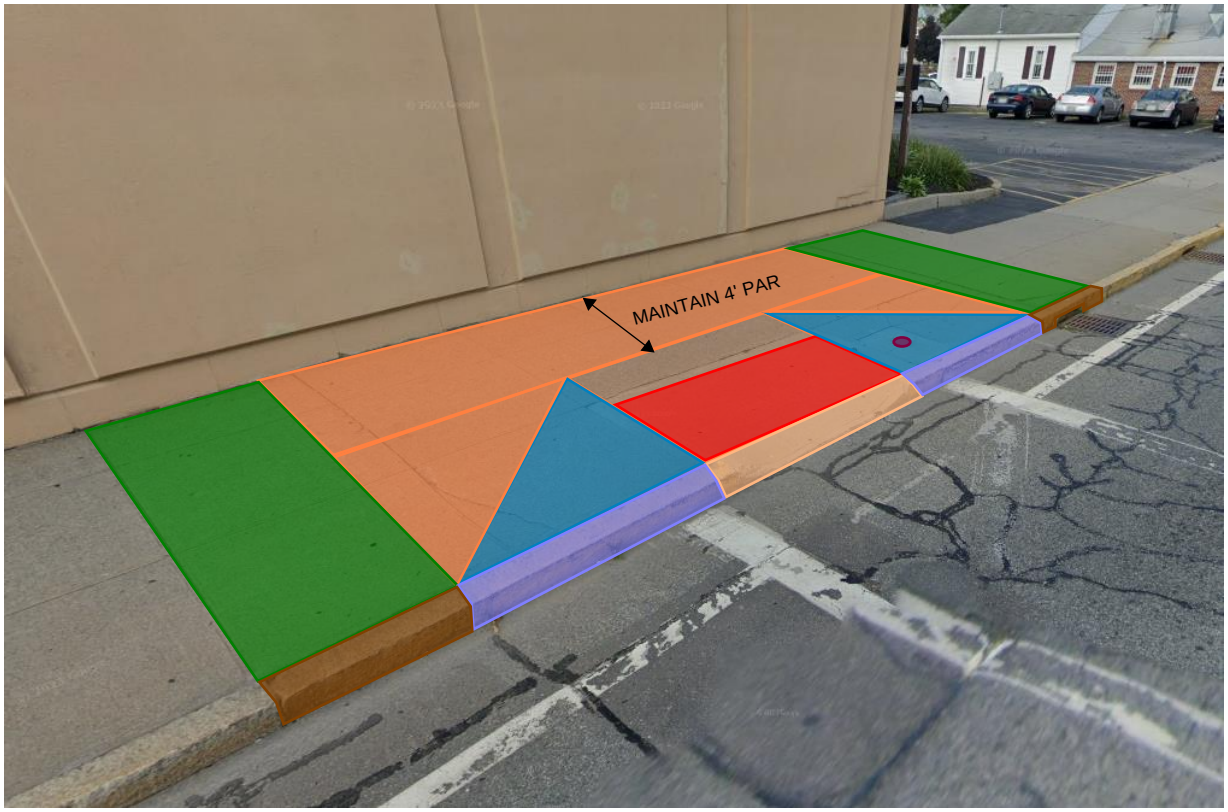
MID-BLOCK STA. 33+95 @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
4.01	Ramp design is ADA compliant. No constraining issues. RRFB is proposed.
4.02	Ramp design is ADA compliant. No constraining issues. RRFB is proposed.

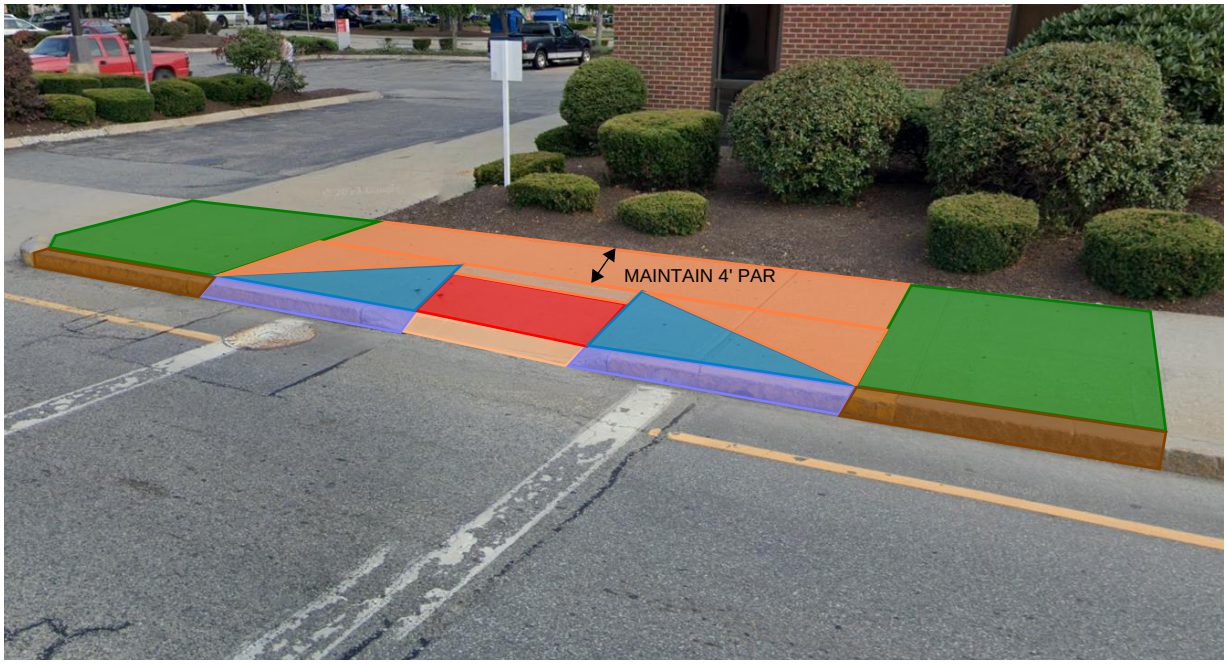


Ramp 4.01 – Social Street



Ramp 4.01 – Social Street (Proposed)

Ramp 4.02 – Social Street

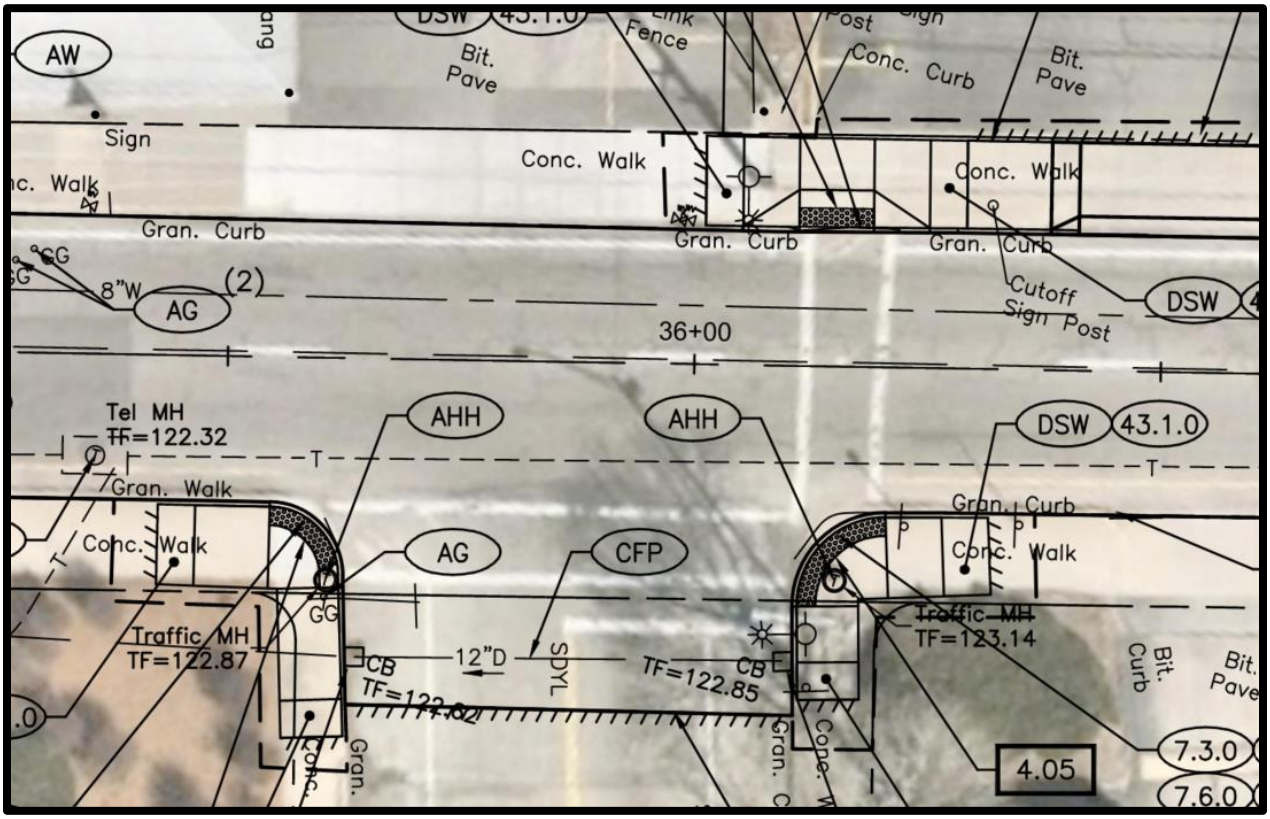


Ramp 4.02 – Social Street (Proposed)

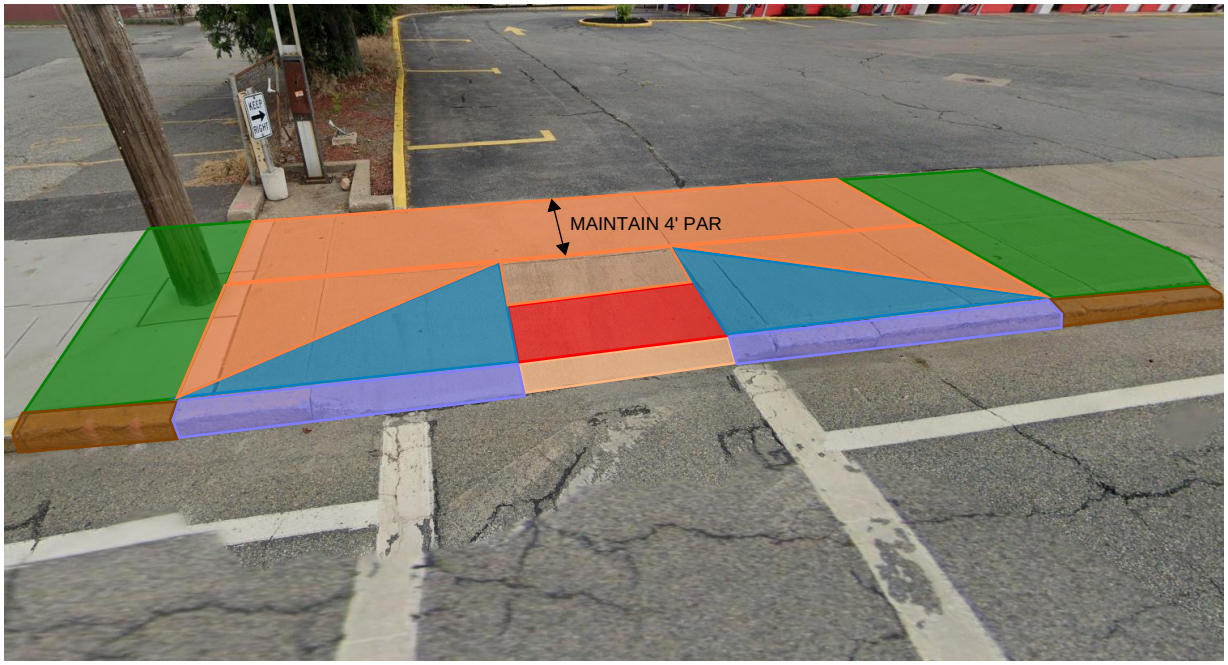
JOHN A CUMMINGS WAY @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
4.03	Ramp design is ADA compliant. No constraining issues.
4.04	Ramp design is ADA compliant. No constraining issues.
4.05	Ramp design is ADA compliant. No constraining issues.



Ramp 4.03 – John A Cummings Way



Ramp 4.03 – John A Cummings Way (Proposed)

Ramp 4.04 – John A Cummings Way

Ramp 4.04 – John A Cummings Way (Proposed)

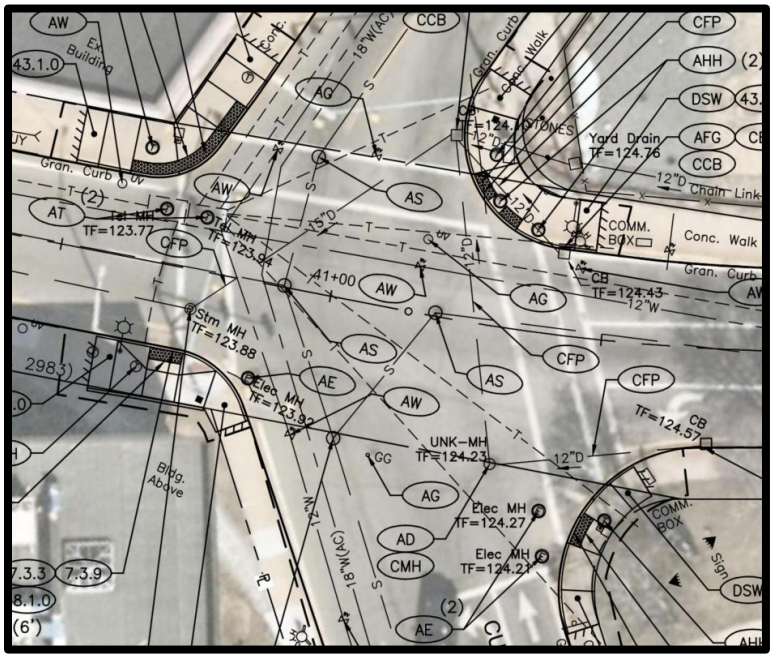
Ramp 4.05 – John A Cummings Way

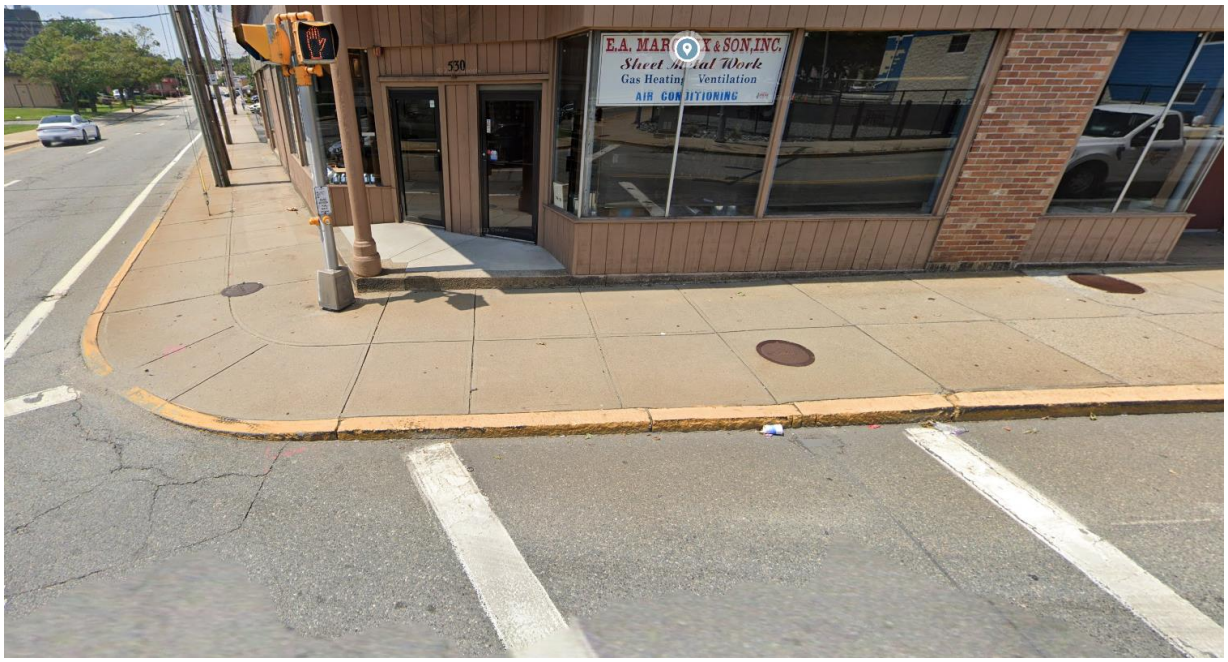
Ramp 4.05 – John A Cummings Way (Proposed)

CUMBERLAND / RATHBUN STREET @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
5.01	Ramp design is ADA compliant to best of its capacity due to guy wire and storefront opening.
5.02	Detectable warning pad is split due to handhole. Pedestrian signal equipment is located in back of sidewalk. Cabinet in transition.
5.03	Ramp design is ADA compliant. No constraining issues.
5.04	Ramp design is ADA compliant. No constraining issues.





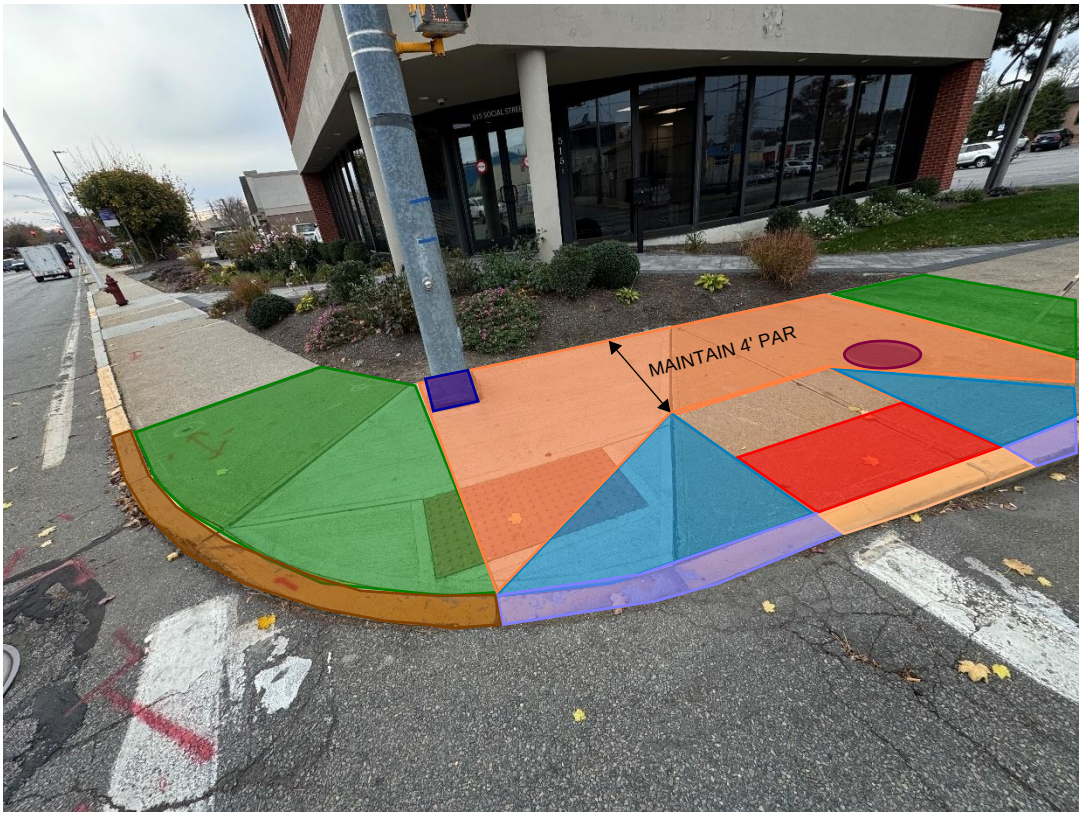
Ramp 5.01 – Rathbun Street

Ramp 5.01 – Rathbun Street (Proposed)

Ramp 5.02 – Rathbun Street

Ramp 5.02 – Rathbun Street (Proposed)

Ramp 5.03 – Cumberland Street



Ramp 5.03 – Cumberland Street (Proposed)

Ramp 5.04 – Cumberland Street

Ramp 5.04 – Cumberland Street (Proposed)

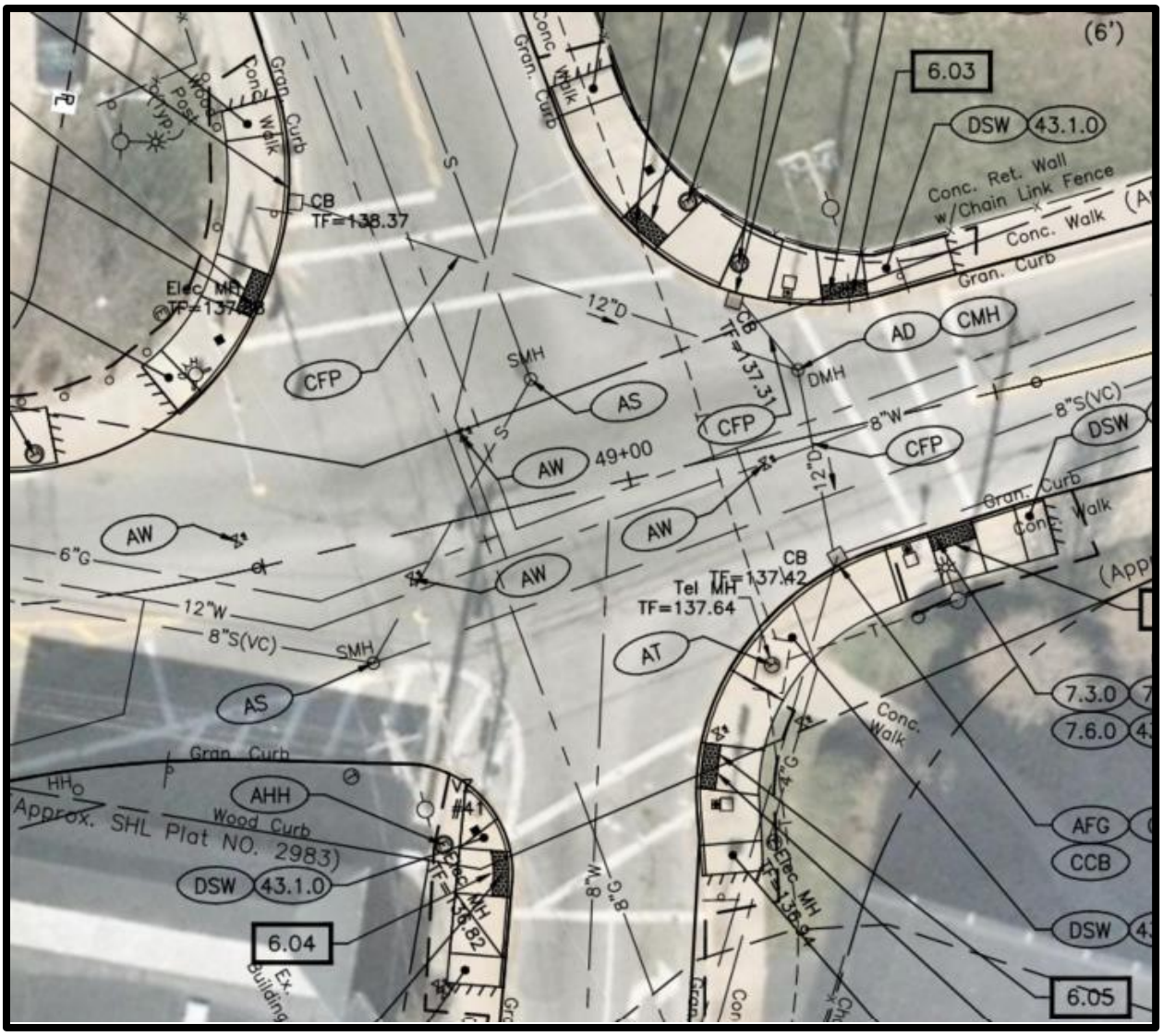
E SCHOOL / ELM @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
6.01	Ramp design is ADA compliant. No constraining issues.
6.02	Ramp design is ADA compliant. No constraining issues.
6.03	Ramp design is ADA compliant. No constraining issues.
6.04	Ramp design is ADA compliant as can be due to constraining obstacles of cabinet, utility pole, mast arm, etc.
6.05	Ramp design is ADA compliant. No constraining issues.
6.06	Ramp design is ADA compliant. No constraining issues.

E SCHOOL / ELM @ SOCIAL STREET

WOONSOCKET, RI



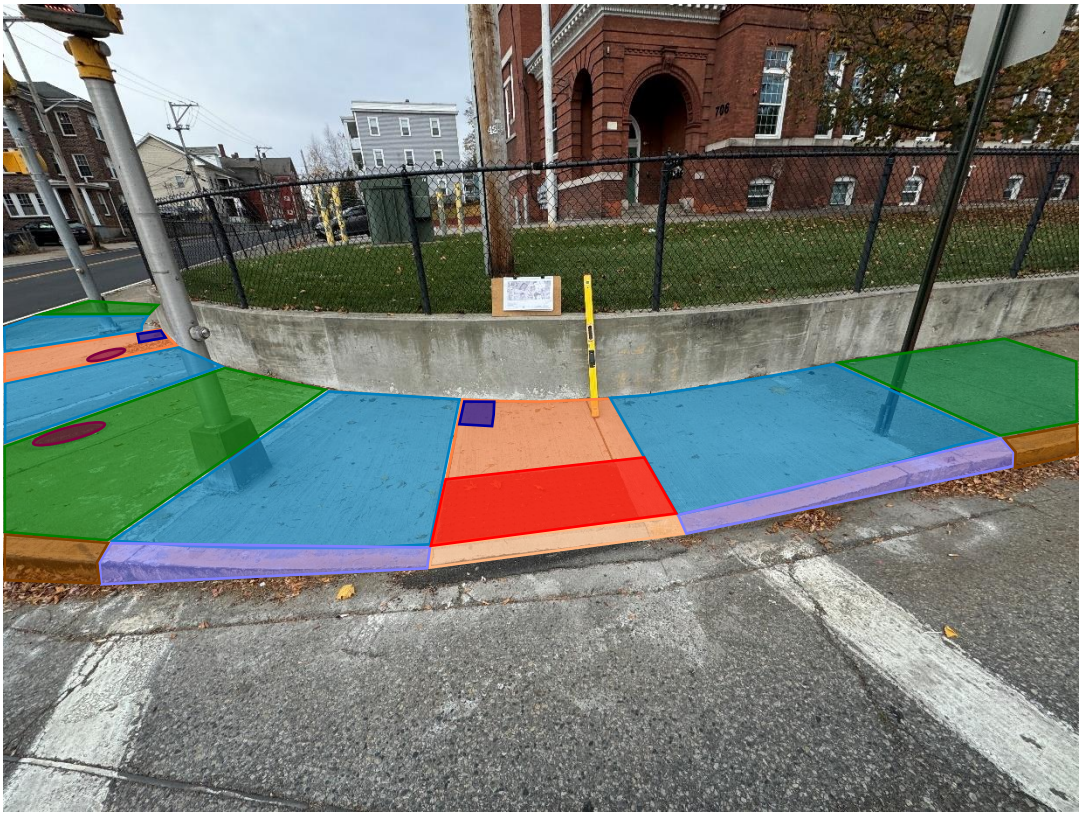
Ramp 6.01 – E School Street

Ramp 6.01 – E School Street (Proposed)

Ramp 6.02 – E School Street

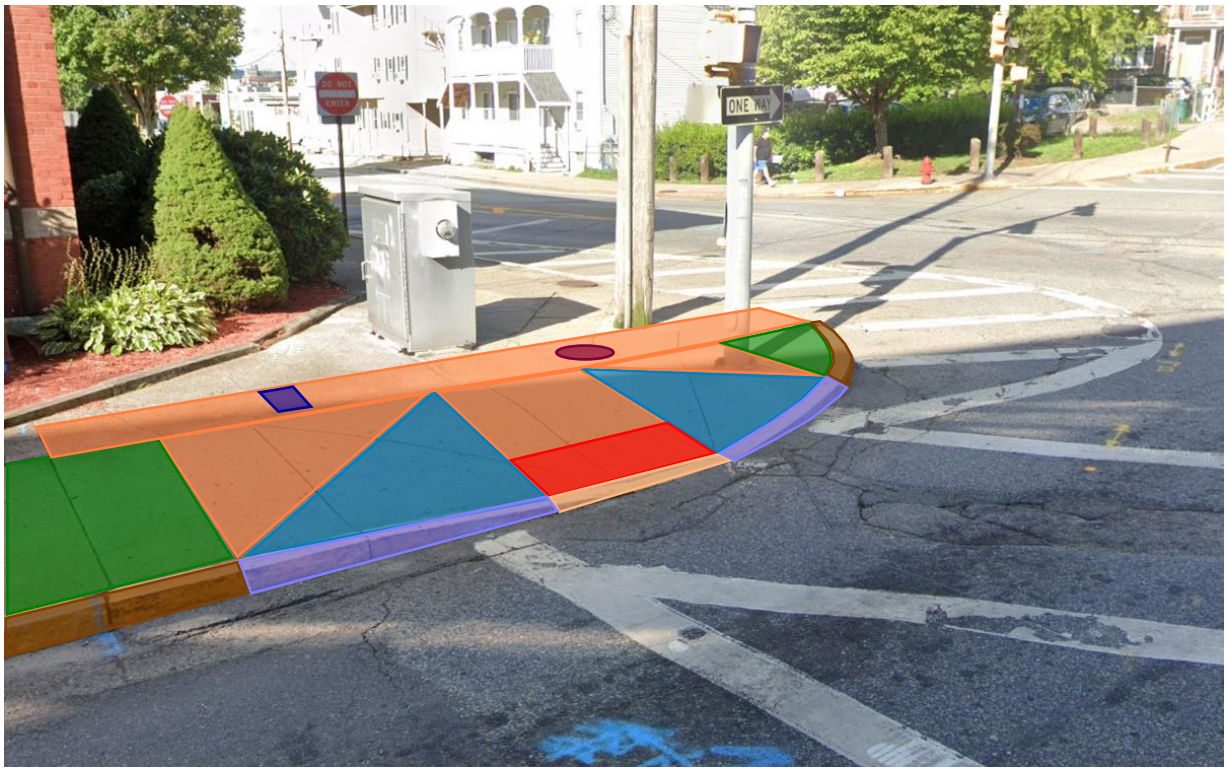
Ramp 6.02 – E School Street (Proposed)

Ramp 6.03 – E School Street



Ramp 6.03 – E School Street (Proposed)

Ramp 6.04 – Elm Street



Ramp 6.04 – Elm Street (Proposed)

Ramp 6.05 – Elm Street

Ramp 6.05 – Elm Street (Proposed)

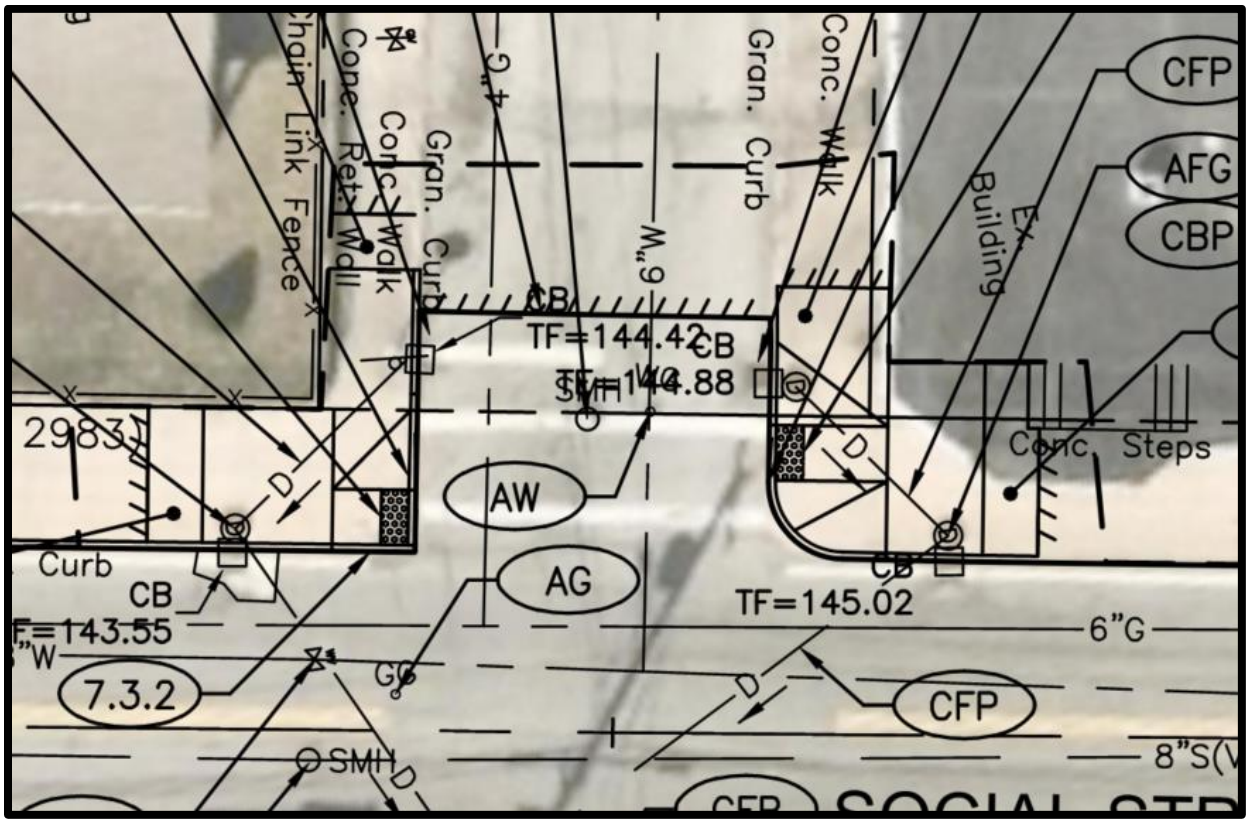
Ramp 6.06 – Social Street

Ramp 6.06 – Social Street (Proposed)

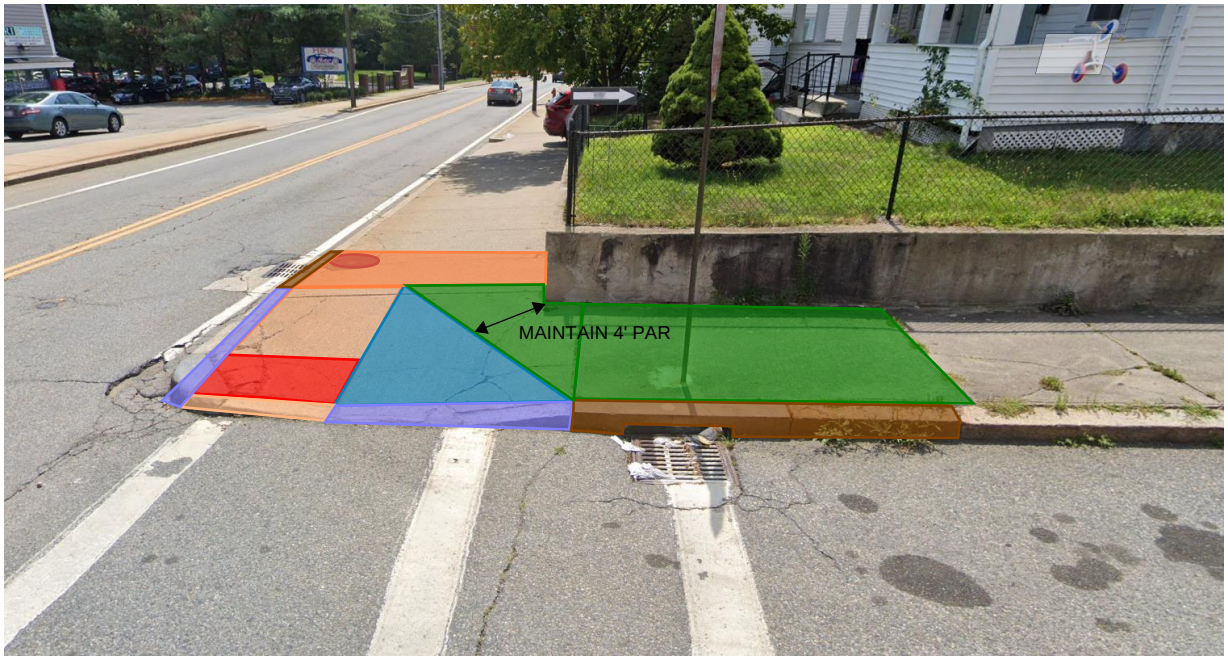
CHESTER STREET @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
7.01	Ramp design is ADA compliant as can be due to inlet stone and maintaining 4’ PAR
7.02	Ramp design is ADA compliant. No constraining issues.

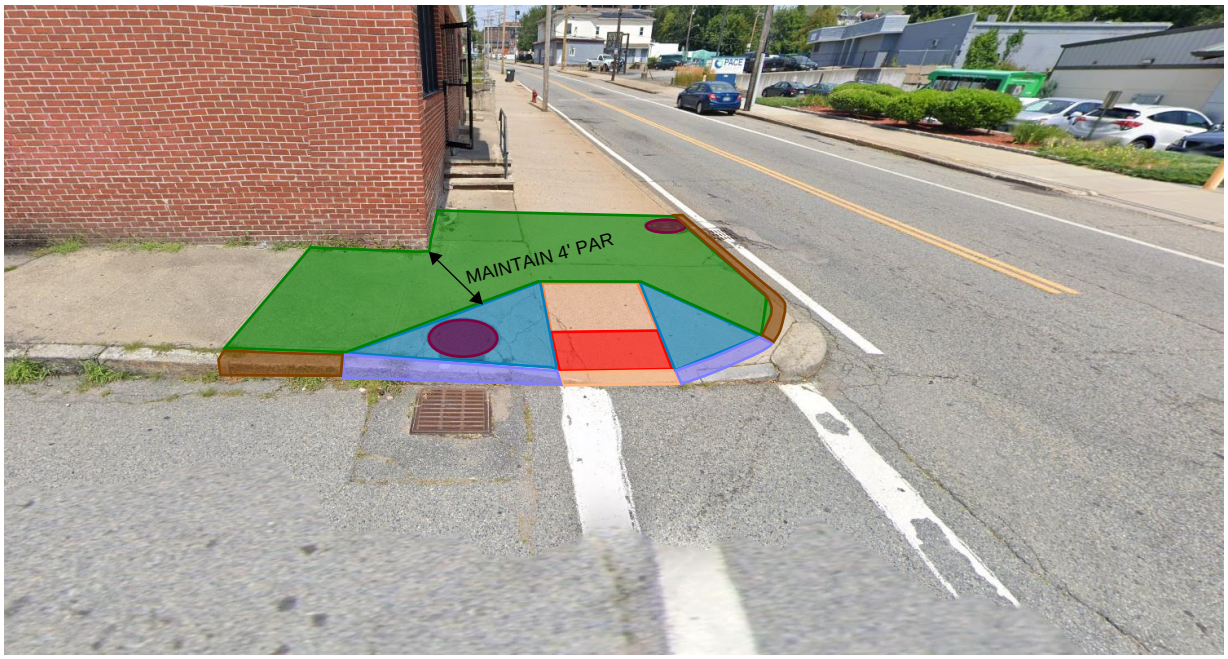


Ramp 7.01 – Chester Street



Ramp 7.01 – Chester Street (Proposed)

Ramp 7.02 – Chester Street

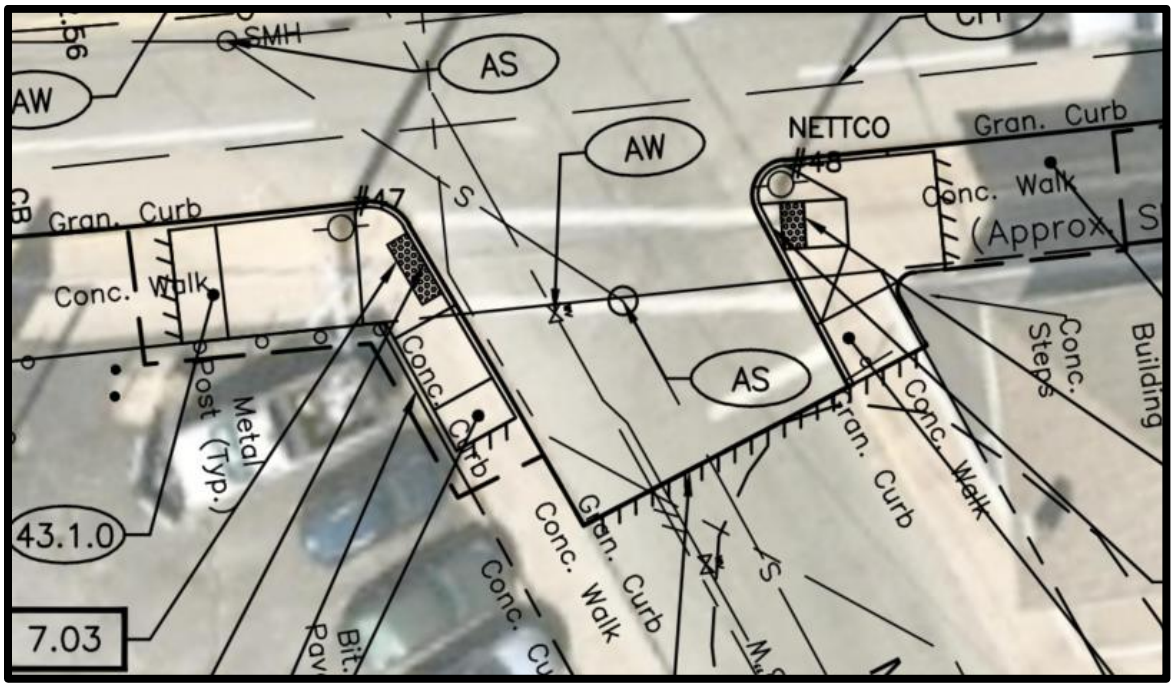


Ramp 7.02 – Chester Street (Proposed)

MILL STREET @ SOCIAL STREET

WOONSOCKET, RI

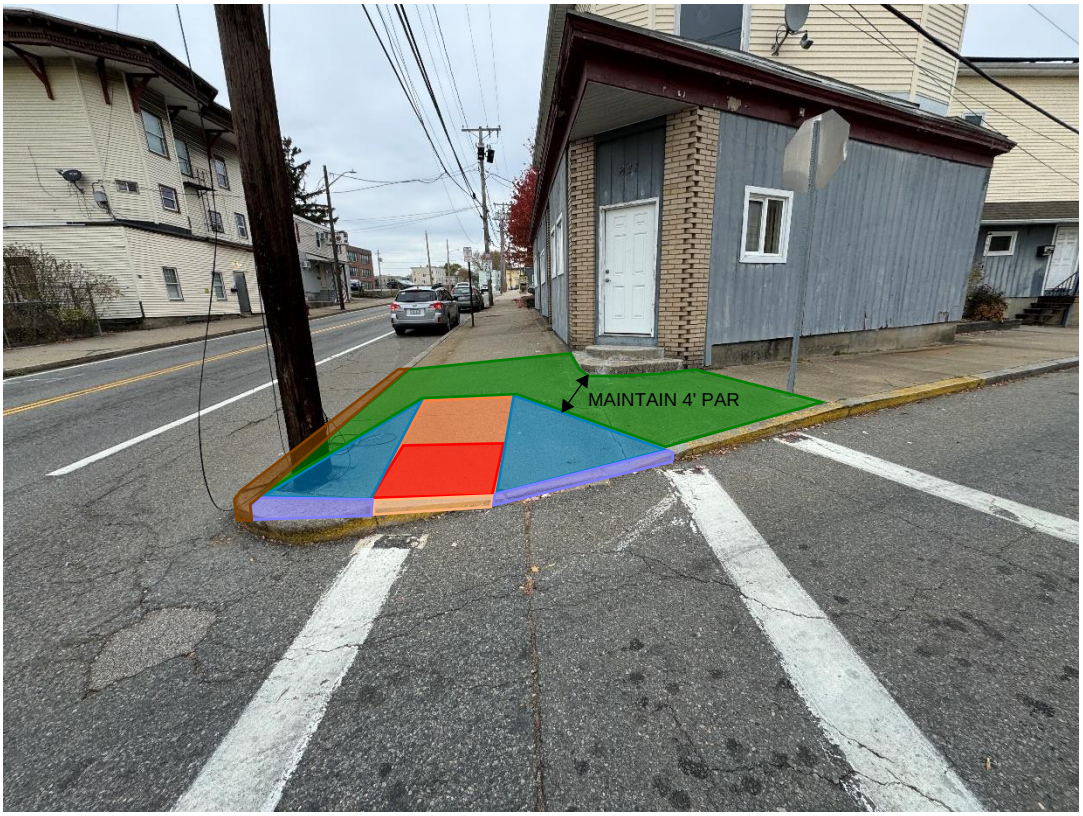
Ramp No.	Details
7.03	Ramp design is ADA compliant. No constraining issues.
7.04	Ramp design is ADA compliant. No constraining issues.



Ramp 7.03 – Mill Street

Ramp 7.03 – Mill Street (Proposed)

Ramp 7.04 – Mill Street

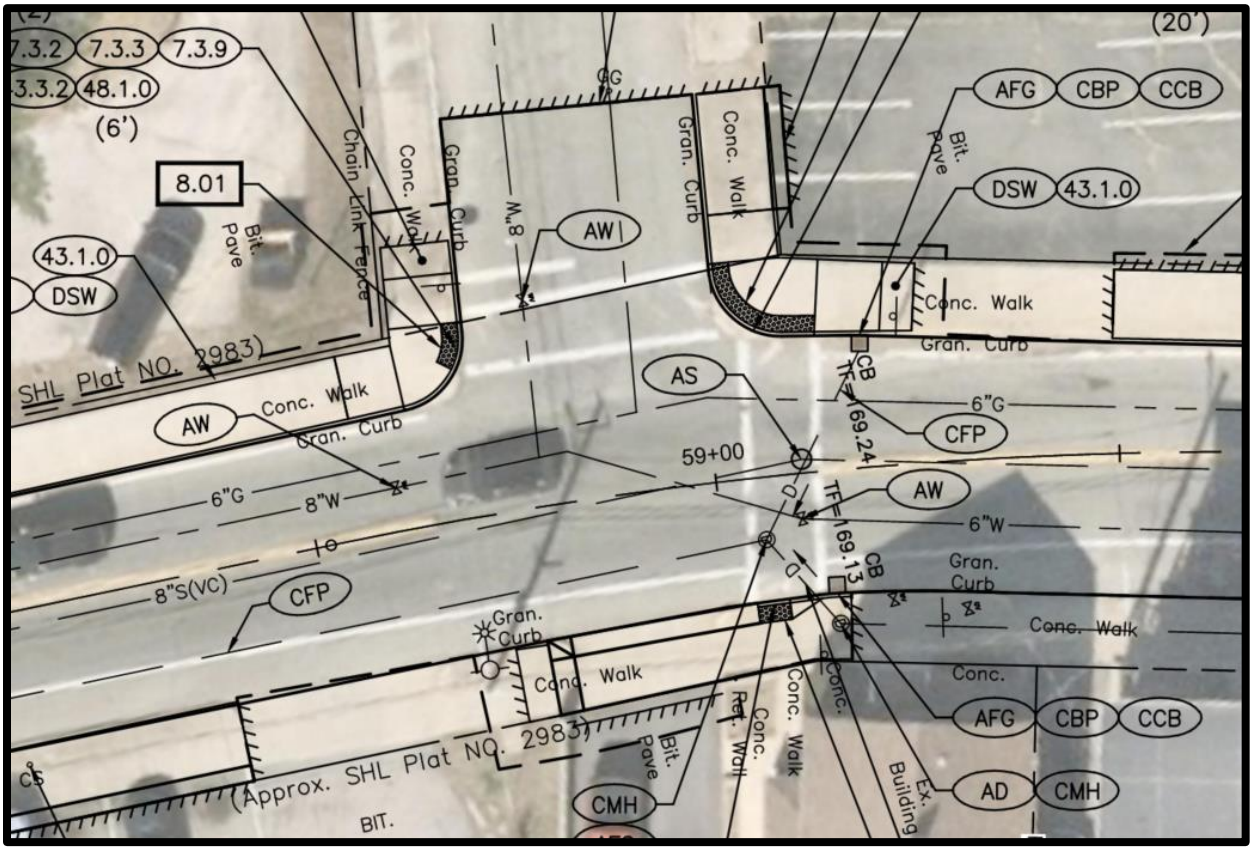


Ramp 7.04 – Mill Street (Proposed)

GEORGE STREET @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
8.01	Ramp design is ADA compliant. No constraining issues.
8.02	Ramp design is ADA compliant. No constraining issues.
8.03	Ramp design is blended within driveway opening due to inlet stone, utility pole, crosswalk openings in back and crosswalk limits.



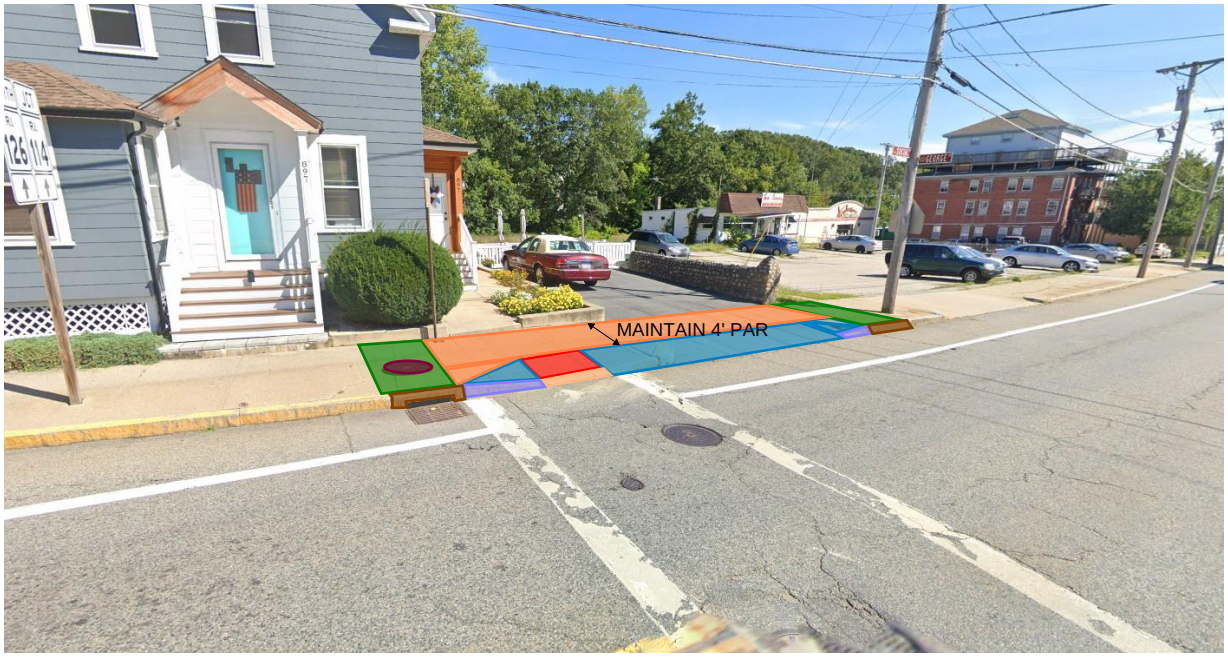
Ramp 8.01 – George Street

Ramp 8.01 – George Street (Proposed)

Ramp 8.02 – George Street

Ramp 8.02 – George Street (Proposed)

Ramp 8.03 – George Street

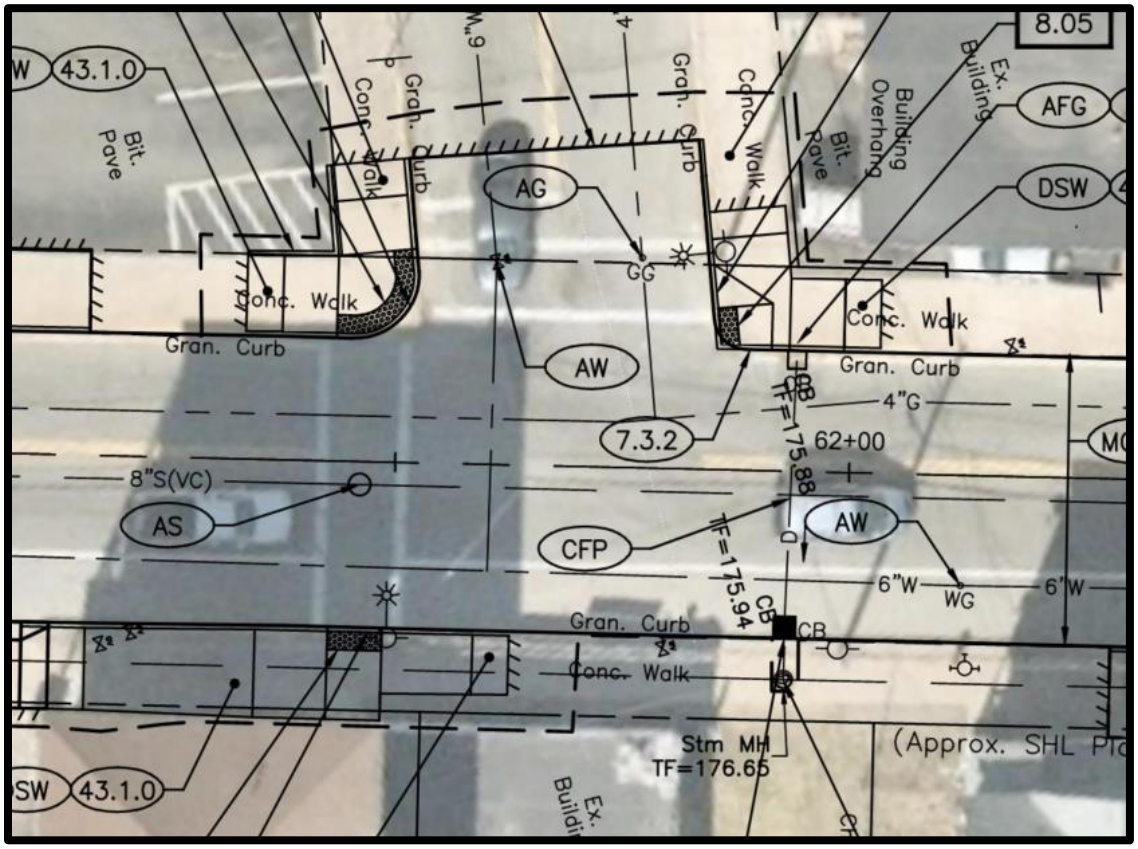


Ramp 8.03 – George Street (Proposed)

PRIVILEGE STREET @ SOCIAL STREET

WOONSOCKET, RI

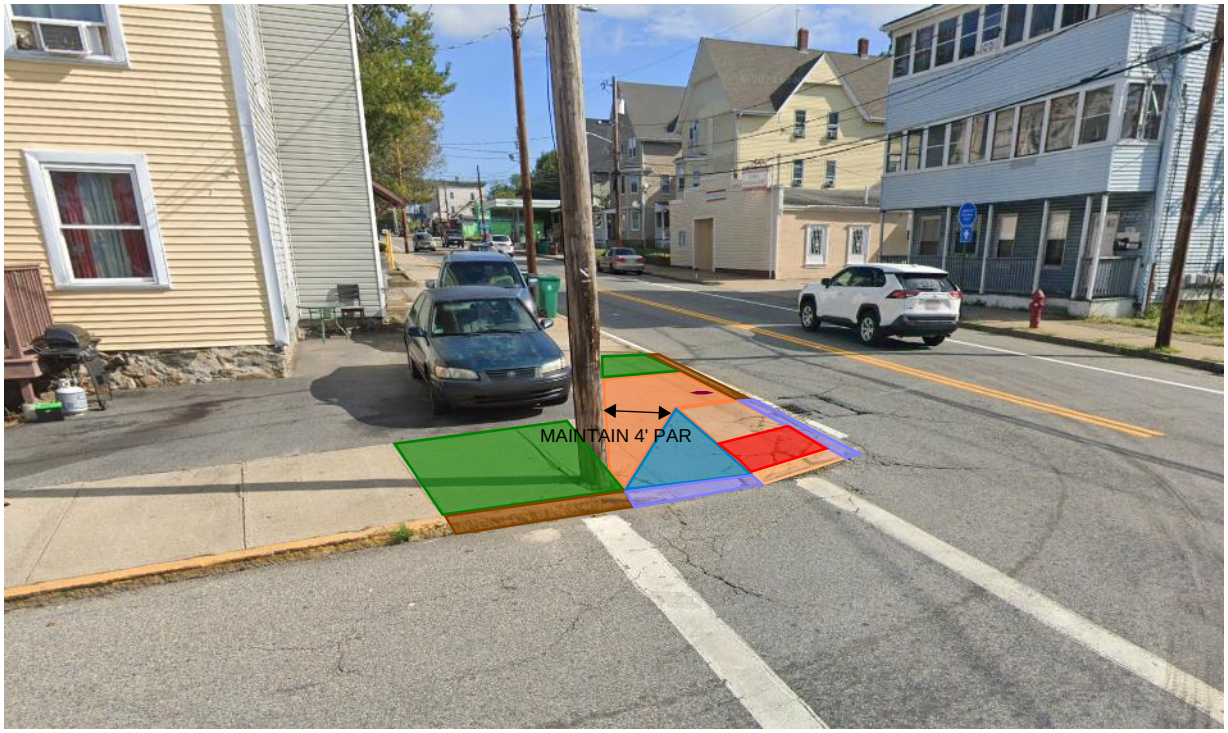
Ramp No.	Details
8.04	Ramp design is ADA compliant. No constraining issues.
8.05	Ramp design is ADA compliant. No constraining issues.
8.06	Ramp design is ADA compliant. No constraining issues.



Ramp 8.04 – Privilege Street

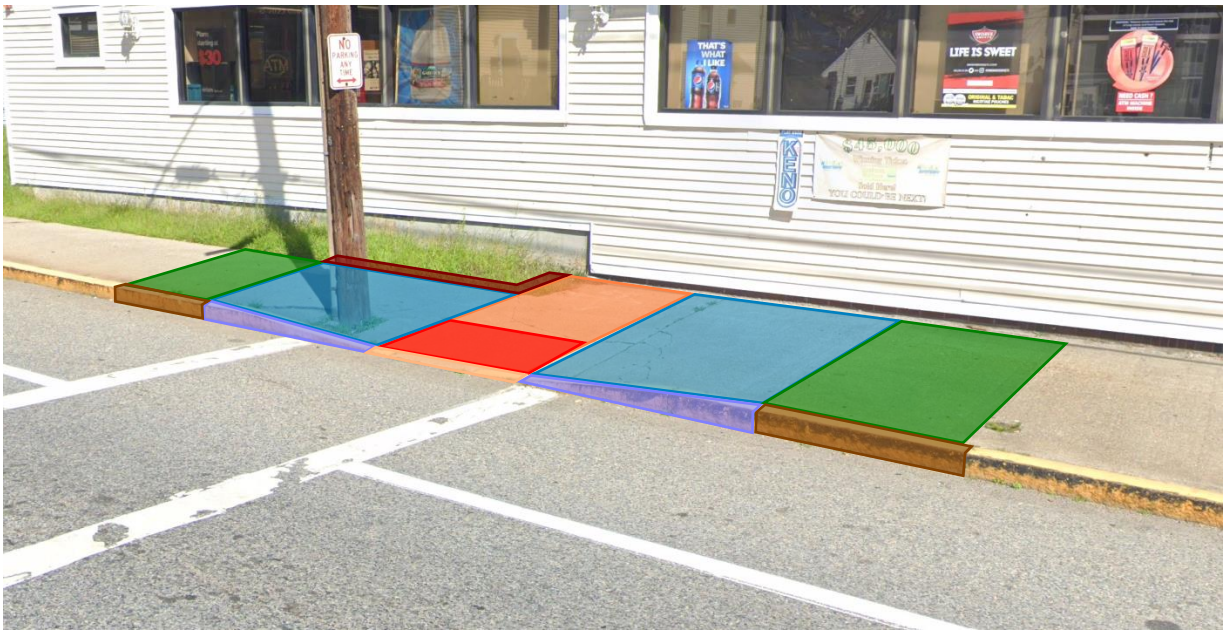
Ramp 8.04 – Privilege Street (Proposed)

Ramp 8.05 – Privilege Street



Ramp 8.05 – Privilege Street (Proposed)

Ramp 8.06 – Privilege Street

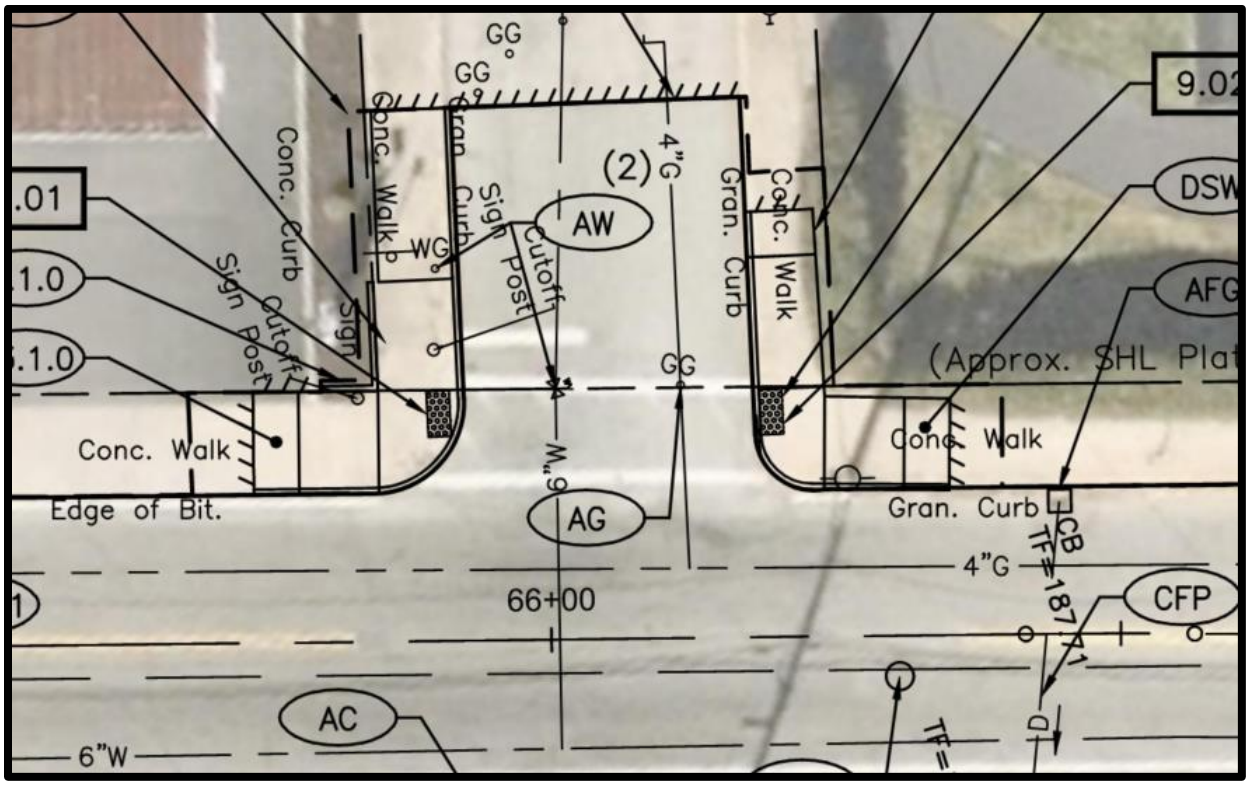


Ramp 8.06 – Privilege Street (Proposed)

CHARLES STREET @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
9.01	Ramp design is ADA compliant. No constraining issues.
9.02	Ramp design is ADA compliant. No constraining issues.



Ramp 9.01 – Charles Street

Ramp 9.01 – Charles Street (Proposed)

Ramp 9.02 – Charles Street

Ramp 9.02 – Charles Street (Proposed)

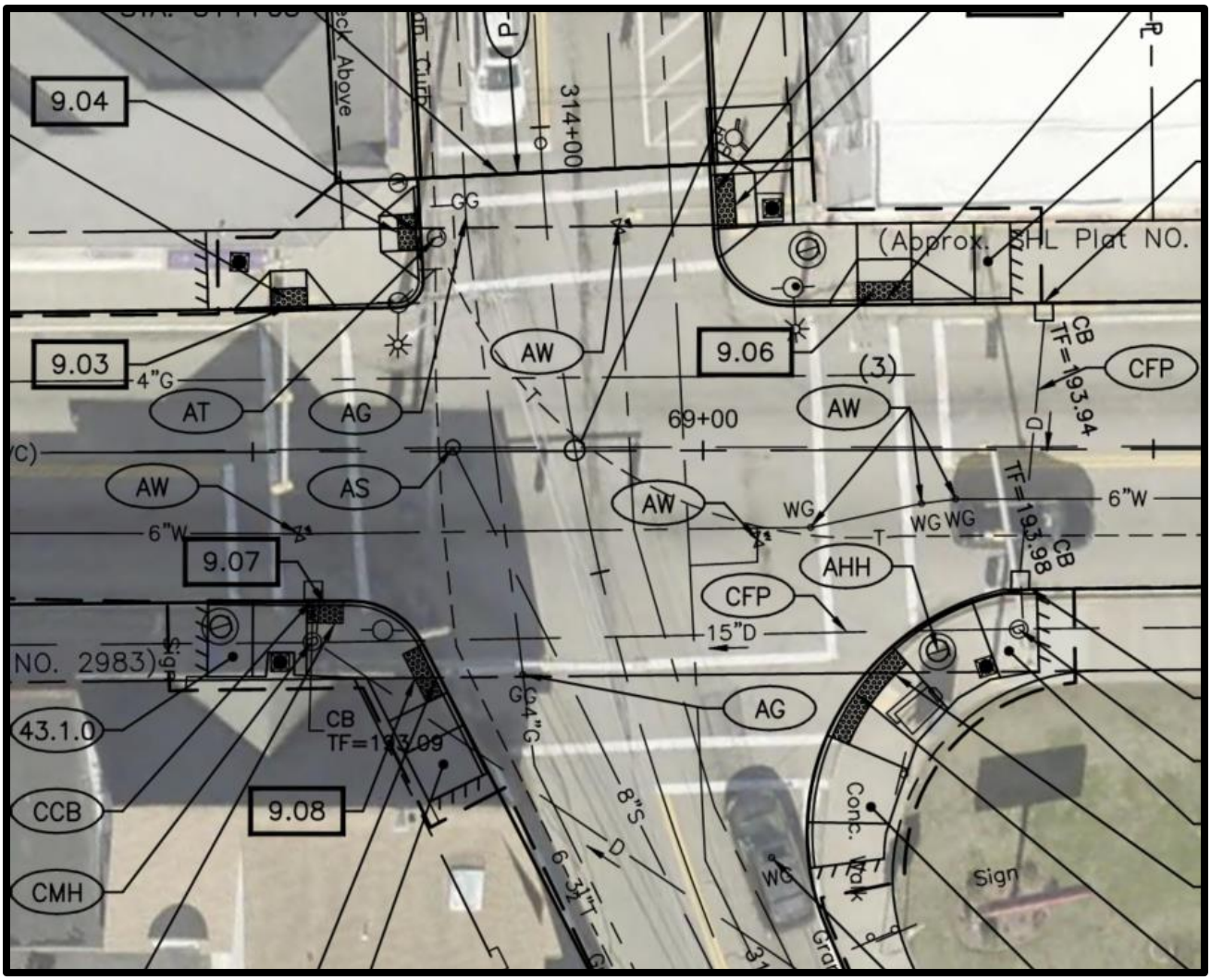
DIAMOND HILL ROAD @ SOCIAL STREET

WOONSOCKET, RI

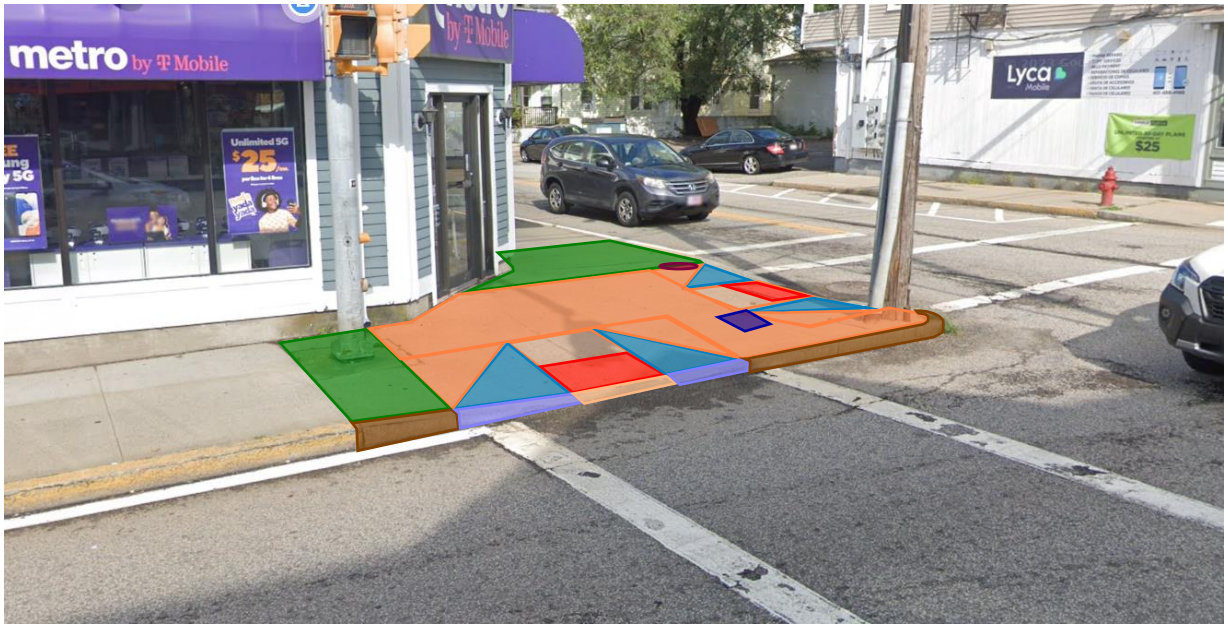
Ramp No.	Details
9.03	Ramp design is ADA compliant. No constraining issues.
9.04	Ramp design is ADA compliant. No constraining issues.
9.05	Ramp design is ADA compliant as can be due to fire hydrant and mast arm.
9.06	Ramp design is ADA compliant as can be due to storefront opening.
9.07	Ramp design is ADA compliant as can be due to mast arm foundation, catch basin in front of detectable warning pad and utility pole.
9.08	Ramp design is ADA compliant. No constraining issues.
9.09	Ramp design is ADA compliant as can be due to cabinet in level landing area. Landing area is extended for pedestrian signal equipment compliance. There is 50” between back of curb and front of cabinet foundation, area is including detectable warning pad.

DIAMOND HILL ROAD @ SOCIAL STREET

WOONSOCKET, RI

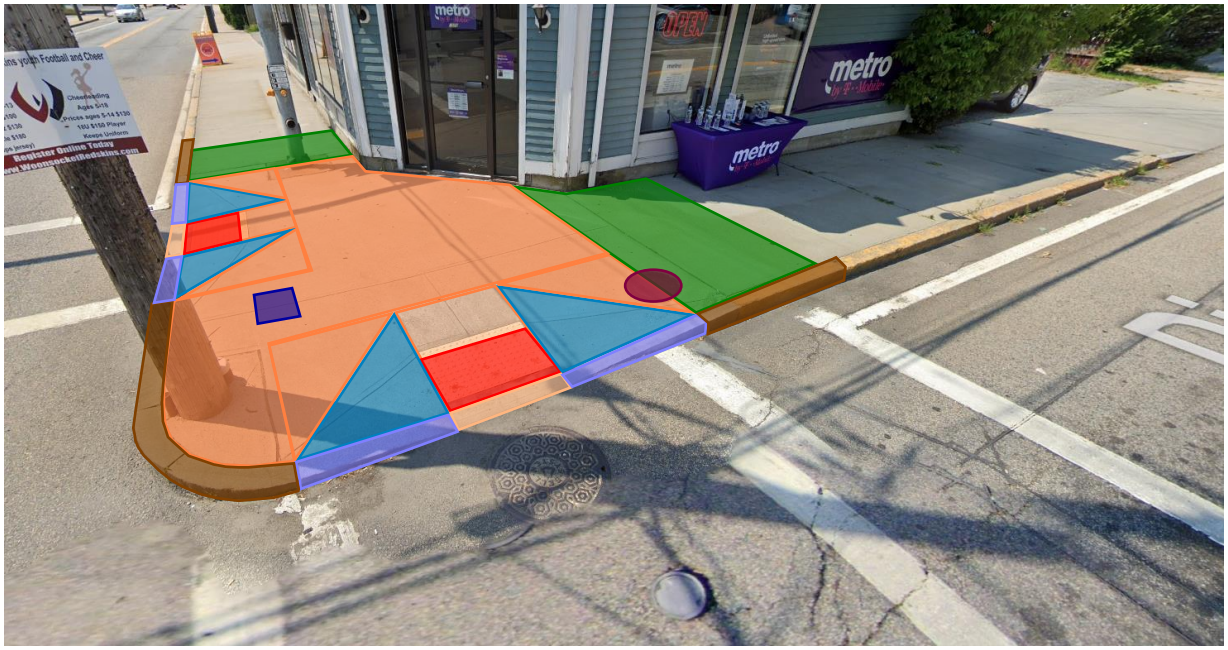


Ramp 9.03 – Diamond Hill Road

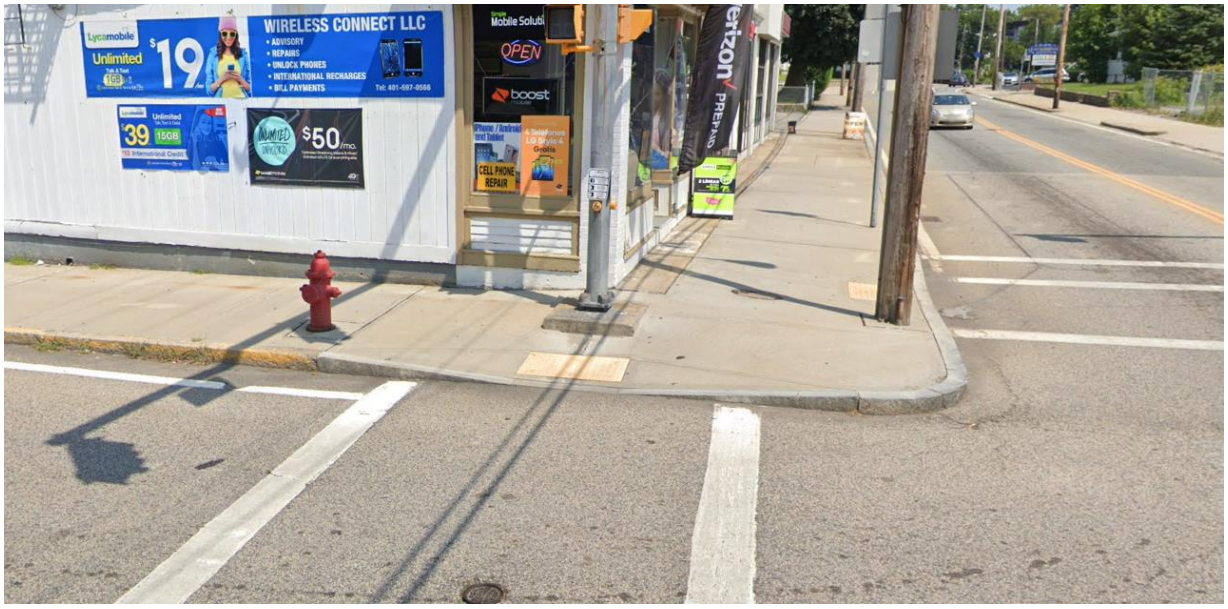


Ramp 9.03 – Diamond Hill Road (Proposed)

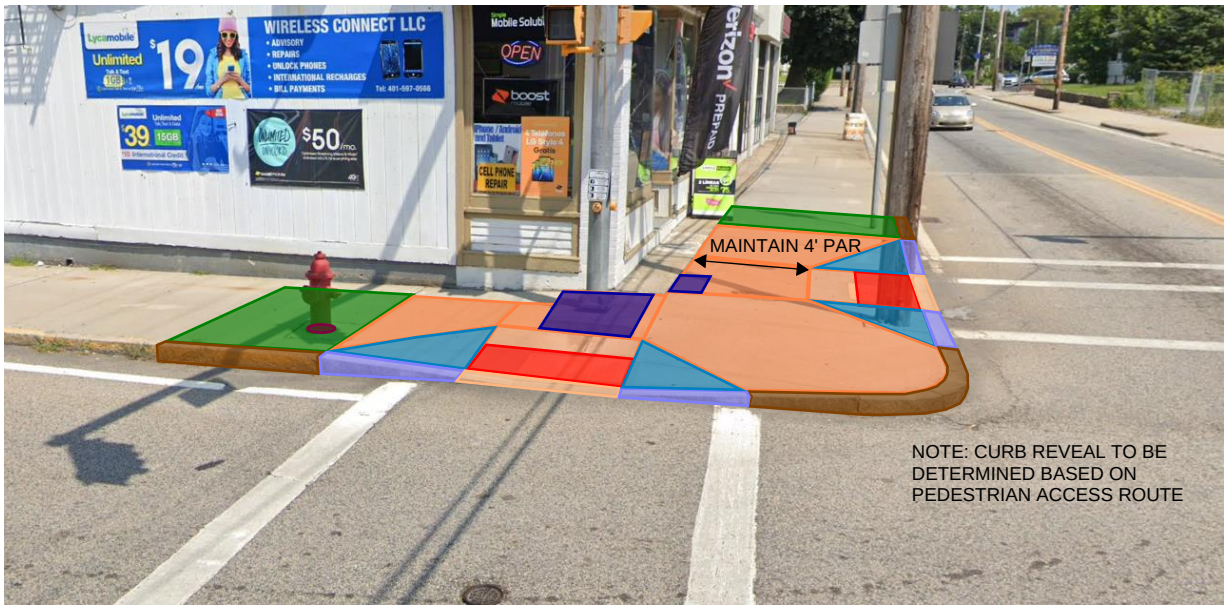
Ramp 9.04 – Diamond Hill Road



Ramp 9.04 – Diamond Hill Road (Proposed)

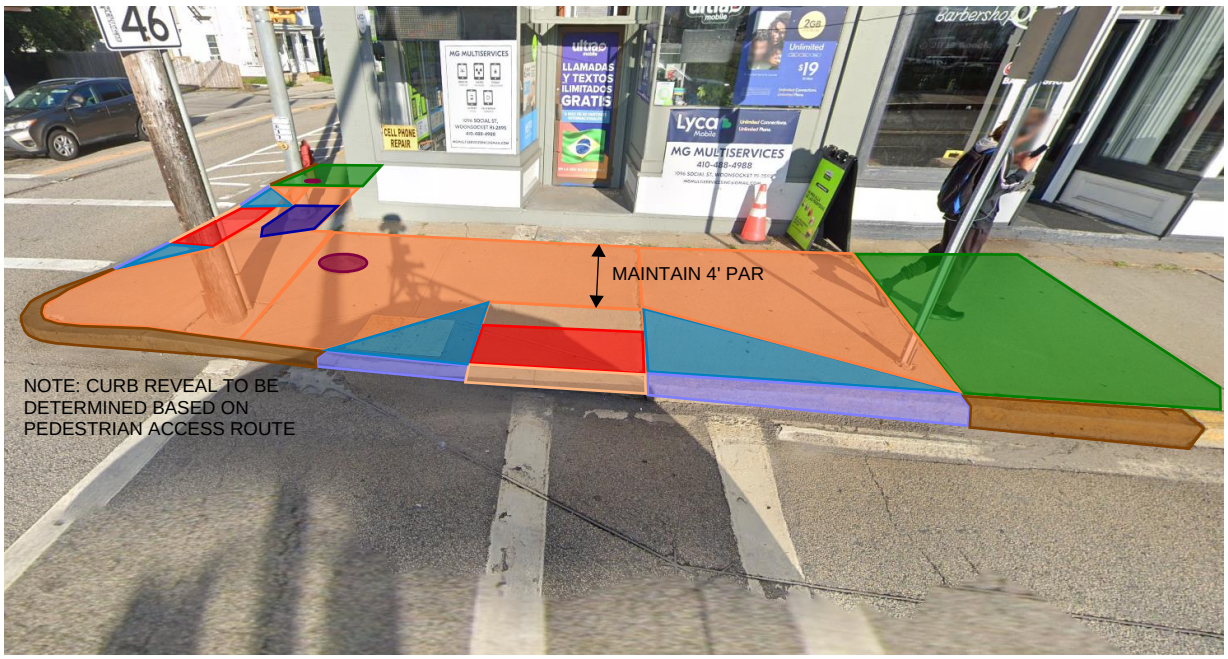


Ramp 9.05 – Diamond Hill Road



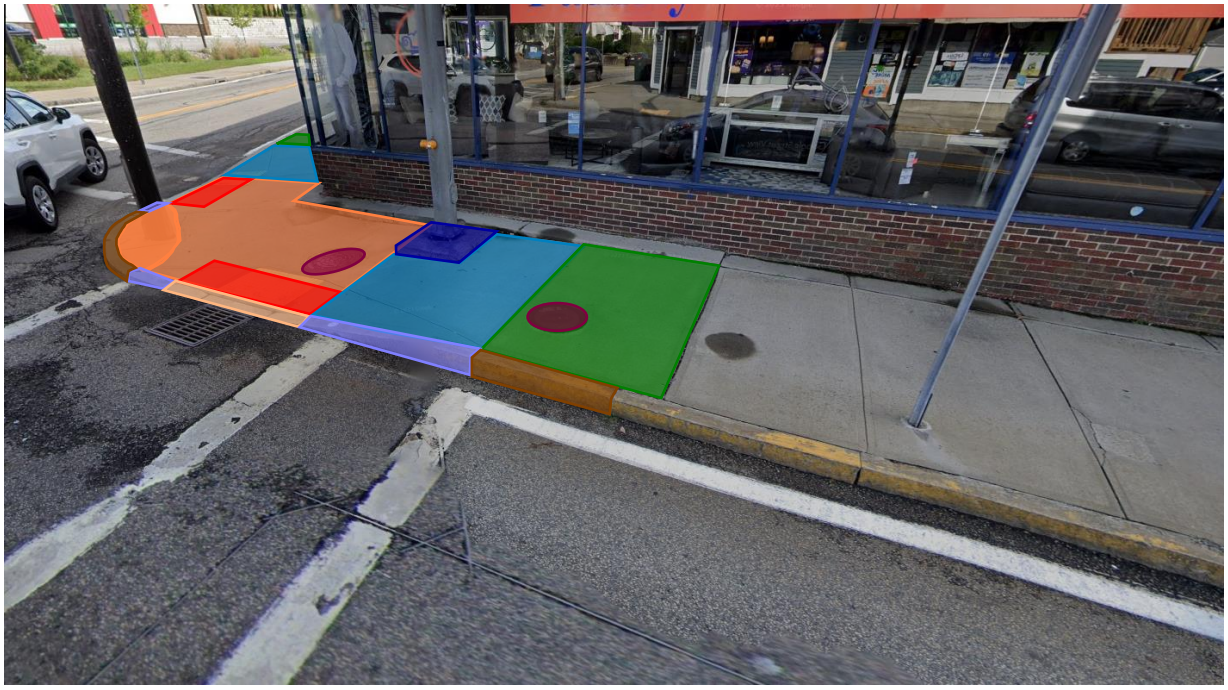
Ramp 9.05 – Diamond Hill Road (Proposed)

Ramp 9.06 – Diamond Hill Road



Ramp 9.06 – Diamond Hill Road (Proposed)

Ramp 9.07 – Diamond Hill Road

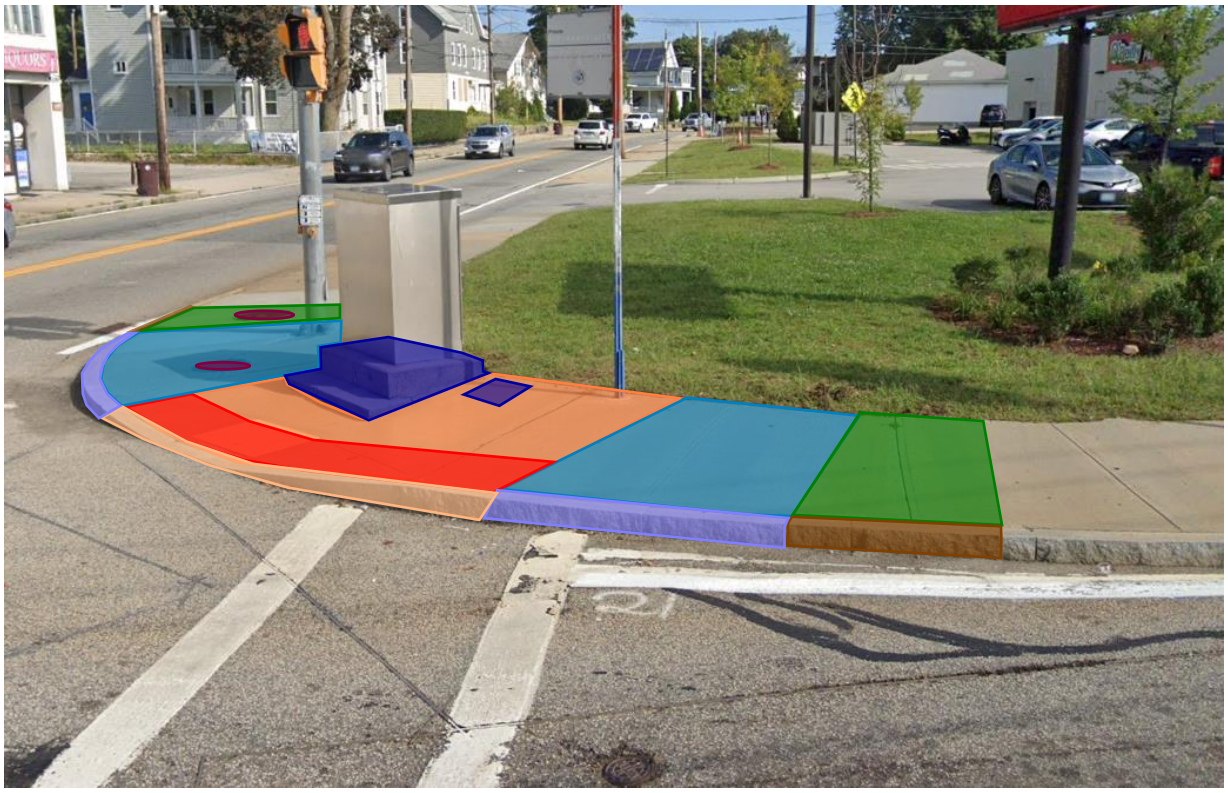


Ramp 9.07 – Diamond Hill Road (Proposed)

Ramp 9.08 – Diamond Hill Road

Ramp 9.08 – Diamond Hill Road (Proposed)

Ramp 9.09 – Diamond Hill Road

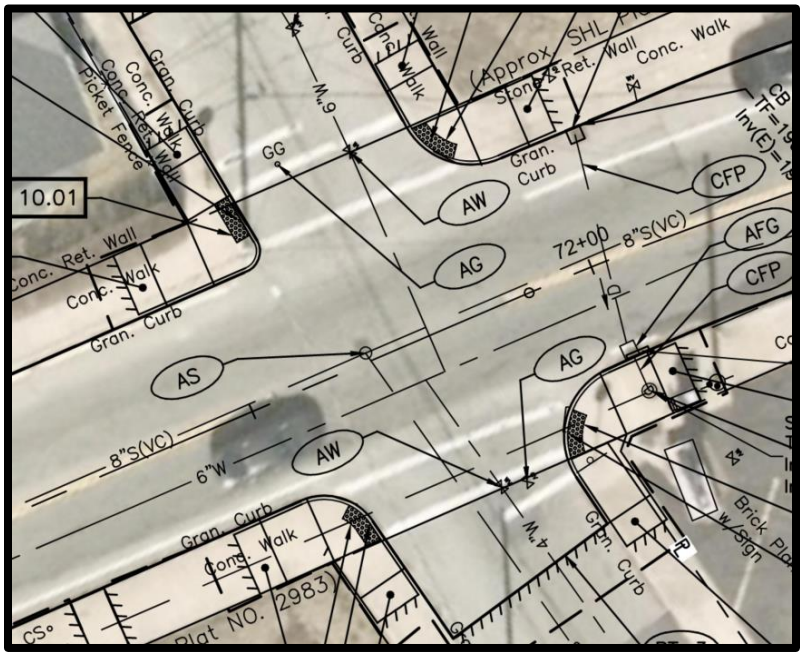


Ramp 9.09 – Diamond Hill Road (Proposed)

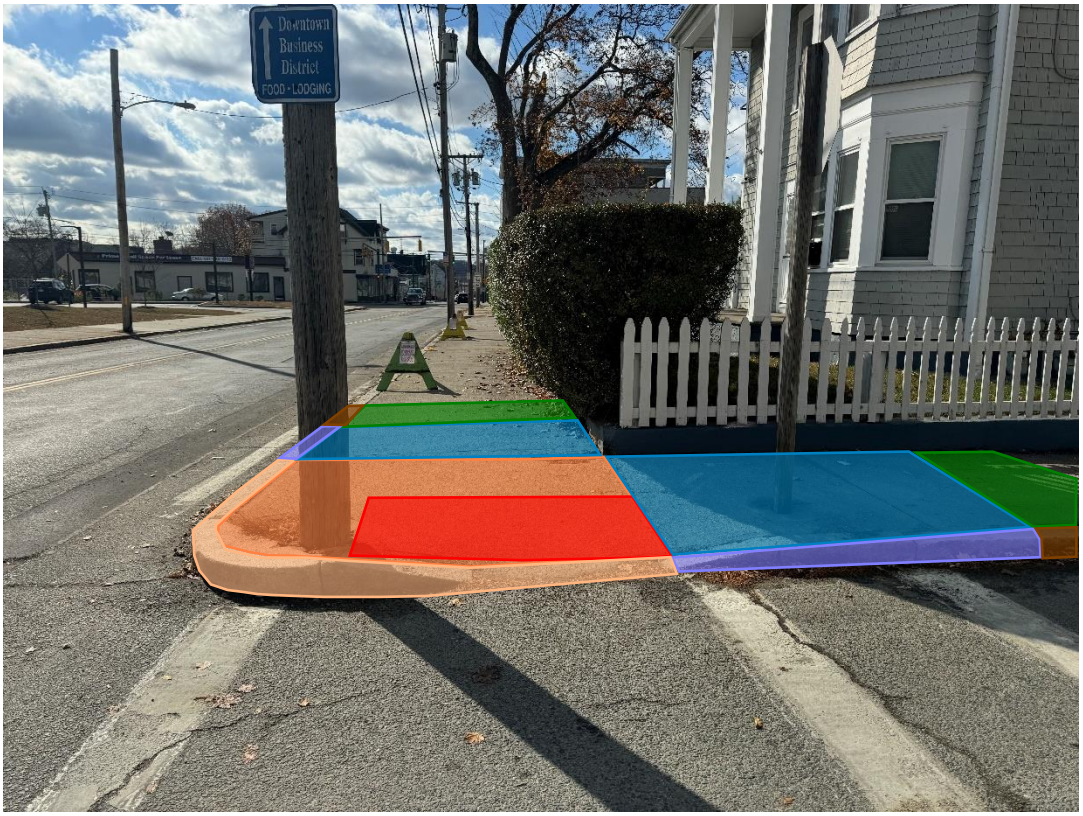
ADAMS STREET @ SOCIAL STREET

WOONSOCKET, RI

Ramp No.	Details
10.01	Ramp design is ADA compliant. No constraining issues.
10.02	Ramp design is ADA compliant. No constraining issues.
10.03	Ramp design is ADA compliant. No constraining issues.
10.04	Ramp design is ADA compliant. No constraining issues.



Ramp 10.01 – Adams Street

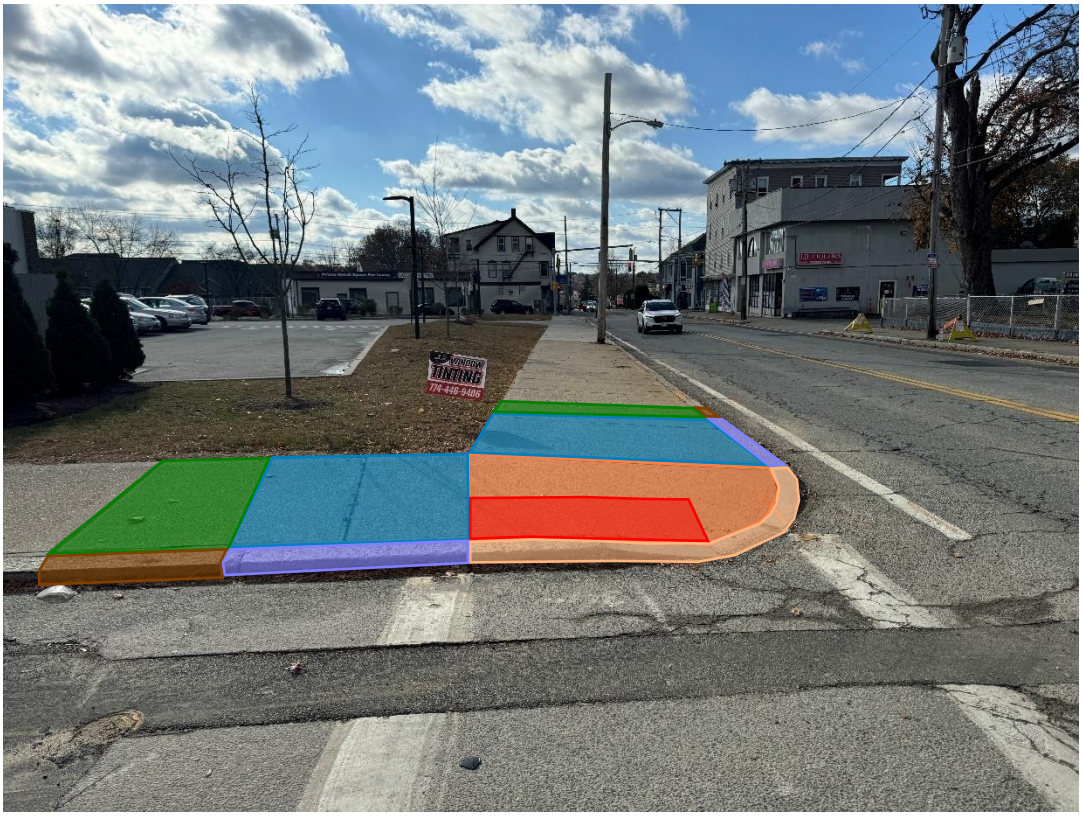


Ramp 10.01 – Adams Street (Proposed)

Ramp 10.02 – Adams Street

Ramp 10.02 – Adams Street (Proposed)

Ramp 10.03 – Adams Street



Ramp 10.03 – Adams Street (Proposed)

Ramp 10.04 – Adams Street

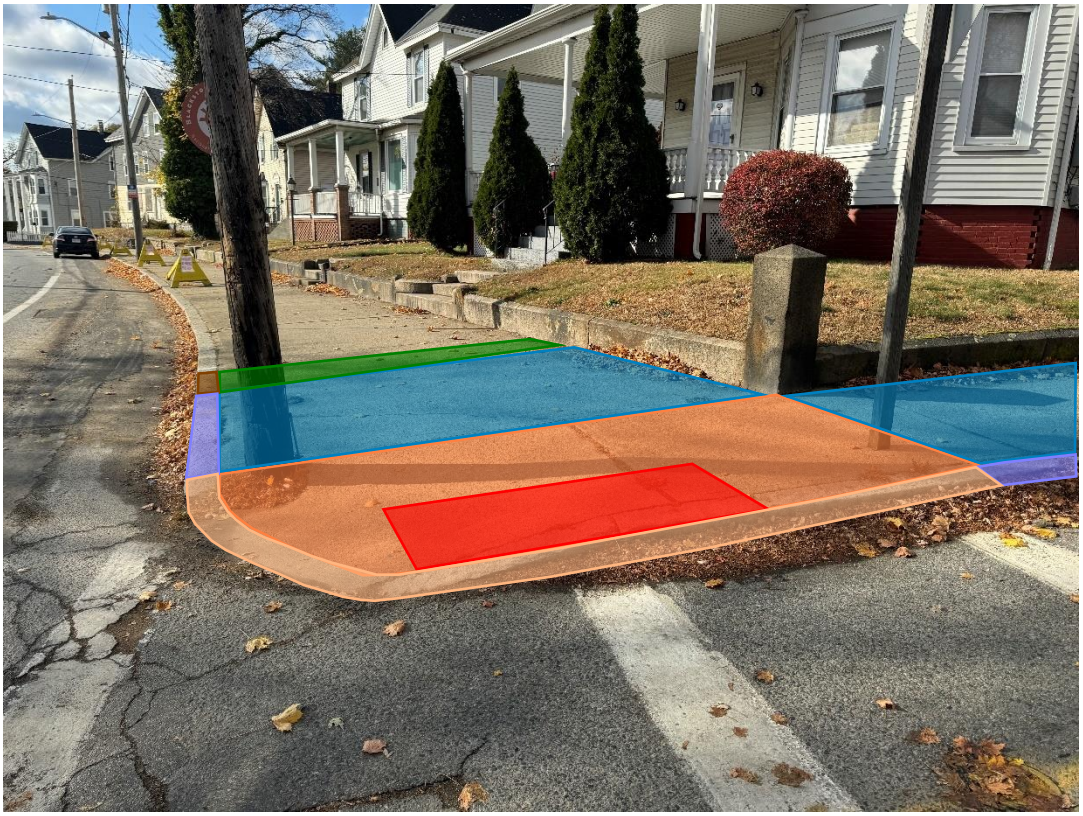
Ramp 10.04 – Adams Street (Proposed)

ETHEL STREET @ SOCIAL STREET

WOONSOCKET, RI

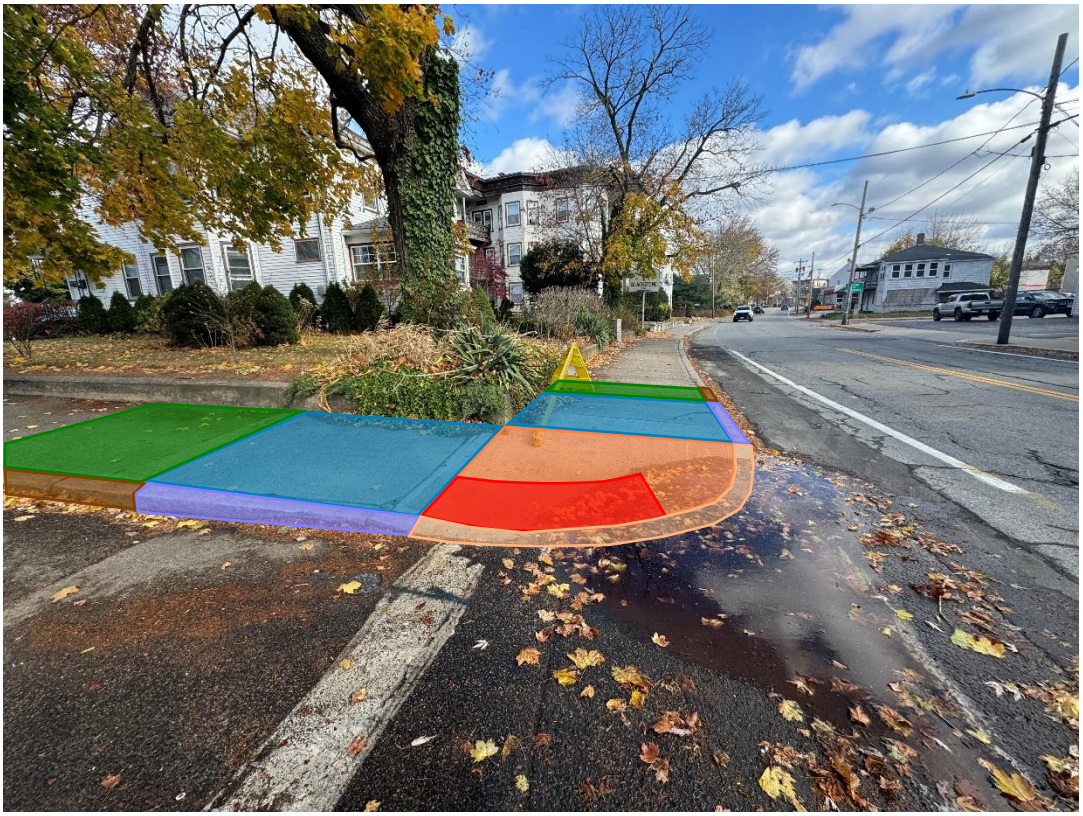
Ramp No.	Details
10.05	Ramp design is ADA compliant. No constraining issues.
10.06	Ramp design is ADA compliant. No constraining issues.

Ramp 10.05 – Ethel Street



Ramp 10.05 – Ethel Street (Proposed)

Ramp 10.06 – Ethel Street

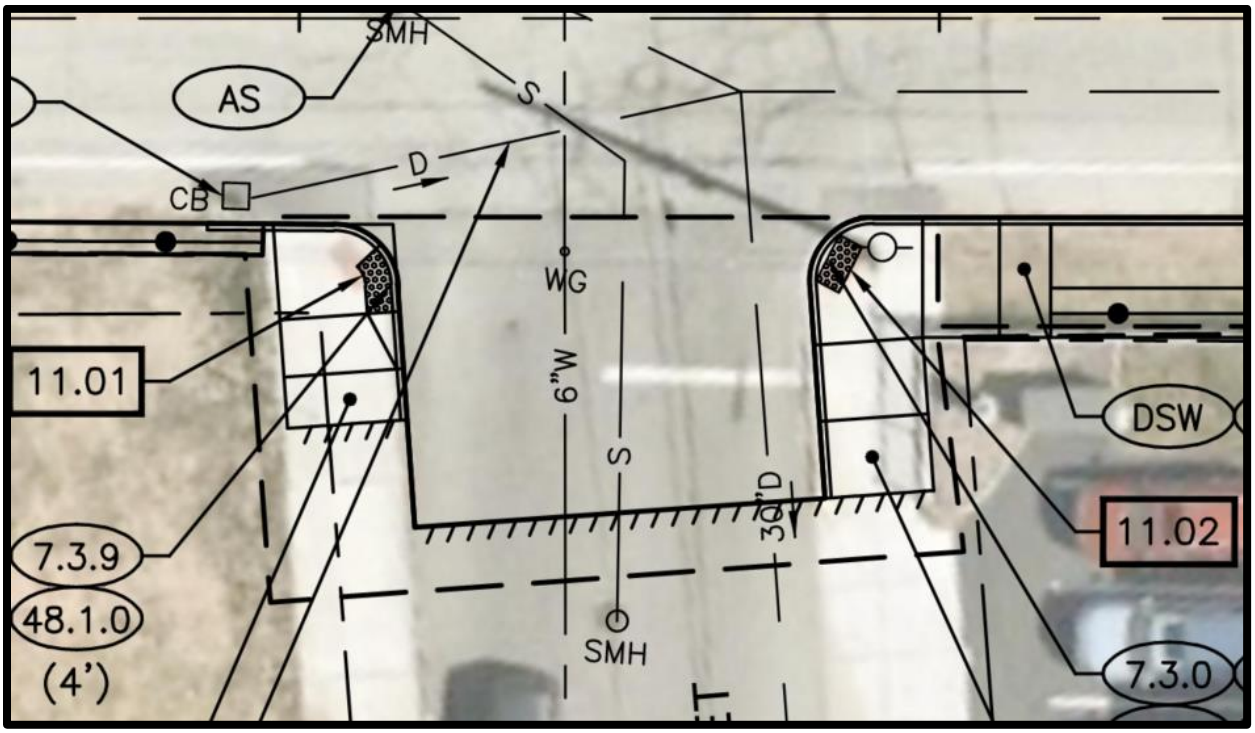


Ramp 10.06 – Ethel Street (Proposed)

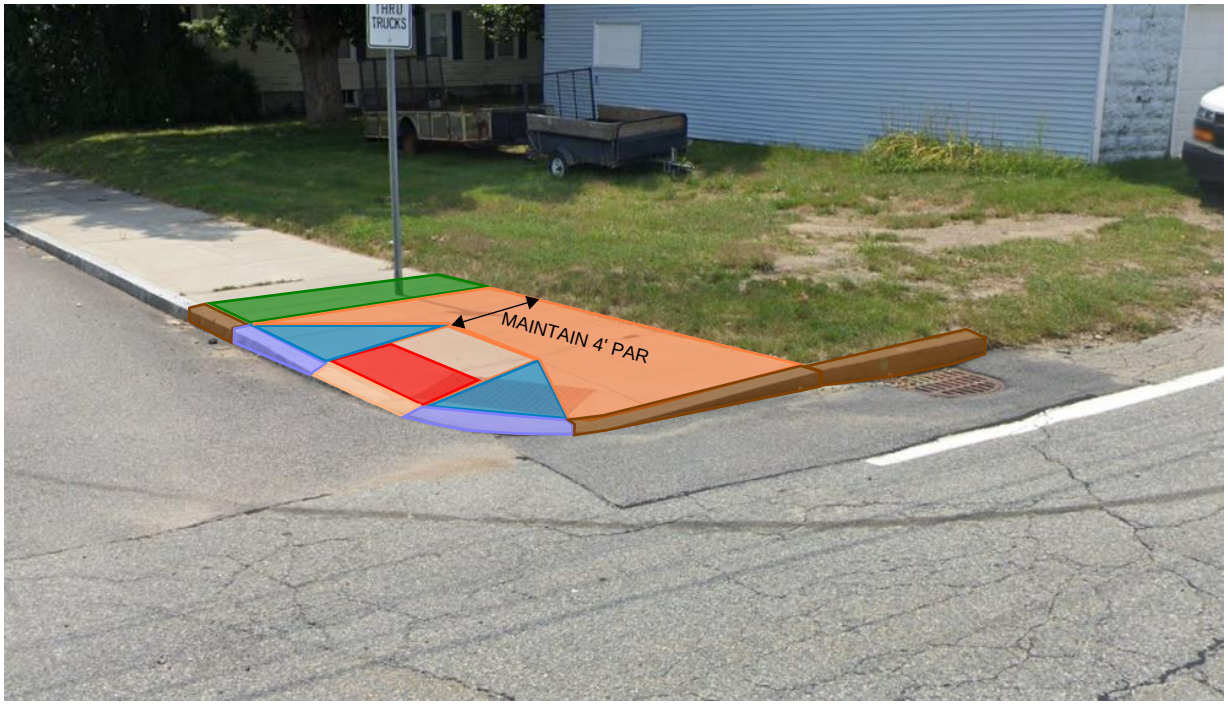
ROLAND STREET @ DIAMOND HILL ROAD

WOONSOCKET, RI

Ramp No.	Details
11.01	Ramp design is ADA compliant. No constraining issues.
11.02	Ramp design is ADA compliant. No constraining issues.

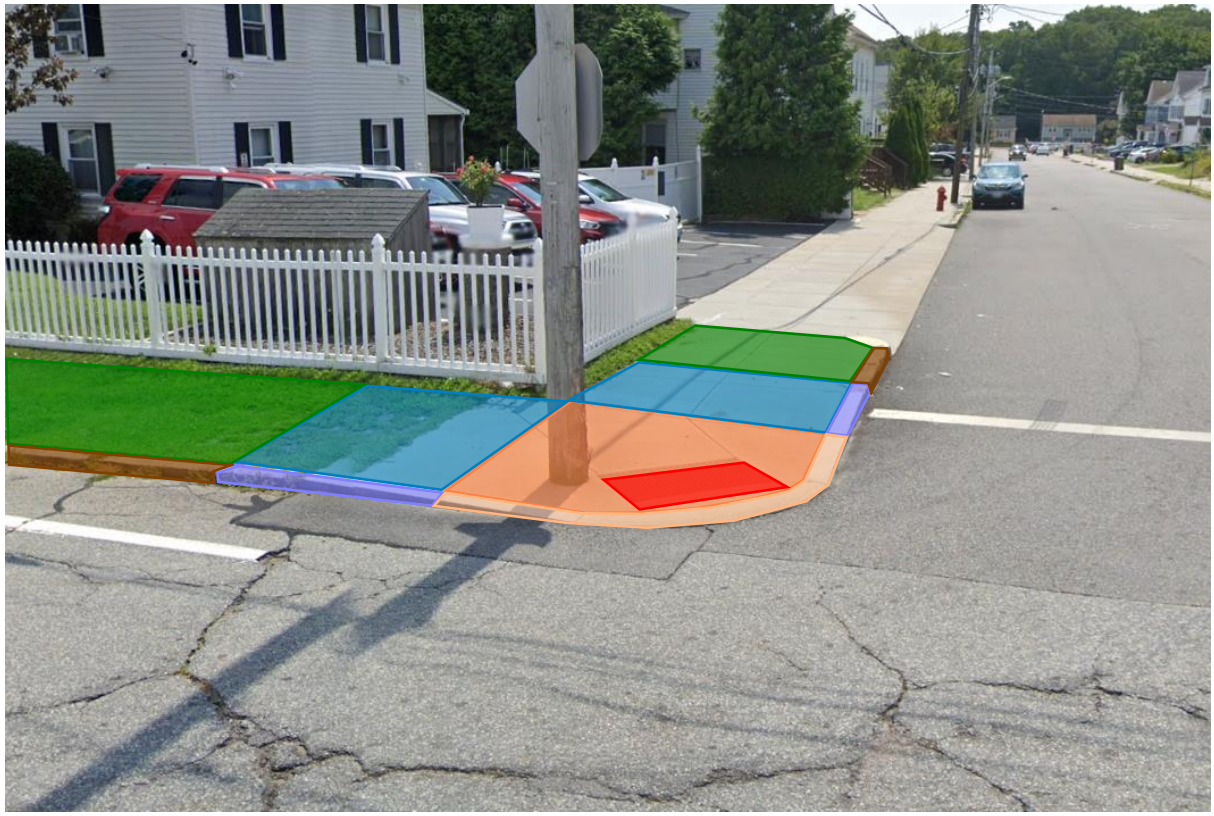


Ramp 11.01 – Roland Street



Ramp 11.01 – Roland Street (Proposed)

Ramp 11.02 – Roland Street

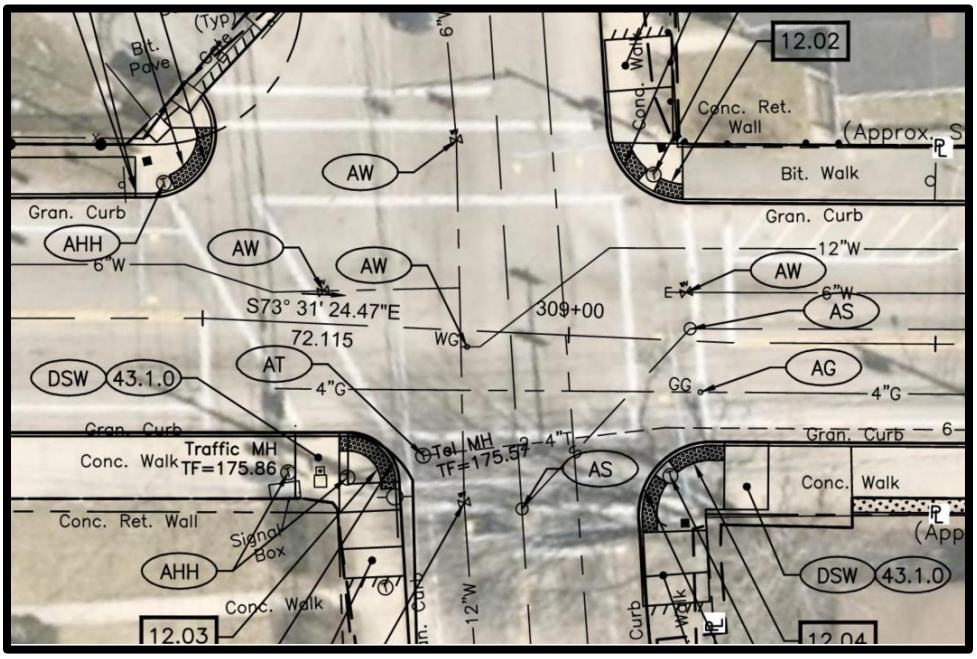


Ramp 11.02 – Roland Street (Proposed)

RATHBUN STREET @ DIAMOND HILL ROAD

WOONSOCKET, RI

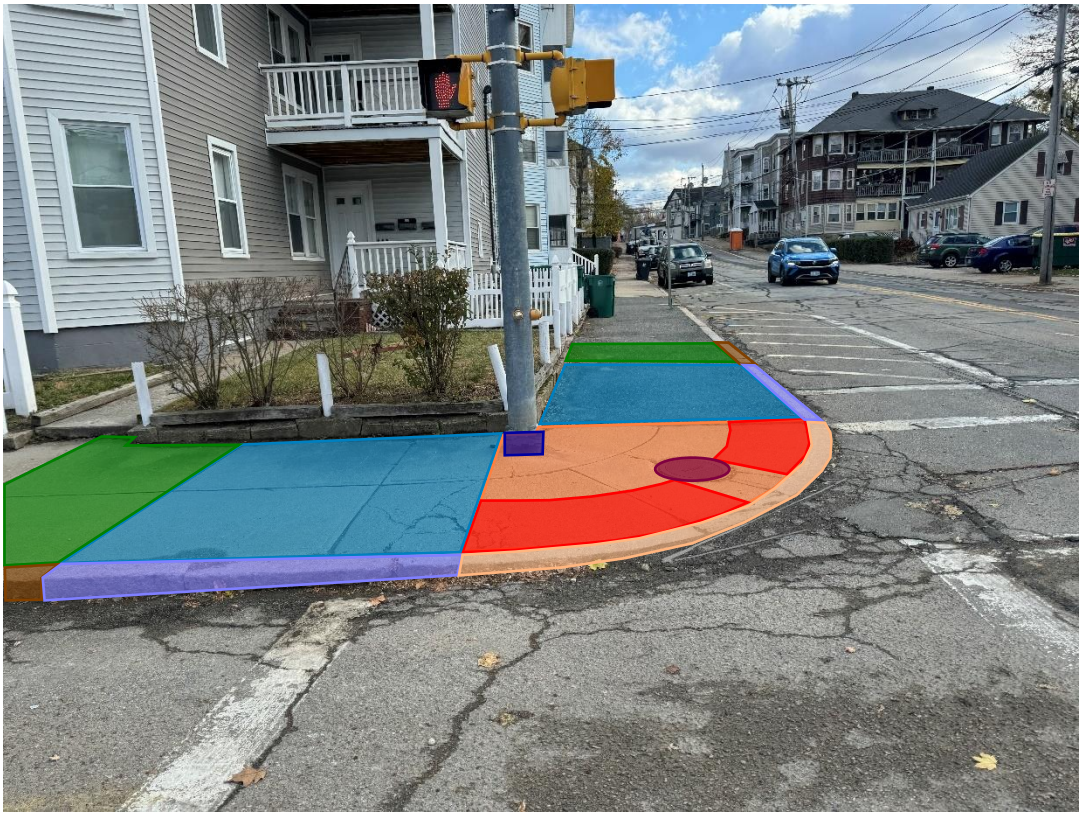
Ramp No.	Details
12.01	Ramp design is ADA compliant. No constraining issues.
12.02	Ramp design is ADA compliant. Detectable warning pad is split due to handhole in landing area.
12.03	Ramp design is ADA compliant. No constraining issues.
12.04	Ramp design is ADA compliant. Detectable warning pad is split due to handhole in landing area.



Ramp 12.01 – Rathbun Street

Ramp 12.01 – Rathbun Street (Proposed)

Ramp 12.02 – Rathbun Street



Ramp 12.02 – Rathbun Street (Proposed)

Ramp 12.03 – Rathbun Street

Ramp 12.03 – Rathbun Street (Proposed)

Ramp 12.04 – Rathbun Street

Ramp 12.04 – Rathbun Street (Proposed)

BELLINGHAM / WOOD STREET @ DIAMOND HILL ROAD

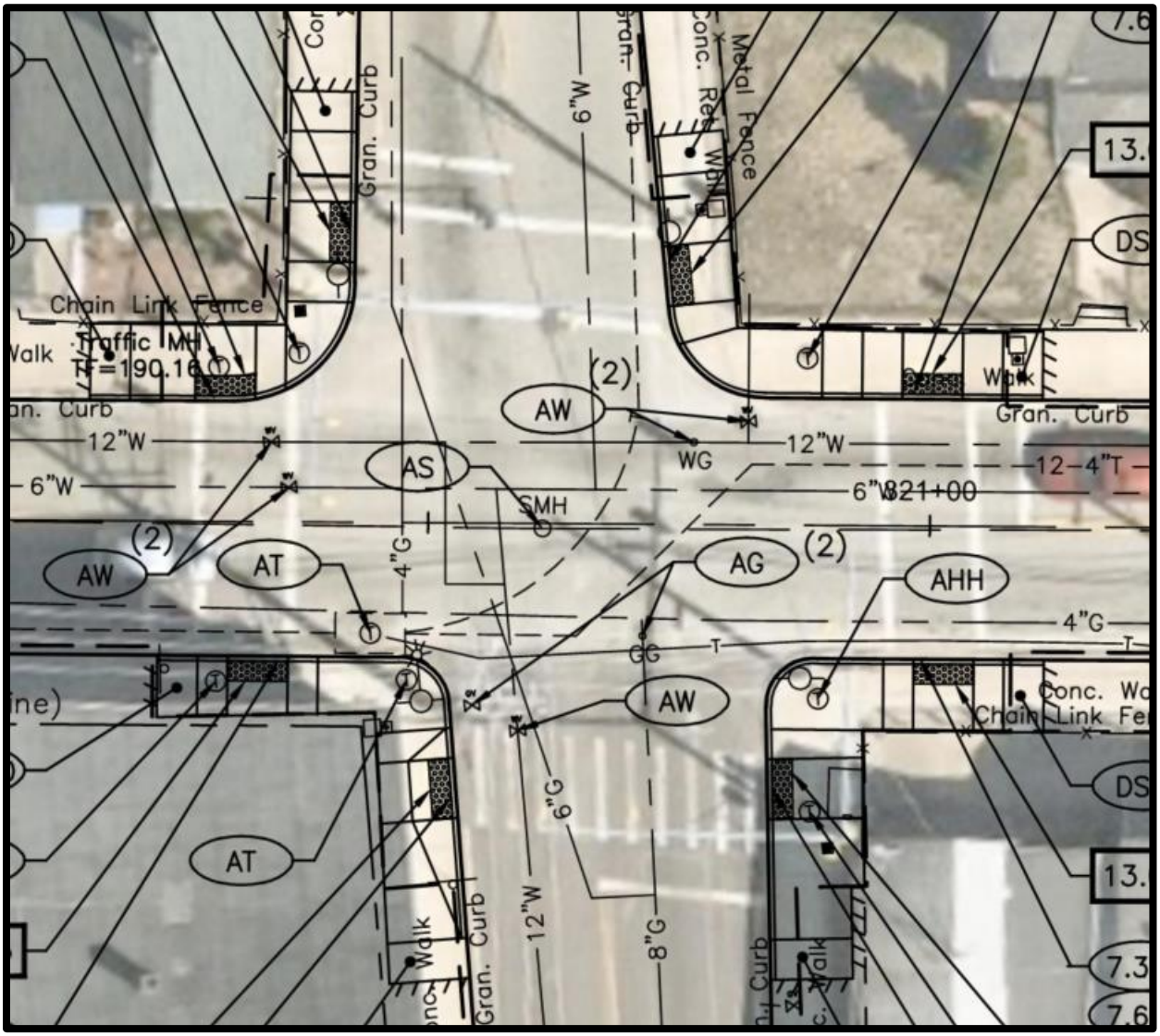
WOONSOCKET, RI

Ramp No.	Details
13.01	Ramp design is ADA compliant. No constraining issues.
13.02	There is no 4’ PAR between mast arm and utility pole in left side transition.
13.03	Ramp design is ADA compliant. Utility pole is in transition.
13.04	Ramp design is ADA compliant. No constraining issues.
13.05	Ramp design is ADA compliant. No constraining issues.
13.06	Ramp design is ADA compliant. No constraining issues.
13.07	Ramp design is ADA compliant. Cabinet is located in landing area.

BELLINGHAM / WOOD STREET @ DIAMOND HILL ROAD

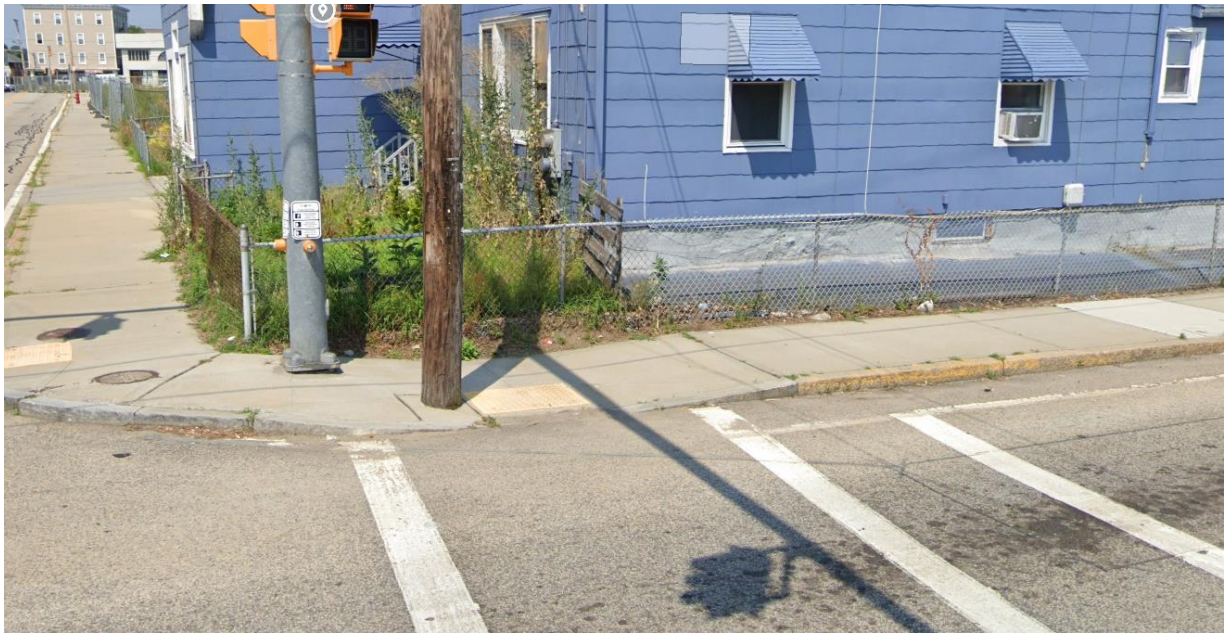
WOONSOCKET, RI

13.08	Ramp design is ADA compliant. No constraining issues.



Ramp 13.01 – Diamond Hill Road

Ramp 13.01 – Diamond Hill Road (Proposed)



Ramp 13.02 – Bellingham Street

Ramp 13.02 – Bellingham Street (Proposed)

Ramp 13.03 – Bellingham Street

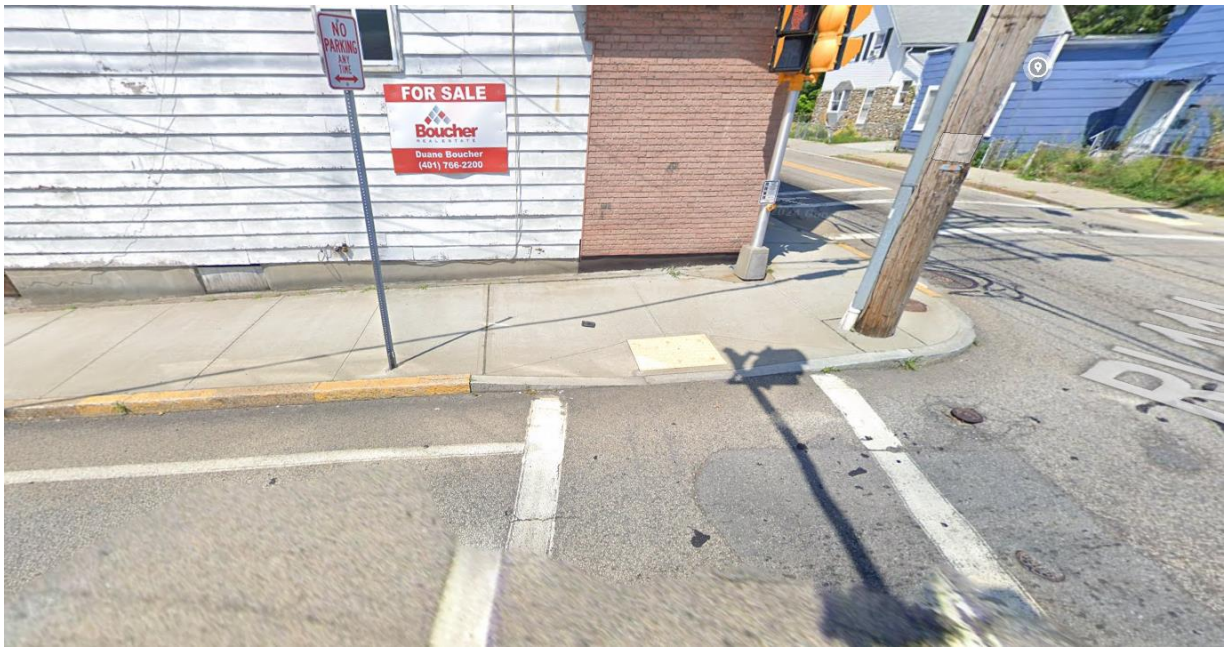
Ramp 13.03 – Bellingham Street (Proposed)

Ramp 13.04 – Diamond Hill Road

Ramp 13.04 – Diamond Hill Road (Proposed)

Ramp 13.05 – Diamond Hill Road

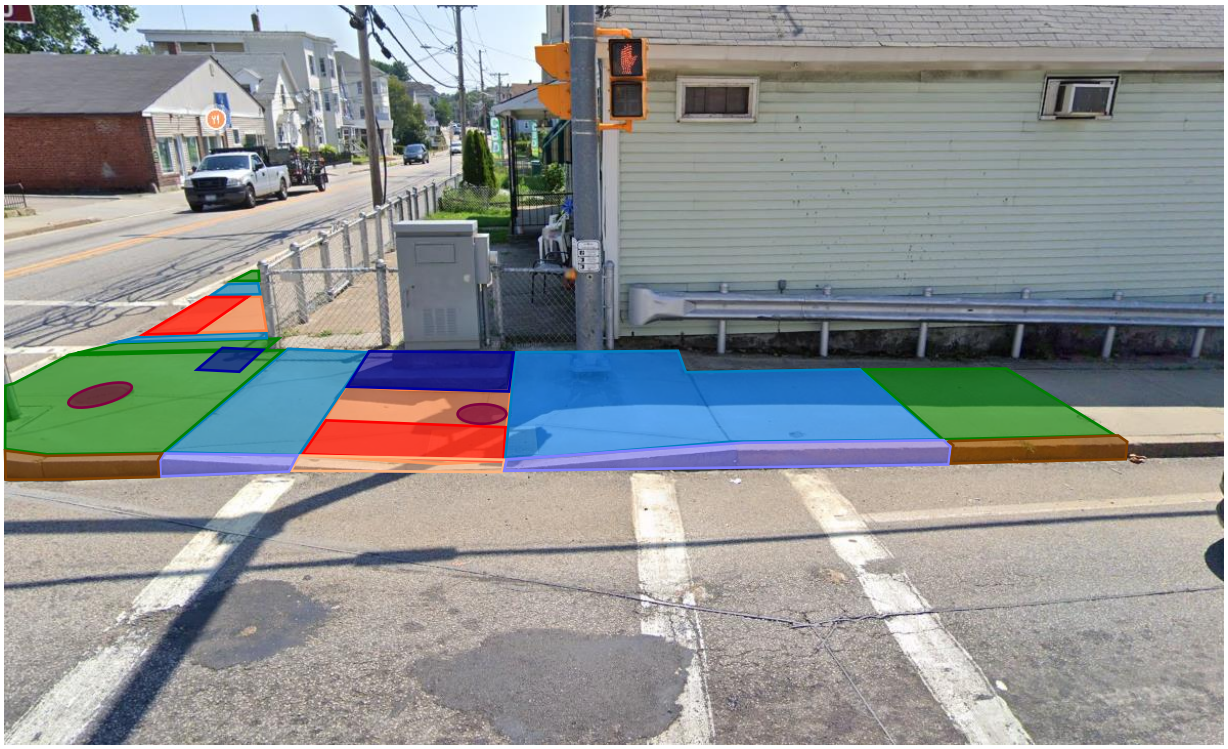
Ramp 13.05 – Diamond Hill Road (Proposed)



Ramp 13.06 – Wood Street

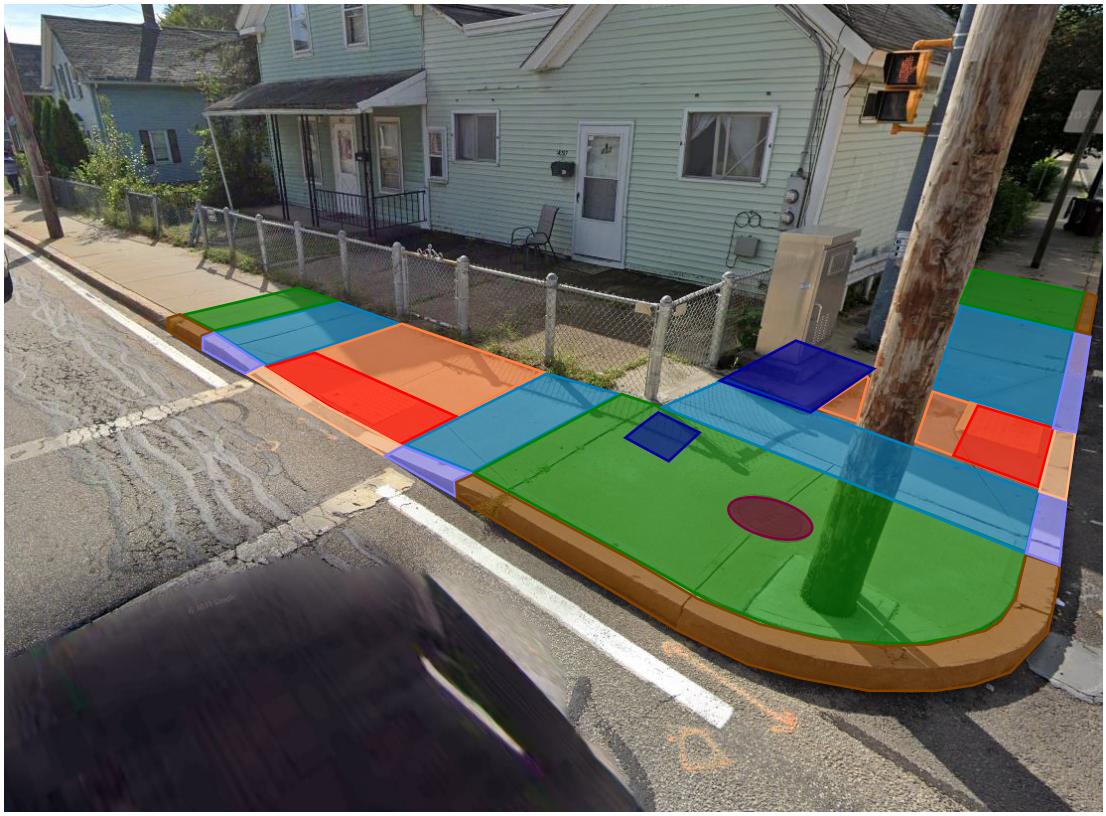
Ramp 13.06 – Wood Street (Proposed)

Ramp 13.07 – Wood Street



Ramp 13.07 – Wood Street (Proposed)

Ramp 13.08 – Diamond Hill Road

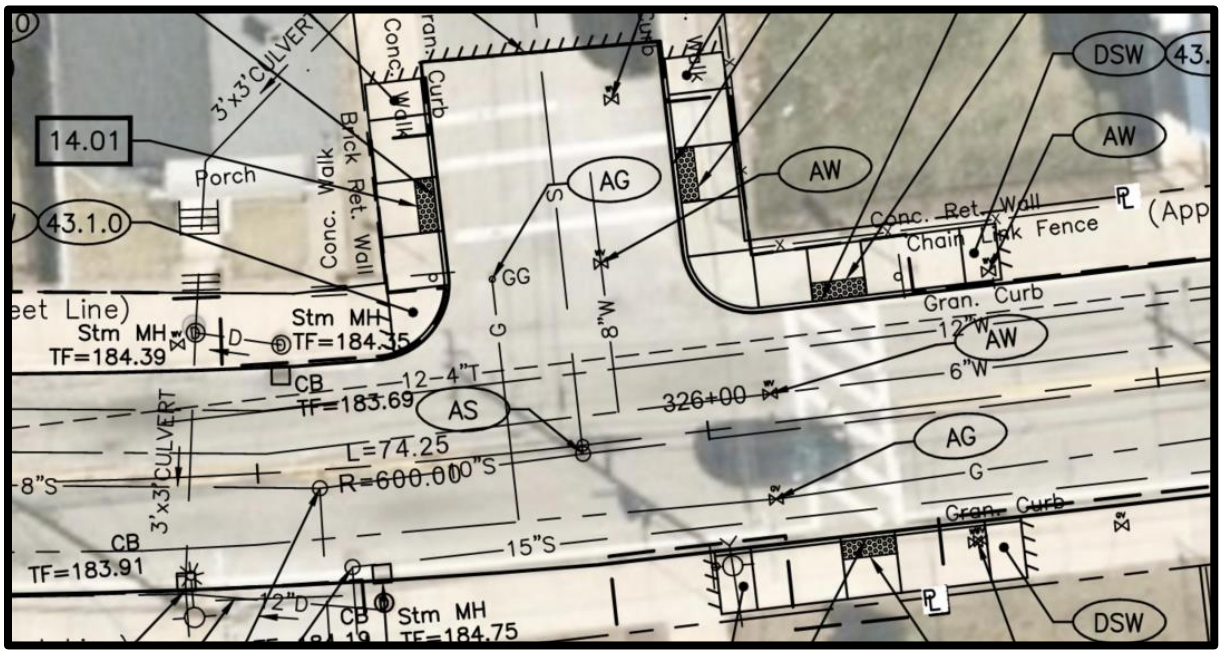


Ramp 13.08 – Diamond Hill Road (Proposed)

SALISBURY STREET @ DIAMOND HILL ROAD

WOONSOCKET, RI

Ramp No.	Details
14.01	Ramp design is ADA compliant. No constraining issues.
14.02	Ramp design is ADA compliant. No constraining issues.
14.03	Ramp design is ADA compliant. No constraining issues.
14.04	Ramp design is ADA compliant. No constraining issues.



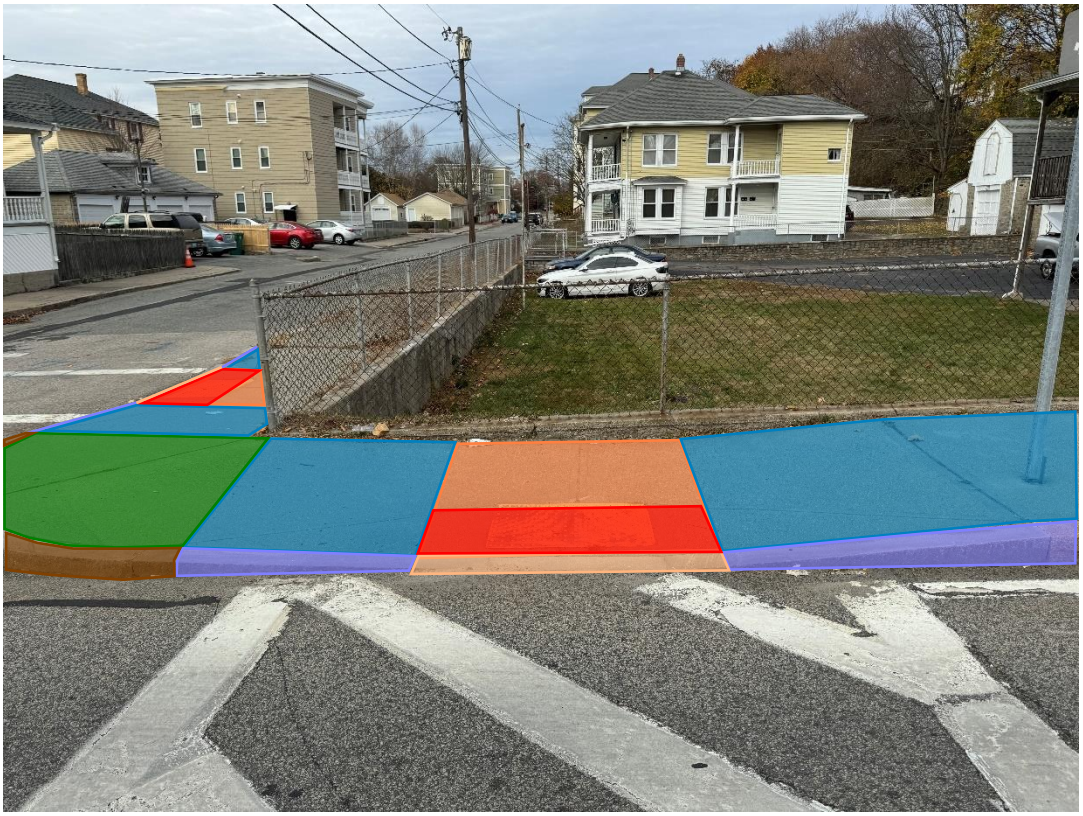
Ramp 14.01 – Salisbury Street

Ramp 14.01 – Salisbury Street (Proposed)

Ramp 14.02 – Salisbury Street

Ramp 14.02 – Salisbury Street (Proposed)

Ramp 14.03 – Diamond Hill Road



Ramp 14.03 – Diamond Hill Road (Proposed)

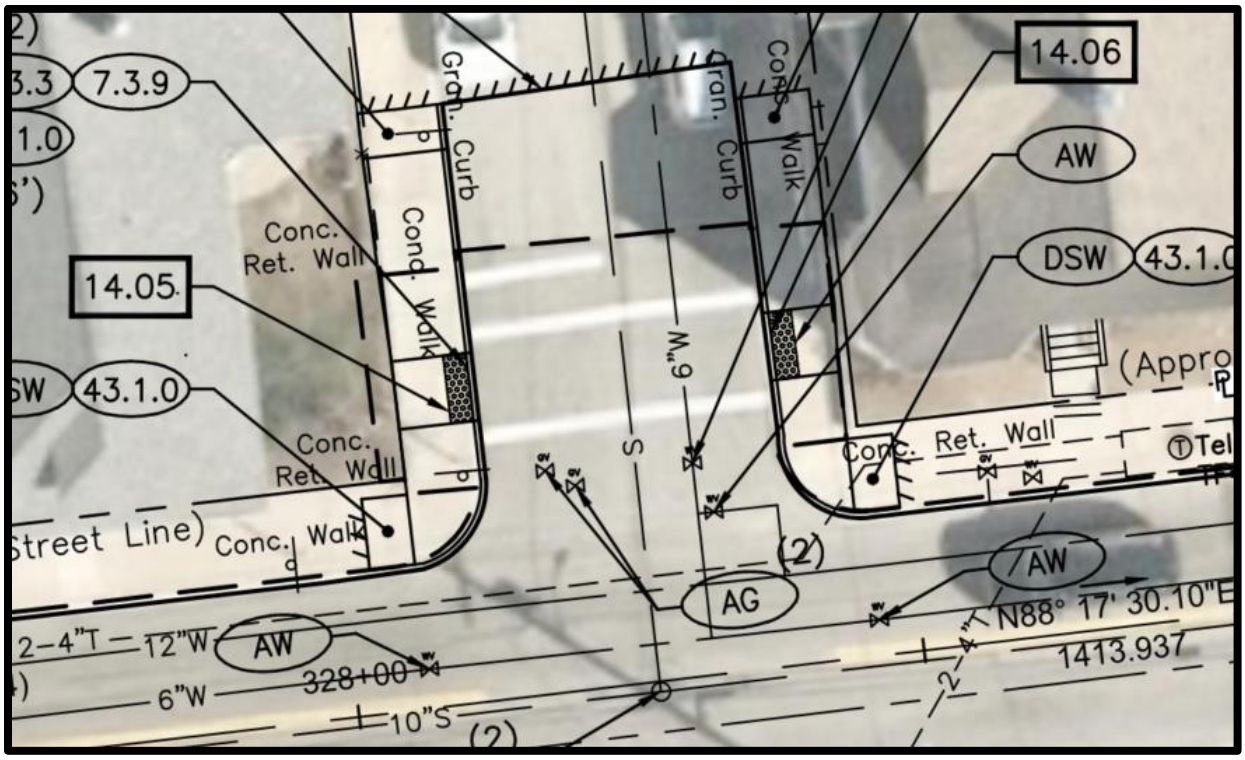
Ramp 14.04 – Diamond Hill Road

Ramp 14.04 – Diamond Hill Road

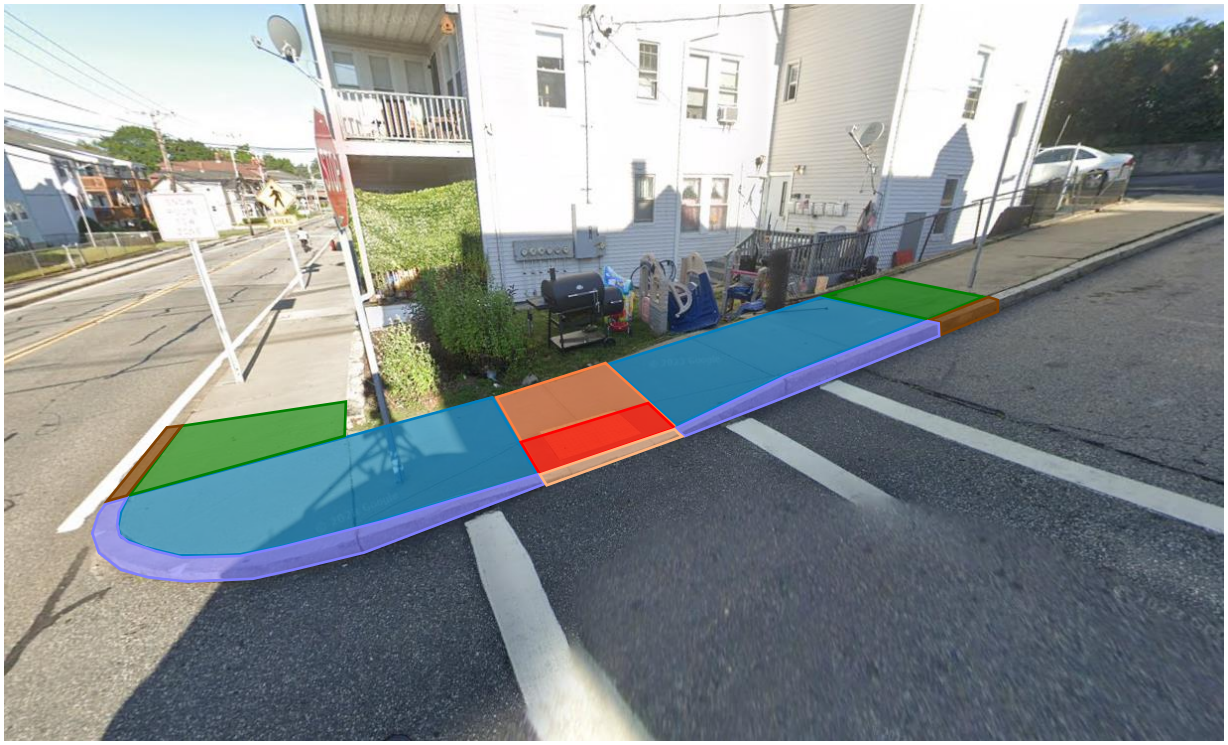
GARDEN STREET @ DIAMOND HILL ROAD

WOONSOCKET, RI

Ramp No.	Details
14.05	Ramp design is ADA compliant. No constraining issues.
14.06	Ramp design is ADA compliant. No constraining issues.

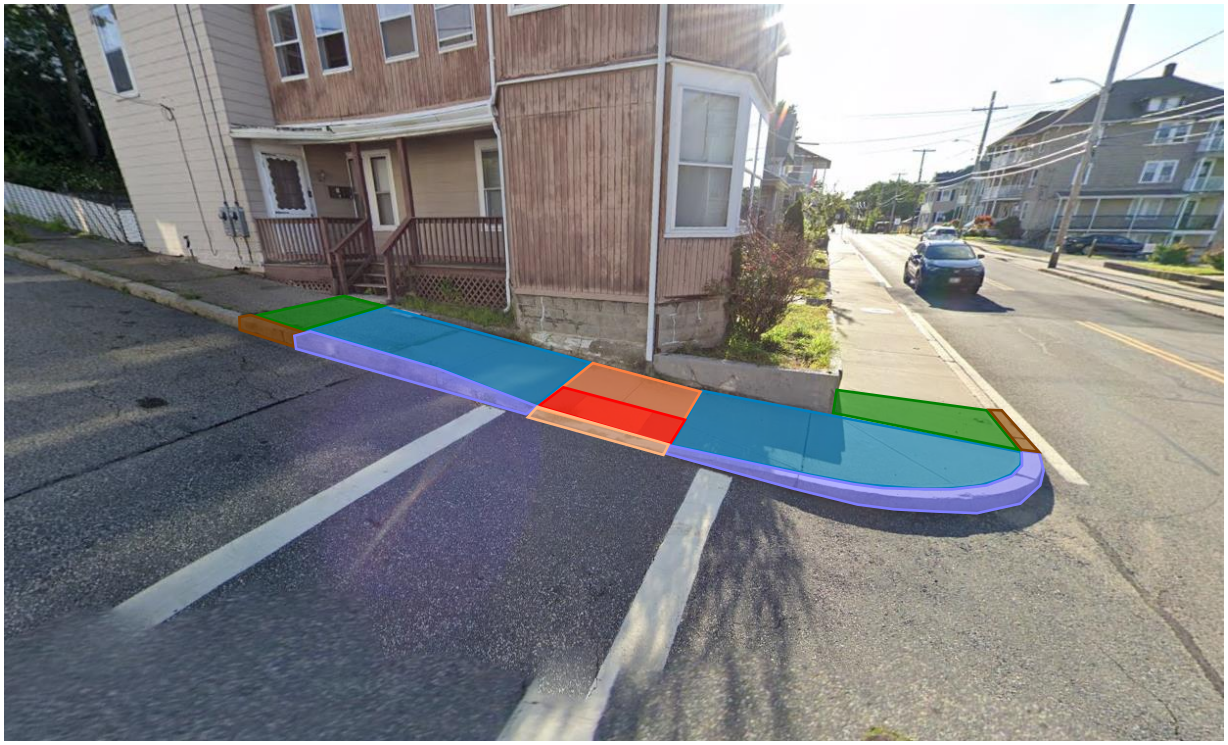


Ramp 14.05 – Garden Street



Ramp 14.05 – Garden Street (Proposed)

Ramp 14.06 – Garden Street

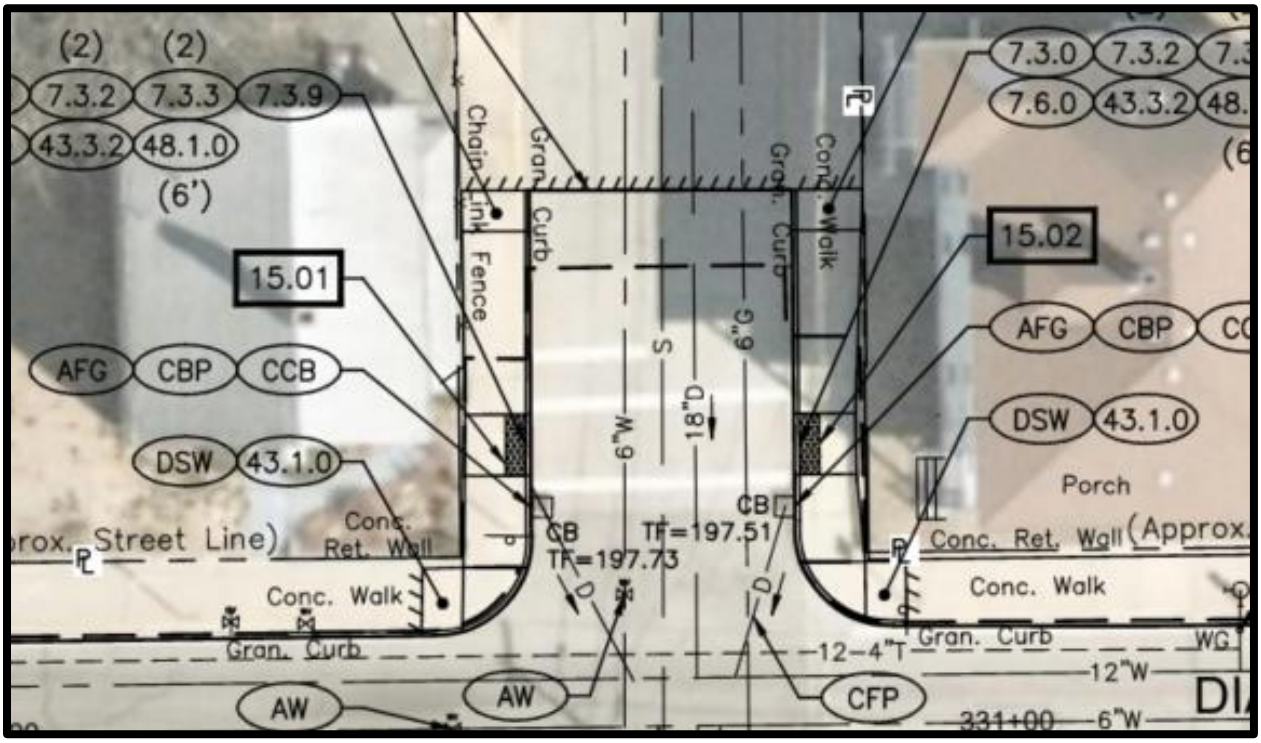


Ramp 14.06 – Garden Street (Proposed)

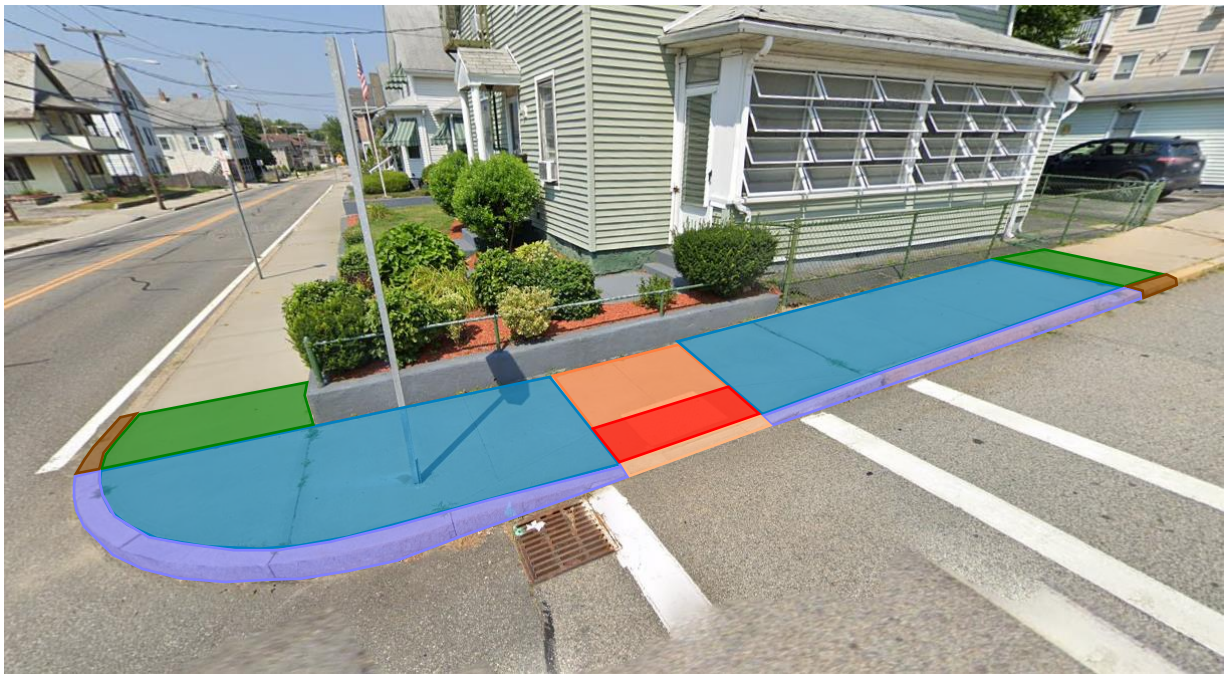
DEWEY STREET @ DIAMOND HILL ROAD

WOONSOCKET, RI

Ramp No.	Details
15.01	Ramp design is ADA compliant. Max out transition due to road grade.
15.02	Ramp design is ADA compliant. Max out transition due to path opening at top of transition.

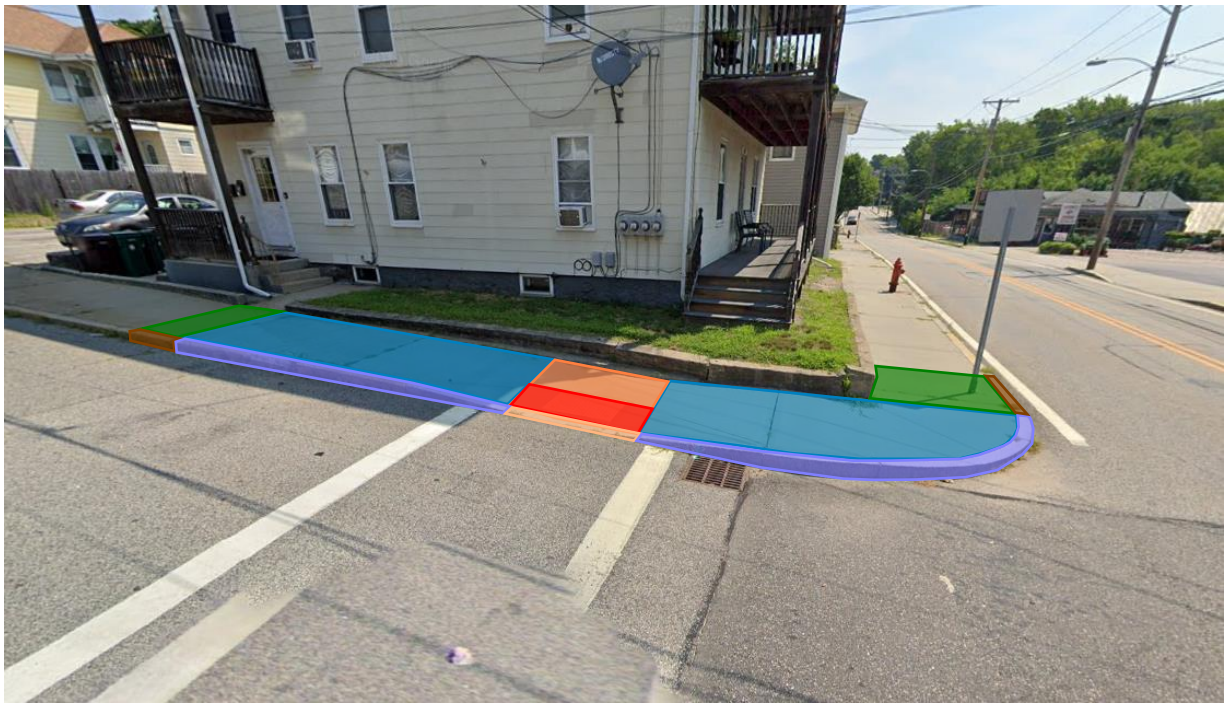


Ramp 15.01 – Dewey Street



Ramp 15.01 – Dewey Street (Proposed)

Ramp 15.02 – Dewey Street

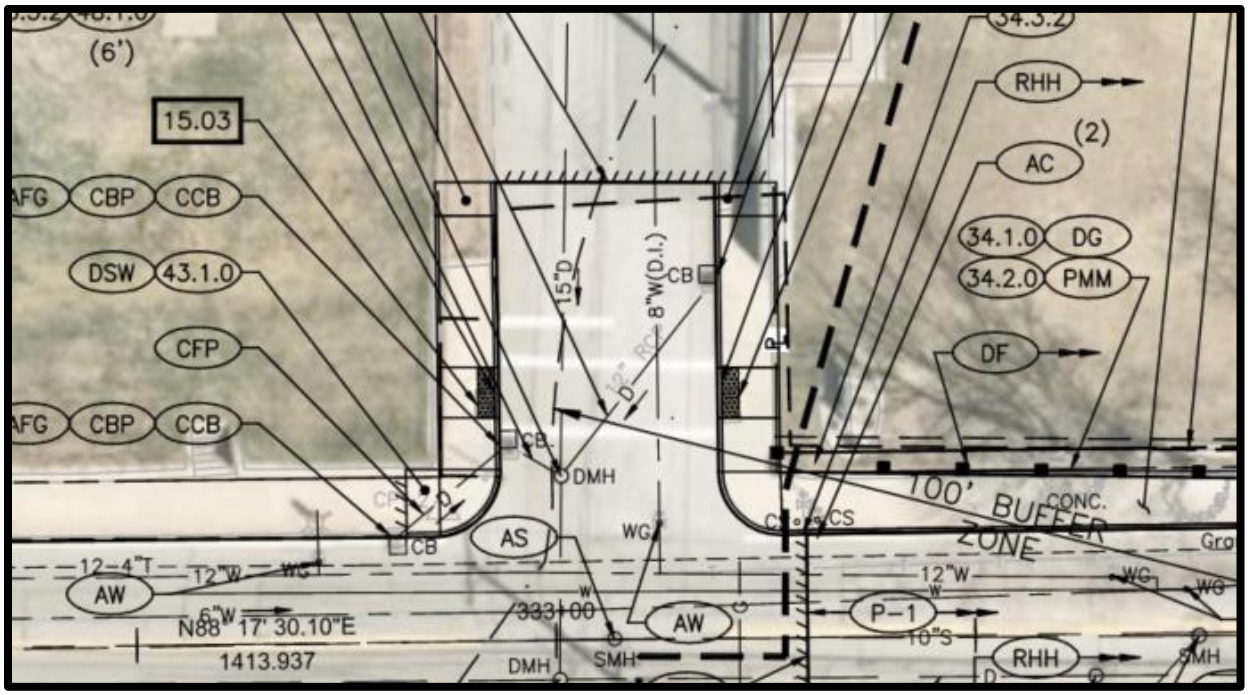


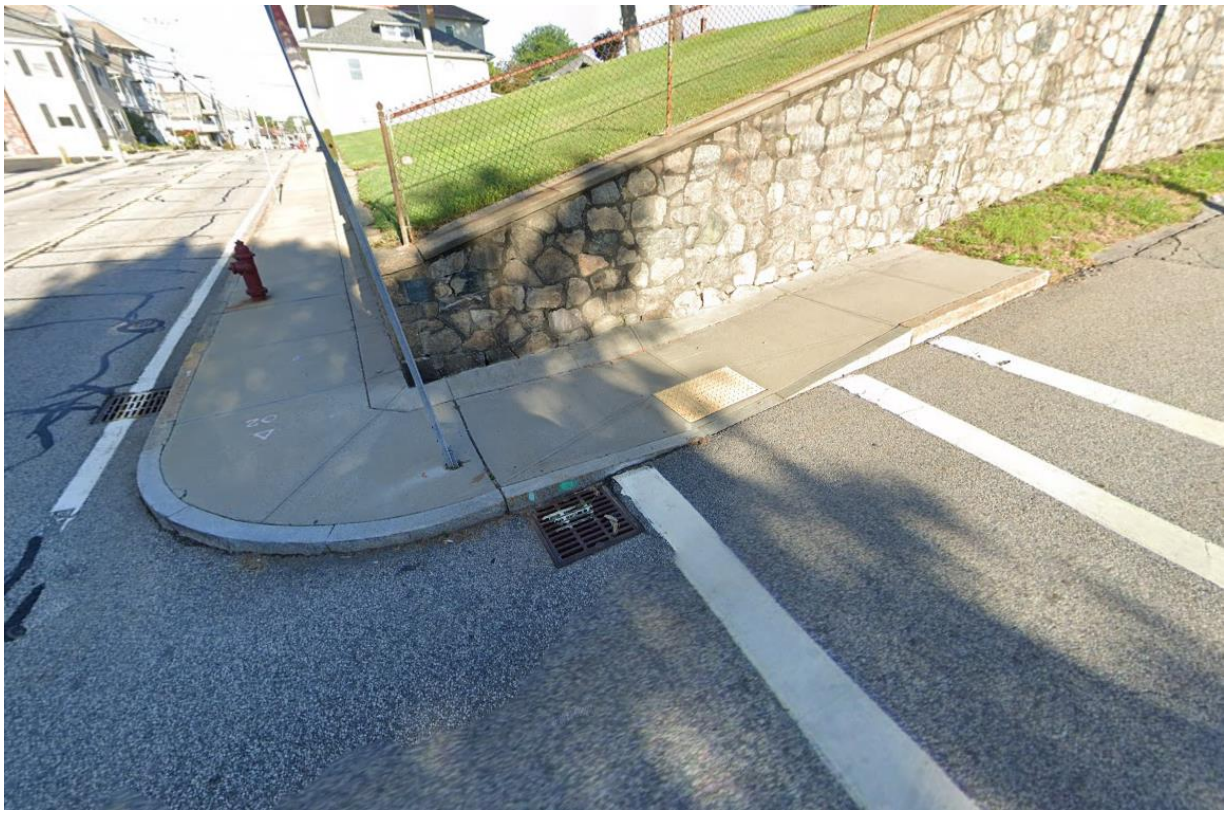
Ramp 15.02 – Dewey Street (Proposed)

FULTON STREET @ DIAMOND HILL ROAD

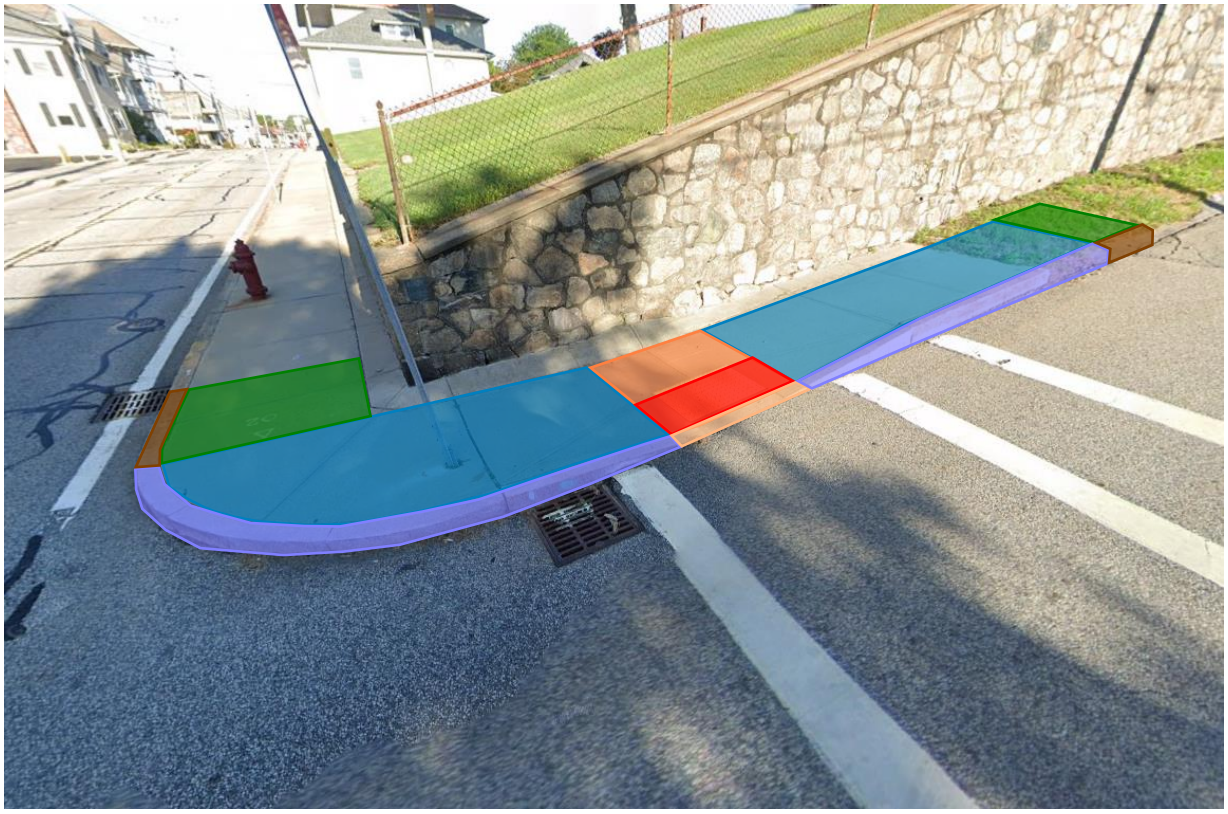
WOONSOCKET, RI

Ramp No.	Details
15.03	Ramp design is ADA compliant. Max out transition due to road grade.
15.04	Ramp design is ADA compliant. Max out transition due to inlet stone.





Ramp 15.03 – Fulton Street



Ramp 15.03 – Fulton Street (Proposed)

Ramp 15.04 – Fulton Street

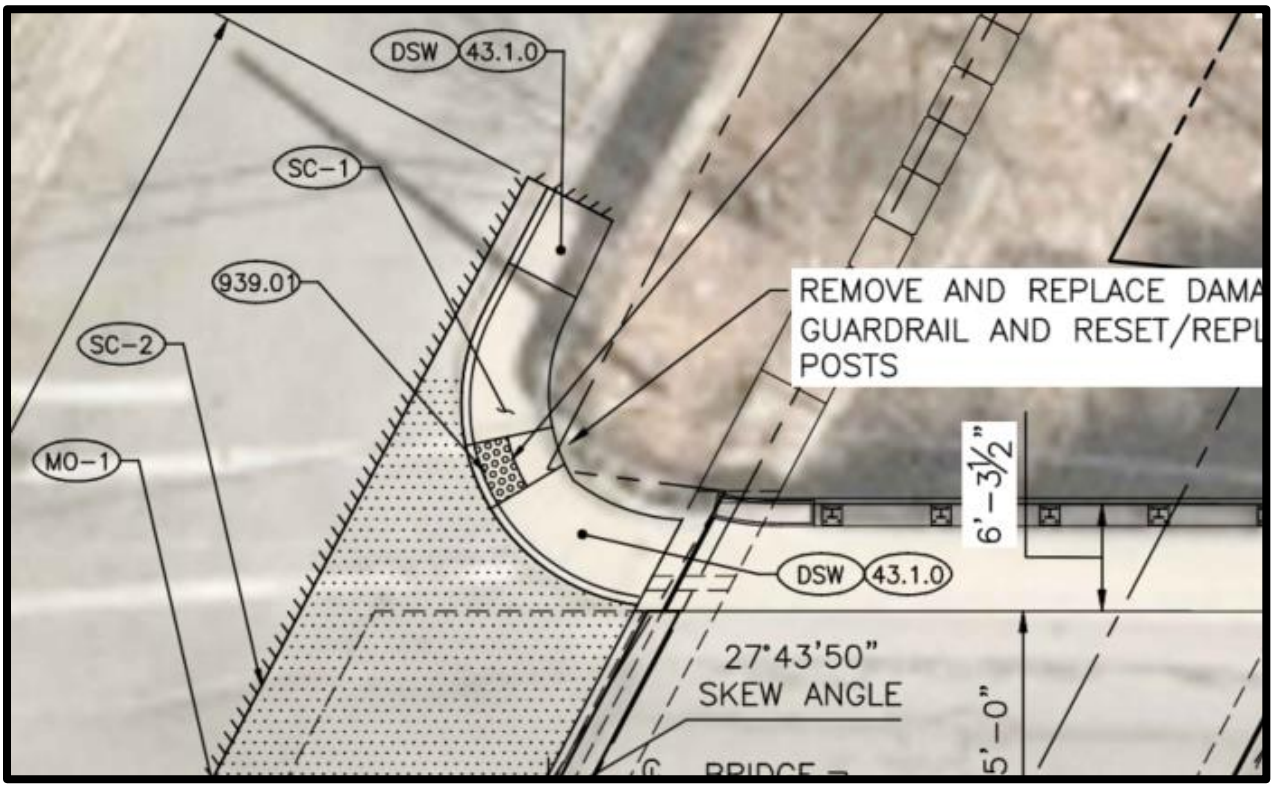
Ramp 15.04 – Fulton Street (Proposed)

VOLUME THREE

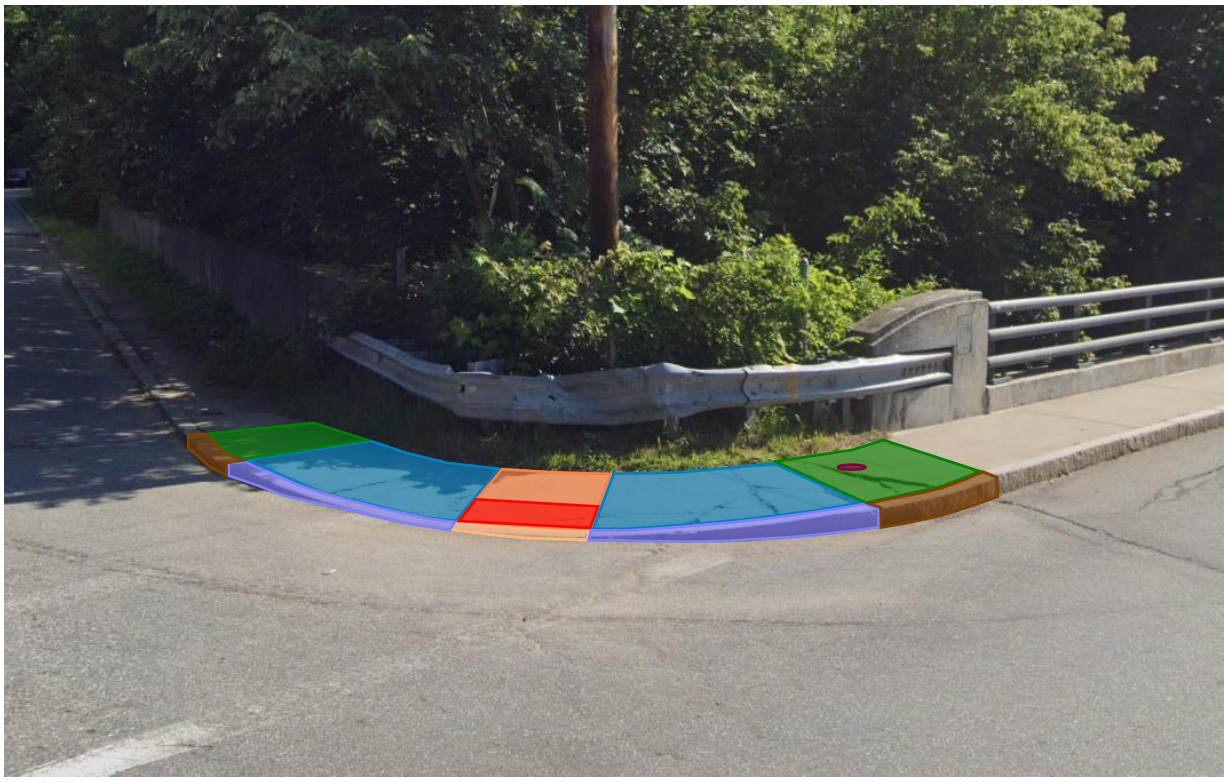
W SCHOOL STREET @ BLACKSTONE STREET

WOONSOCKET, RI

Ramp No.	Details
939.01	Ramp design is ADA compliant. No constraining issues.



Ramp 939.01 – W School Street



Ramp 939.01 – W School Street (Proposed)

APPENDIX

Genesee & Wyoming Railroad Requirements

Genesee & Wyoming Railroad Services, Inc.

Real Estate Department, 13901 Sutton Park Dr., S, Suite 270, Jacksonville, FL 32224

Contractors Access/Occupancy on Railroad Property

☐ **Check box if Contractor unknown at this time** *(this form will need to be completed with contractor information and submitted prior to any work once bid process is complete)*

Incomplete or Inaccurate Information will delay application request

Section 1 - Applicant Data

Complete Legal Name of Applicant to appear on License Agreement: _____

Applicant Mailing Address: _____

_____

Applicant Overnight Address: _____

_____

Type of Entity: ☐ Corporation ☐ Partnership ☐ Sole Proprietor ☐ Individual ☐ Municipality ☐ Developer ☐ Other

If other please explain: _____

State of Incorporation or Partnership: _____

Contact during Application Process:

Name: _____

Contact Telephone _____ Email Address: _____

Section 2 - Location Data

Railroad Name: _____ Estimated Start Date _____

Specify the amount of time access is required: _____ **Reason for extension of time beyond 60 days _____

****$500 extension fee for each additional 30 days being requested.**

Nearest City: _____ County: _____ State: _____

REQUIRED: Latitude/Longitude (Convert to Decimal Format) (ex 12.3456789/-64.101112): _____

Address of proposed worksite: _____

_____

Railroad Subdivision - if known _____ **US DOT/AAR Crossing Number - if available** _____

Section 3 - Existing Agreement Data

Is there an Existing Agreement at this Location which will be affected by this Request?

☐ Yes ☐ No If YES, List Agreement Number(s): _____

Will facility be exclusively used by Applicant? ☐ Yes ☐ No

If YES, List Name of Lessee: _____

Describe the complete scope of work on or around Railroad property (REQUIRED):

_____

_____

_____

_____

Section 4 - Department of Transportation (D.O.T.)

Is this installation associated with a Department of Transportation project? ☐ Yes ☐ No

If Yes, complete the following:

D.O.T. Contract Number: _____ **D.O.T. Project Number:** _____ **D.O.T. Project Name:** _____

D.O.T. Contact Information:

Name: _____

Address: _____

City: _____ **State:** _____ **Zip Code:** _____

Phone Number _____ **Email Address** _____

Some important items to note when completing the application:

Checklist prior to submittal

- ☐ Latitude & longitudinal information converted to digital decimal format with an aerial map of location
- ☐ Payment for fees included - check payable to specific railroad
- ☐ If paying fees by credit card a completed signed credit card release is included - only Visa, MasterCard or Discover can be accepted - US Roads only
- ☐ Applications can be emailed with a copy of the check in order to start the approval process. Only the check for the doc prep fees needs to be mailed or overnighted when the complete application packet is emailed. Include a copy of the application to make sure the payment is matched to the correct project.
- ☐ ***When returning the signed agreement and proof of insurance for final review and exeuction please allow 2-3 weeks prior to the start of work. Once all required fees are paid and documentation in place the agreement must go through an approval process before it can be finalized.***

Section 5 - Insurance Requirements - US Roads

Insurance Requirements prior to any construction project - Both the Utility Owner and the Contractor completing installation are required to provide proof of current Commercial General Liability Insurance. Prior to construction the Contractor is required to provide current proof of Railroad Protective Liability Insurance.

General Liability insurance must meet the minimum requirements of $2M per occurrence and $6M aggregate per the terms of the written contract.
Automobile Insurance must meet the minimum requirements of $1M bodily injury and property damage per occurrence.
The General Liability certificate is required to show proof of **CG2417 or its equivalent**. *(Contractual Liability Railroads)*
Evidence of **Workers Compensation** must be provided on certificate and meet the minimum requirements of $1M.
Certificate Holder naming *(specified Railroad)* **Specified Railroad names can be found at www.gwrr.com**

General Liability, Automobile Liability and Umbrella/Excess Liability provides additional insured status to the certificate holder and any other party(ies) specified in or required by written contract between the named insured and the certificate holder.

Where applicable and permitted by law, all policies include a blanket automatic waiver of subrogation endorsement that provides this feature in favor of the certificate holder and any other party(ies) specified in or required by written contract between the named insured and the certificate holder.

Prior to Construction or any access within 50' of Railroad a current **Certificate of Railroad Protective Liability insurance (RPL)** which shows the ***specific Railroad*** as named Insured. If the Contractor does not carry a policy of Railroad Protective Liability insurance, this coverage can be secured through the railroad. An application and current Fee structure for this coverage is available upon request.

Insurance Requirements for potentially hazardous pipelines such as natural gas, oil, petroleum, etc. to be amended as shown below

General Liability Insurance which names the ***specific Railroad*** as additional insured and must meet the limits of $**5M per occurrence and $10M aggregate**. Such policy shall be endorsed to provide Waiver of Subrogation in favor of the certificate holder per written contract.

Pollution Legal Liability Insurance with minimum limits of **Five Million Dollars ($5,000,000)** per occurrence naming the ***certificate holder*** as additional insured per written contract. Such policy shall be endorsed to provide Waiver of Subrogation in favor of the certificate holder per written contract.

Section 6 - Insurance requirements - Canadian Roads

Insurance Requirements prior to any construction project - Both the Utility Owner and the Contractor completing installation are required to provide proof of current Commercial General Liability Insurance.

General Liability insurance must meet the minimum requirements of $2M per occurrence and $2M aggregate per the terms of the written contract.
Automobile Insurance must meet the minimum requirements of $1M bodily injury and property damage per occurrence.
Where applicable, the General Liability certificate is required to show proof of **CG2417 or its equivalent.** (Contractual Liability Railroads)
Evidence of **Workers Compensation** must be provided on certificate and meet the minimum requirments of $1M.
Certificate Holder naming *(specified Railroad)* **Specified Railroad names can be found at www.gwrr.com**

General Liability, Automobile Liability and Umbrella/Excess Liability provides additional insured status to the certificate holder and any other party(ies) specified in or required by written contract between the named insured and the certificate holder.

Where applicable and permitted by law, all policies include a blanket automatic waiver of subrogation endorsement that provides this feature in favor of the certificate holder and any other party(ies) specified in or required by written contract between the named insured and the certificate holder.

IMPORTANT

Prior to application submittal, Questions can be answered and additional contact information obtained by visiting the website at www.gwrr.com - select the specific railroad and click on the link for Real Estate.

Plans for proposed installations shall be submitted to and approved by the Railroad, on behalf of itself, its subsidiaries, and affiliates, and designated engineer before work can begin! Applications submitted not meeting current specifications as outlined in the General Specifications for Sub-grade and Above grade Utility Crossings of Railway's Right-of-Way will be returned and may incur additional engineering review fees. For your convenience a copy of these specifications can be found on the website at www.gwrr.com.

Materials and installations are to be in strict accordance with specifications of National Electrical Safety Code, AREMA, current edition, and requirements of the Railroad.

Upon application approval, applicant agrees to reimburse Railroad for any cost incurred by Railroad incident to the installation, maintenance and/or supervision necessitated by the installation. Applicant further agrees to assume all liability for accidents or injuries that arise as a result of this installation.

This section must be completed in full, signed and dated prior to submittal to the Real Estate Department for processing. Unsigned applications, incomplete or inaccurate Information will delay application request and may incur additional fees.

Date: _____ **Signature:** _____

Phone Number _____ **Printed Name** _____

Fax Number: _____ **Title:** _____

Please make check payable to the specific Railroad where proposed work is to occur. A list of Genesee & Wyoming, Inc. subsidiary railroads can be found at: www.gwrr.com . W-9 information available upon request.

Mail the application for proposed project, along with the applicable non-refundable fee(s) in U.S. Funds (Canadian Applicants please pay all fee in Canadian Funds plus HST) to:

Genesee & Wyoming Railroad Services, Inc.
Attn: Real Estate Department
13901 Sutton Park Dr. S., Suite 270
Jacksonville, FL 32224

In order for the application to be complete ALL required details pertinent to the proposed installation must be completed in full and submitted along with the following fees:

	# of Copies	Amount Due	Description
☐	1	$2,250	Engineer review fee, plans/drawings, no larger than 11 x 17. Larger drawings may incur additional engineering fees.
☐	1	$1,750	Completed Contractor's Access/Occupancy Application and Fee required with ALL application submittals. If the contractor is unknown at time of submittal just check the box under the heading on the form.
		$4,000	**Full amount due with submittal for new utility installations -** *Unless prior arrangements are made, applications received without payment will not be processed until receipt of payment. This could extend the time frame for the processing of your request.*
Only applicable for projects over 60 days		$500	Extension fee for each additional 30 days over the initial 60 days

Standard Application processing takes approximately 6-8 weeks. PLEASE READ IN FULL - "Expedited processing" is available and will reduce the processing time to between 1-2 weeks at an additional cost of $3,000. For *all expedited requests* the application and plans submitted must meet engineering specifications and be approved in order for the applicable agreement(s) to be forwarded to the applicant for signature within 2 weeks *from receipt of all required information and full payment of required fees* . It is important to note that an incomplete application and plans submitted that do not meeting engineering specifications will cause a delay in the processing of expedited request and the two week guarantee no longer applies if revisions are required to be made by the applicant in order for them to meet engineering specs for engineering to approve the request.

The expedited processing of an application does not apply to the final review and execution phase of the agreement process. Once a signed agreement has been received and ALL required fees and insurance has been submitted the agreement(s) is(are) forwarded for final review by a VP of Real Estate, Legal and the signatory for the Railroad. This final review and execution process can take up to 2 weeks from receipt of all required documentation and fees. This part of the agreement process cannot be expedited.

At this time we are unable to expedite requests for the installation of new private grade crossings, industrial track agreements, and track leases. The process for these requests varies somewhat from the review and approval process for new utilities and takes a little longer to secure all required approvals.

Entering or working on the railroad right of way or any other railroad property without the permission of the railroad is trespassing and illegal. Violators risk the possibility of serious, even fatal injury and will be prosecuted.

CONTRACTOR RIGHT OF ENTRY LICENSE AGREEMENT

THIS AGREEMENT (the "Agreement") is made as of _____, 20___, (the "Effective Date"), by and between [INSERT RAILROAD NAME] ("Railroad") and [INSERT CONTRACTOR NAME] ("Licensee").

WITNESSETH:

WHEREAS, Licensee has submitted a written request or application to Railroad requesting permission to enter Railroad's property at or near the location specified in Section 1 below for the limited purpose of performing certain work; and

WHEREAS, Railroad is willing to grant to Licensee the limited right and permission to enter upon such property for the limited purpose of performing such work in accordance with the terms provided herein.

NOW THEREFORE, in consideration of these promises, the Agreement herein, and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

Section 1. LOCATION/PAYMENT/WORK PRACTICES:

1.1 Railroad hereby conveys to Licensee the limited right and permission to enter upon the Railroad's property located at or near Milepost [INSERT MILEPOST], [INSERT SUBDIVISION] Subdivision, Latitude: [INSERT LATITUDE], Longitude: [INSERT LONGITUDE] located in [INSERT TOWN], in the County of [INSERT COUNTY], State of [INSERT STATE] as reflected on the map attached hereto as Exhibit A and incorporated herein by reference (the "Property") for the purpose of Licensee, through its employees, agents or contractors to [INSERT DESCRIPTION OF CONTRACTOR'S PROJECT/WORK] (the "Work"); and

1.2 Upon payment of a fee referenced in Section 11 herein, Railroad hereby grants to Licensee, the right and permission to enter upon Railroad's Property for the purpose of performing the Work, subject to the terms, conditions and provisions set forth in this Agreement.

1.3 The Work shall be performed at the entire cost and expense of Licensee, in accordance with good and sound engineering practices, to the satisfaction of Railroad's Chief Engineer, or his duly authorized representative (the "Representative"), and in a manner to avoid accident, damage or harm to persons or property and delays to or interference with the operations of Railroad.

Section 2. PRIOR NOTICE/FLAGGING/OTHER CONDITIONS.

2.1 Licensee or Licensee's contractor shall notify Railroad's Representative at least five (5) business days before proceeding with any phase of the Work on the Property and shall abide by the instructions of said Representative concerning the safety of the Railroad. All persons entering the Property pursuant to the permission granted herein shall comply with and perform the Work in accordance with Genesee & Wyoming Inc.'s Code of Ethics and Conduct and all publicly available policies referenced therein, including but not limited to the Contractor Safety Rules (collectively, the "Policies"), which can be located at https://www.gwrr.com/investors/pdfs/GWR_US_Ethics_073008.pdf and https://www.gwrr.com/download.axd/0774e378f35949f59f232ef1adbc63e7.pdf?d=Contractor%20Safety%20Rules The following Personal Protective Equipment ("PPE") must be worn at all times on the Property: Hard Hats, Safety Footwear, certified Eye Protection with side shields and approved High-Visibility Work wear. Additional forms of PPE may be required under certain circumstances as specified in the aforesaid Contractor Safety Rules.

2.2 Railroad shall furnish such personnel, flagman or watchman which in Railroad's sole discretion may be necessary to protect the facilities and traffic of Railroad during the performance of said Work. The

Licensee or its contractor shall reimburse Railroad promptly for the actual cost of said services, including all applicable surcharges, upon receipt of bill or bills therefor.

2.3 No equipment of Licensee or of its contractor, shall be placed and operated, nor Work permitted to be performed at a distance closer than fifty (50) feet from the center of track, nor equipment moved across the Railroad's track(s) at other than an established public crossing, unless prior arrangements have been made with said Chief Engineer or his Representative. Appropriate precautions must be taken by Licensee and its contractor to avoid interference with or damage to Railroad's facilities during the course of the Work.

2.4 Prior to entering upon the Property, Licensee agrees to comply with **the RAILROAD'S ROADWAY WORKER PROTECTION TRAINING POLICY** as set forth in Exhibit B attached hereto and incorporated herein by reference, if such training is applicable as determined in the sole discretion of Railroad.

2.5 The permission herein granted is subject to all existing leases, licenses and occupancies of the Property by third parties. Licensee acknowledges that, in agreeing to this Agreement, Railroad acts on its own behalf only and has no authority to act, and does not claim to act, on behalf of any other entity or person with respect to any right any such other entity or person may have to object to this Agreement. Licensee shall secure the consent, and protect the facilities, of each such third party occupier of the Property.

2.6 Licensee shall implement and enforce a safety program conforming to all applicable requirements of federal, state and local laws, rules and regulations.

Section 3. LEGAL COMPLIANCE.

Licensee expressly agrees, at its own cost and expense, to comply and cause its agents, employees and contractor(s) to comply with all applicable ordinances, rules, regulations, requirements and laws of any governmental authority (state, federal or local) having jurisdiction over the Work or Licensee's activities, including the location, contact, excavation and protection regulations of the Occupational Safety and Health Act and state "One Call" - "Call Before You Dig" requirements. Licensee shall indemnify, defend and save harmless Railroad and its affiliates from and against, and shall pay, all expenses, damages, penalties, and claims, including without limitation reasonable counsel fees, that may arise from, or be imposed because of, the failure of Licensee to comply with this Section.

Section 4. LIABILITY/INDEMNITY.

4.1 Licensee hereby assumes risk of and agrees to indemnify, defend, protect and save Railroad and its affiliates, and each of their directors, officers, agents and employees of Railroad, harmless from and against (a) injury to or death of any person or persons whomsoever, including but not limited to the agents, employees or contractor(s) of the parties hereto, and (b) the loss or damage to any property whatsoever, including property claims, demands, suits, judgments or expenses incurred in connection therewith. resulting from or arising out of the acts or omissions of Licensee, its agents, employees or contractor(s), or resulting from, arising out of, or occurring in connection with the entry or presence of Licensee, its agents, employees or contractor(s) on the Property, or resulting from, arising out of, or occurring in connection with the performance or execution of the Work performed under this Agreement or incidental thereto.

4.2 IN NO EVENT UNDER THIS AGREEMENT WILL RAILROAD HAVE ANY LIABILITY FOR INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES. THE TERM "RAILROAD" AS USED IN THIS SECTION 4 SHALL INCLUDE THE SUCCESSORS, ASSIGNS, AND AFFILIATED COMPANIES OF RAILROAD, AND ANY OTHER RAILROAD COMPANY THAT MAY BE LAWFULLY OPERATING UPON AND OVER THE TRACKS, OR THE TRACKS CROSSING OR ADJACENT TO THE TRACKS, AND THE OFFICERS, AGENTS, INVITEES AND EMPLOYEES THEREOF.

Section 5. INSURANCE.

Licensee agrees to comply with the **INSURANCE REQUIREMENTS FOR CONTRACTOR RIGHT-OF-ENTRY LICENSE AGREEMENTS,** attached hereto as Exhibit C and incorporated herein by reference, and shall provide the required Certificate of Insurance to Railroad with return of the signed duplicate original of this Agreement prior to the commencement of the Work.

Section 6. NOTIFICATION.

Licensee shall promptly notify said Chief Engineer of any loss, damage, injury or death arising out of or in connection with said Work.

Section 7. RESTORATION.

Upon completion of the Work or the term of the Agreement, Licensee shall promptly remove from the Property all tools, equipment and materials placed thereon by Licensee. Licensee shall restore the Property to the same state and condition as when Licensee first entered thereon and shall leave the Property in a condition satisfactory to Railroad's Chief Engineer or Representative.

Section 8. TERM/TERMINATION.

This Agreement and the permission conferred and the license granted by it does not constitute a grant of permanent easement and shall terminate upon completion of the Work or at midnight 60 calendar days following the Effective Date, whichever occurs first, unless extended in writing by Railroad. Notwithstanding the foregoing, Railroad shall have the right to terminate this Agreement and the license granted hereunder immediately if Licensee defaults on any of the terms and/or conditions set forth herein.

Section 9. COMPLIANCE AND DOCUMENTATION.

Licensee agrees, and shall cause its agents, employees or contractor(s), to (a) understand and comply with the terms and conditions of this Agreement, (b) carry a copy of this Agreement at all times while on the Property, and (c) promptly present the copy of this Agreement to any employee of Railroad upon request.

Section 10. RAILROAD CONTACT INFORMATION.

The Railroad's Chief Engineer is:

[INSERT CHIEF ENGINEER'S NAME, ADDRESS AND PHONE NUMBER]

The Railroad's Representative is:

[INSERT RAILROAD REPRESENTATIVE'S NAME, ADDRESS AND PHONE NUMBER]

Railroad **EMERGENCY** Phone Number: **[INSERT PHONE NUMBER]**
Reference Location: **[INSERT RAILROAD NAME] Subdivision [INSERT SUBDIVISION] Milepost**
[INCLUDE MILEPOST FOR EMERGENCY NOTIFICATION]

Section 11. FEE.

Upon execution of this Agreement, Licensee shall pay Railroad the sum of $[INSERT AMOUNT] toward the cost of preparing this Agreement and for the privileges granted to the Licensee.

Section 12. NON-WAIVER.

If either party fails to enforce its respective rights under this Agreement, or fails to insist upon the performance of the other party's obligations hereunder, such failure shall not be construed as a permanent waiver of any rights or obligations in this Agreement.

Section 13. APPLICABLE LAW.

This Agreement shall be governed by and construed under the laws of the State of [INSERT STATE WHERE PROPERTY IS LOCATED], without regard to the choice of law provisions thereof.

Section 14. ASSIGNMENT.

Licensee shall not assign this Agreement without the prior written consent of Railroad, which consent may be granted or withheld at Railroad's sole discretion. This Agreement shall be binding upon the parties and their respective successors and permitted assigns.

Section 15. INTERPRETATION/SEVERABILITY.

To the maximum extent possible, each provision of this Agreement shall be interpreted in such manner as to be effective and valid under applicable law, but if any provision of this Agreement shall be prohibited by, or held to be invalid under, applicable law, such provision shall be ineffective solely to the extent of such prohibition or invalidity, and this shall not invalidate the remainder of such provision or any other provision of this Agreement.

Section 16. COUNTERPARTS.

This Agreement may be executed in multiple counterparts, each of which shall, for all purposes, be deemed an original but which together shall constitute one and the same instrument, and counterparts of this Agreement may also be exchanged via electronic facsimile machines and any electronic facsimile of any party's signature shall be deemed to be an original signature for all purposes.

Section 17. HEADINGS.

The headings of the Sections of this Agreement are inserted for convenience only and are not intended to govern, limit or aid in the construction of any term or provision of this Agreement.

Section 18. CONSTRUCTION OF TERMS.

The terms of this Agreement have been arrived at after mutual negotiation and, therefore, it is the intention of the Parties that its terms not be construed against any of the Parties by reason of the fact that it was prepared by one of the Parties.

[*Signature Page Follows*]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the Effective Date.

RAILROAD:	LICENSEE:
[INSERT NAME]	[INSERT NAME]
By:_____	By:_____
Name:	Name:
Its:	Its:

EXHIBIT A

DESCRIPTION OF PROPERTY

EXHIBIT B

ROADWAY WORKER PROTECTION TRAINING POLICY

A. In order to maintain the integrity and security of the Property and Railroad's operations, prior to each employee of Licensee and its contractor entering upon the Property (each a "Licensee Applicant"), Licensee shall cause its employees, and shall cause its contractor to require its employees, to successfully complete the Genesee & Wyoming Inc. Roadway Worker Training Program (the "Program") on an annual basis to be administered by Roadway Worker Training, Inc. (the "Program Administer"), at the sole cost and expense of the Licensee or contractor, as the case may be (the current cost of which is $50.00 USD per Licensee Applicant). The Program shall be available via the internet and instructions to access the Program set forth in Paragraph K.

B. Upon completion of the Program, the Licensee Applicant shall be required to satisfactorily complete a test administered by the Program Administer. The Program Administer shall be responsible for scoring such test and verifying whether the Licensee Applicant satisfies the requirements of Railroad to perform work on the Property. Any Licensee Applicant who fails to achieve a satisfactory score or who refuses to complete such test shall not be permitted to enter the Property.

C. When a satisfactory score is achieved by the Licensee Applicant, the Program Administrator shall furnish a certificate (the "Certificate") to the business address of Licensee or its contractor, as the case may be, for distribution to the Licensee Applicant. Until receipt of the Certificate from the Program Administrator, the Licensee Applicant shall print a temporary certificate authorizing the Licensee Applicant's access to the Property.

D. For the avoidance of doubt, satisfactory completion of the Program as evidenced by receipt of a Certificate does not in itself grant permission to the Licensee Applicant to enter the Property, except as expressly permitted under and in strict compliance with the terms of the Agreement.

E. The Licensee Applicant shall be responsible for carrying the Certificate at all times when on the Property.

F. All communications regarding Licensee Applicants, the Program, or any other matters described in this Exhibit B should be addressed to:

Michael Lundell
GWI Safety Department
13901 Sutton Park Drive South, Suite 180
Jacksonville, FL 32224
Mlundell @gwrr.com
(904) 596-1766

G. Licensee and its contractor shall be responsible for managing and recovering Certificates from their employees who resign, retire or are terminated.

H. Notwithstanding the receipt of a Certificate by a Licensee Applicant, Railroad reserves the right to reject any Licensee Applicant from entering upon the Property in Railroad's sole discretion in accordance with:

i) Genesee & Wyoming Inc. Code of Ethics and Conduct,

ii) Genesee & Wyoming Inc. Contractor Safety Rules, or

iii) upon failure to comply with the terms and conditions of the Agreement and all applicable laws.

I. To the extent that any portion of the requirements set forth in this Exhibit B violates any law, ordinance, statute or regulation that portion shall be ignored and the Licensee or contractor, as the case may be, shall comply with all remaining portions of Railroad's Roadway Protection Training Policy, the Program or the related application process.

J. Licensee or its contractor, as the case may be, shall be primarily responsible for enforcement of the Program; *provided, however*, that both Railroad and the Federal Railroad Administration reserve the right to audit Licensee and its contractor, as the case may be, for compliance with the Program and Railroad's Roadway Protection Training Policy. Should a Licensee or its contractor, as applicable, be found out of compliance, any and all fines or penalties incurred by Railroad due to such non-compliance shall be the sole obligation of the Licensee.

K. To access the G&W Roadway Worker Protection Training for Railroad Contractors Course on the RWT On-Line please follow these instructions:

- Start at website www.rrtrainers.com
- Click on the "On-Line Courses" button
- Select the G&W course by clicking on the course name
- On the right hand side of the page select "New User Registration"
- Fill out all of the fields on the registration page and submit
- You will receive a username and password via email
- After receiving the username and password go back to the On-Line Courses page and select the G&W course again
- Complete the registration process and training.

EXHIBIT C

INSURANCE REQUIREMENTS FOR RIGHT-OF-ENTRY LICENSE AGREEMENT

(a) The Licensee shall, at its own cost and expense, prior to entry onto the Property or the commencement of any work pursuant to this Agreement, procure and thereafter maintain throughout the term of this Agreement the following types and minimum amounts of insurance:

(i) The Licensee shall maintain Public Liability or Commercial General Liability Insurance ("CGL"), including Contractual Liability Coverage and CG 24 17 "Contractual Liability – Railroads" endorsement, covering all liabilities assumed by the Licensee under this Agreement, without exception or restriction of any kind, with a combined single limit of not less than Two Million Dollars ($2,000,000) for Bodily Injury and/or Property Damage Liability per occurrence, and an aggregate limit of not less than Six Million Dollars ($6,000,000) per annual policy period. Such insurance policy shall be endorsed to provide a **Waiver of Subrogation in favor of the Railroad and its affiliates and** shall name the **Railroad and its affiliates as Additional Insured**. An Umbrella or Excess policy may be utilized to satisfy the required limits of liability under this section, but must "follow form" and afford no less coverage than the primary policy.

(ii) The Licensee shall maintain Commercial Automobile Insurance for all owned, non-owned and hired vehicles with a combined single limit of not less than One Million Dollars ($1,000,000) for Bodily Injury and/or Property Damage Liability per occurrence. Such insurance policy shall be endorsed to provide a **Waiver of Subrogation in favor of the Railroad and its affiliates and shall name the Railroad and its affiliates as Additional Insured**.

(iii) The Licensee shall maintain Statutory Workers' Compensation and Employers' Liability Insurance for its employees (if any) with minimum limits of not less than One Million Dollars ($1,000,000) for Bodily Injury by Accident, Each Accident; One Million Dollars ($1,000,000) for Bodily Injury by Disease, Policy Limit; One Million Dollars ($1,000,000) for Bodily Injury by Disease, Each Employee. Such insurance policy shall be endorsed to provide a **Waiver of Subrogation in favor of the Railroad and its affiliates.**

(iv) **Prior to construction within 50' of the railroad tracks,** the Licensee shall purchase Railroad Protective Liability Insurance naming the Railroad as the named insured with limits of Two Million Dollars ($2,000,000) each occurrence and Six Million Dollars ($6,000,000) aggregate limit. The policy shall be issued on a standard ISO form CG 00 35 12 03 or, if available, obtain such coverage from the Railroad.

(b) The following general insurance requirements shall apply:

(i) The specified insurance policies must be effected under standard form policies underwritten by insurers licensed in the state where work is to be performed, and carry a minimum Best's rating of "A-" and size "Class VII" or better. The Railroad reserves the right to reject as inadequate any insurance coverage provided by an insurer that is rated less than the ratings specified in this section.

(ii) All coverages shall be **primary and non-contributory to any insurance coverages maintained by the Railroad and its affiliates.**

(iii) All insurance policies shall be endorsed to provide the Railroad with thirty (30) days prior written notice of cancellation, non-renewal or material changes.

(iv) The Licensee shall provide the Railroad with certificates of insurance evidencing the insurance coverages, terms and conditions required prior to commencement of any activities on or about the Property. Said certificates should reference this Contractor Right of Entry License Agreement by agreement date and description and shall be furnished to the Railroad at the following address, or to such other address as the Railroad may hereafter specify:

[INSERT RAILROAD NAME]
C/O Genesee & Wyoming Railroad Services, Inc.
13901 Sutton Park Drive South, Suite 160
Jacksonville, FL 32224

(v) If any policies providing the required coverages are written on a Claims-Made basis, the following shall apply:

(1) The retroactive date shall be prior to the commencement of the work;

(2) The Licensee shall maintain such policies on a continuous basis;

(3) If there is a change in insurer or policies are canceled or not renewed, the Licensee shall purchase an extended reporting period of not less than three (3) years after the contract completion date; and

(4) Licensee shall arrange for adequate time for reporting of any loss under this Agreement.

(c) The Railroad may require the Licensee to purchase additional insurance if the Railroad reasonably determines that the amount of insurance then being maintained by the Licensee is insufficient in light of all relevant factors. If the Licensee is required to purchase additional insurance, the Railroad will notify the Licensee. Failure of the Licensee to comply within thirty (30) days shall be considered a default subject to termination of the Agreement.

(d) Furnishing of insurance by the Licensee shall not limit the Licensee's liability under this Agreement, but shall be additional security therefore.

(e) The above indicated insurance coverages shall be enforceable by any legitimate claimant after the termination or cancellation of this Agreement, or any amendment hereto, whether by expiration of time, by operation of law or otherwise, so long as the basis of the claim against the insurance company occurred during the period of time when the Agreement was in effect and the insurance was in force.

(f) Failure to provide the required insurance coverages or endorsements (including contractual liability endorsement) or adequate reporting time shall be at Licensee's sole risk.

(g) If contractors are utilized, the Licensee agrees to require all such contractors to comply with the insurance requirements of this Exhibit C.

APPENDIX

Conditional Right-of-Way letter

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

MEMO:

To: Lori Fisette
Director, Division of Project Management
Date: July 11, 2025

Dept: Transportation

From: Mark McHugh
Administrator for Real Estate Transportation Programs

Dept: Transportation

Subject: Conditional Right-of-Way Certification
State Highway Plat 3049 (11 Parcels total)
Woonsocket Corridor- Social Street, Ethel St to Diamond Hill Rd, Roland St to Fulton St. along Bridges # 068801, 093901, 095301, 095401 & 096301.
F.A.P. No: BRO-0963(001) / PTS-ID# 2607D / RIC# 2025-RW-010

It is my understanding that the subject project will include replacement, rehabilitation and/or preservation of five structurally deficient bridges (# 068801, 093901, 095301, 095401 & 096301) , as well as implementation of safety improvements, and repave roadways. This project will improve curb ramps and sidewalks along the project roadways in the City of Woonsocket This project is scheduled to be advertised for construction on or before July 21, 2025, with an obligation of funds to be requested on or about July 11, 2025. Additionally, it appears there is an inherent public benefit to obligating federal funds to allow the project to be advertised to uphold commitments to maintain the project schedule as it relates to the commencement of construction.

This office is currently in the process of acquiring the Right-of-Way which consists of actions (partial land acquisition, and temporary easements) affecting eleven (11) parcels, at the approach to all bridges, which are necessary for construction of the project. We anticipate Right-of-Way Certification will be issued on or before August 30, 2025.

All Right-of-Way actions are being performed in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 for federally assisted projects.

This Conditional Right-of-Way Certification is hereby issued to enable the obligation of Federal funds and to authorize the project to be advertised for construction prior to the completion of the acquisition of land and easements identified as necessary to complete the project. There are not any individuals, families, or businesses to be displaced/relocated because of the project.

Please be informed that to comply with Federal Regulations, appropriate notification *must* be provided in the request for bids, identifying all locations where right of occupancy and use has not yet been obtained. Additionally, the construction contract *should not* be awarded and notice to proceed *cannot* be issued until the Right-of-Way is certified to confirm the Department has both physical and legal possession of the areas needed for construction.

This Conditional Right-of-Way Certification is issued with the understanding that any increased costs due to the delay in the award or other claims resulting from the right-of-way not being certified will be non-participating and without reimbursement as determined by the FHWA.

If you need any additional information we will provide at your request. Thank you. MM/CB

cc: Torrey, Derek (FHWA); Kalunian, Richard (FHWA) Doyle, Loren; Kue, Chue: Davis, Ryan; Megrdichian, John; Sammartino, Everett; Rodas, Jessica; Soderlund, Steven; Beck, Constance; Walsh, David; File